Transport Assessment

December 2016



HOOK LANE PAGHAM

on behalf of:

Hallam Land Management Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

LAND WEST OF HOOK LANE
PAGHAM
BOGNOR REGIS

TRANSPORT ASSESSMENT

All rights reserved. Proprietary information.

LAND WEST OF HOOK LANE
PAGHAM
BOGNOR REGIS

TRANSPORT ASSESSMENT

21 December 2016

Our Ref: MAL/adf/JNY8840-02

RPS
140 London Wall
London
EC2Y 5DN



ARUN DISTRICT COUNCIL P/6/17/OUT

QUALITY MANAGEMENT

Prepared by:	**Melanie A'Lee**
Authorised by:	**Brian Plumb**
Date:	**21 December 2016**
Project Number/Document Reference:	**JNY8840-02**

COPYRIGHT © RPS

The material presented in this report is confidential. This report has been prepared for the exclusive use of Hallam Land Management and shall not be distributed or made available to any other company or person without the knowledge and written consent of RPS.

CONTENTS

1 INTRODUCTION 1
2 EXISITNG SITE AND SURROUNDING TRANSPORT INFRASTRUCTURE 3
3 ACCESSIBILITY 12
4 PLANNING POLICY 17
5 DEVELOPMENT PROPOSAL AND ACCESS 24
6 TRIP GENERATION AND DISTRIBUTION 28
7 HIGHWAY IMPACT ASSESSMENT 33
8 SUMMARY AND CONCLUSION 45

APPENDICES
APPENDIX A – WSCC SCOPING CORRESPONDENCE
APPENDIX B – PERSONAL INJURY COLLISION DATA
APPENDIX C – BASE TRAFFIC SURVEYS
APPENDIX D – TEMPRO OUTPUT REPORT
APPENDIX E – WALKING CATCHMENT ISOCHRONES AND LOCAL FACILITIES PLAN
APPENDIX F – CYCLE CATCHMENT ISOCHRONES
APPENDIX G – BUS ROUTE PLAN
APPENDIX H – PROPOSED DEVELOPMENT FRAMEWORK PLAN
APPENDIX I – SWEPT PATH ANALYSIS
APPENDIX J – PROPOSED ACCESS ARRANGEMENTS
APPENDIX K – STAGE 1 ROAD SAFETY AUDIT AND DESIGNERS' RESPONSE
APPENDIX L – TRICS OUTPUT
APPENDIX M – TRAFFIC FLOW DIAGRAMS
APPENDIX N – JUNCTIONS 9 AND LINSIG OUTPUT

1 INTRODUCTION

Report Brief

1.1 RPS Group has been commissioned by Hallam Land Management to provide transport planning advice in connection with the proposed development of circa 300 residential dwellings at land to the west of Hook Lane, Pagham, West Sussex, an 80 bedroom Care Home and 1600sqm of D1 Use (potential GP Surgery or Nursery). In addition this report reviews the potential to provide a two-form primary school on the site which in turn reduces the number of dwellings to 230. A Care Home and Nursery will be provided in both scenarios.

1.2 This Transport Assessment (TA) describes the transport characteristics of the site and surrounding highway network and the site's accessibility to modes other than the private car.

1.3 This report also includes an assessment and analysis of the travel characteristics of the Pagham and Rose Green Ward and the surrounding areas and therefore predicts the future travel demands of the proposed development and the likely impacts on key junctions.

1.4 This Transport Assessment (TA) has been prepared in accordance with the National Planning Policy Framework – Planning Guidance for Transport Assessments and Transport Statements and with reference to Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS). The TA has also been prepared in accordance with pre-application scoping discussions with West Sussex County Council the local highway authority a copy of the scoping letter is provided in **Appendix A**.

1.5 This report provides a review of the sites impact on the local highway network. As part of the Local Plan review Arun District Council is proposing to allocate 900-1200 dwellings within Pagham. The other sites that have been identified include two sites north of Sefter Lane (289 & 60 dwellings) and a site off Pagham Road/ Summer Lane (400 dwellings). A supplementary Transport Report will be submitted as part of this planning application to cover the cumulative impact of all of the above developments.

Report Format

1.6 **Section 2** of the report describes the transport characteristics of the existing site and its location. It details the demographics of the local area in terms of car ownership, travel to work mode share and destinations. It also describes the existing site in relation to the surrounding transport network and includes details of the existing collision history, traffic surveys, future year growth and committed developments;

1.7 **Section 3** of the report describes the existing site's accessibility by modes other than the private car. This includes a description of walking and cycling facilities and access to public transport;

1.8 **Section 4** of the report provides a review of the central government and local government planning policy guidelines that are considered relevant in transportation terms to the site;

1.9 **Section 5** provides details of the residential development including access arrangements for both vehicular and pedestrians and vehicle and cycle parking provision;

ARUN DISTRICT COUNCIL P/6/17/OUT

1.10 **Section 6** details the likely vehicular traffic generation associated with the site and the distribution of traffic onto the local highway network;

1.11 **Section 7** considers the impact of the development traffic on the local highway network identified for assessment; and

1.12 **Section 8** provides a summary of the report and conclusions.

ARUN DISTRICT COUNCIL P/6/17/OUT

2 EXISITNG SITE AND SURROUNDING TRANSPORT INFRASTRUCTURE

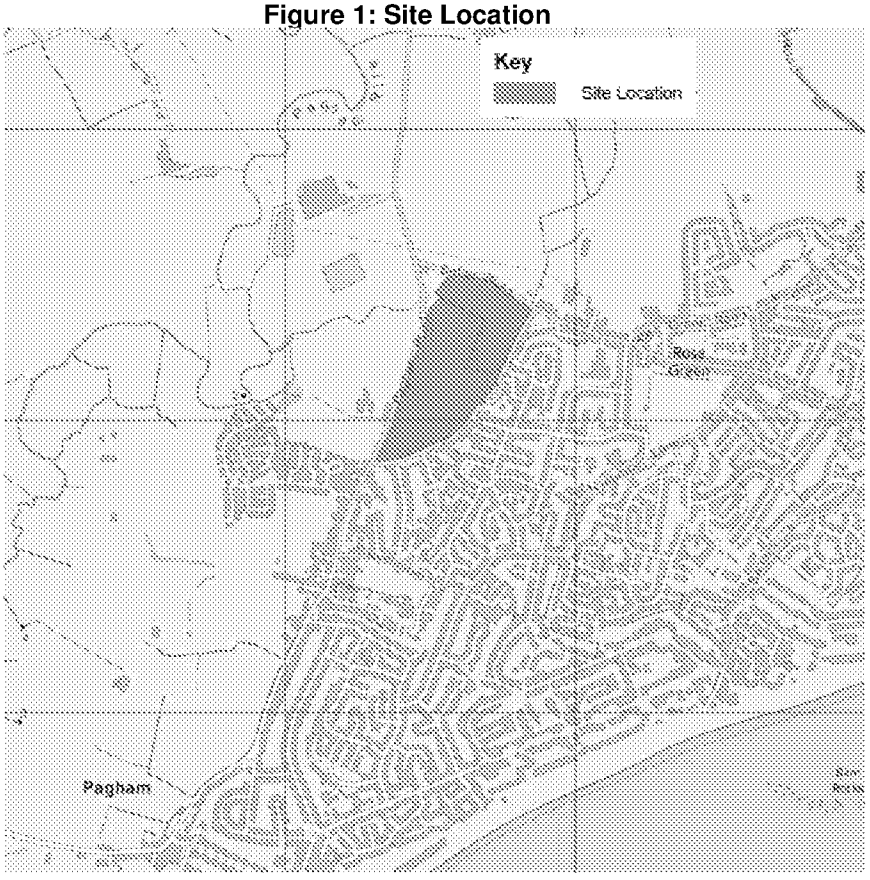
Introduction

2.1 This section of the report considers the site's context, demographics of the area, existing level of car ownership within the local ward and within Arun District, the travel to work characteristics of residents in the Pagham / Rose Green Ward and a review of the local highway network and how well the site is connected.

Site Context

2.2 The site is located to the northern end of Pagham and to the north west of Bognor Regis, West Sussex and is currently agricultural land. The site location is provided in **Figure 1** below:

Figure 1: Site Location



2.3 The site is bound to the north by Sefter Road, to the east and south by Hook Lane and to the west by Pagham Road.

Car Ownership

2.4 The table below identifies the existing car ownership in the Pagham and Rose Green Ward. This information has been obtained from the 2011 census data and also provides details for Arun District as a whole.

Table 2.1: Car Ownership Levels in Pagham and Rose Green Ward and Arun District

Car Ownership	Pagham and Rose Green Ward	Arun District
None	15%	20%
One	49%	45%
Two	28%	27%
Three	7%	6%
Four or more	2%	2%

Source: Census Database

2.5 The above table shows that the level of car ownership within Pagham and Rose Green Ward is comparable to the car ownership level for the district of Arun.

2.6 From the 2011 Census data it is possible to ascertain the overall level of car ownership per household based on the population of the ward and the number of dwellings within the area. For the Pagham and Rose Green Ward the data is as follows:

Table 2.2: Car Ownership per Dwelling

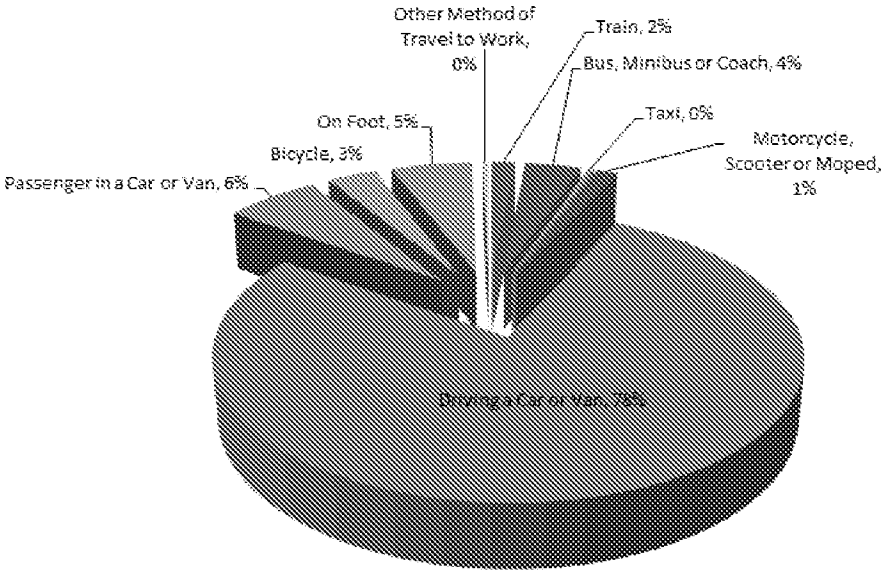
	2011 Census Data
Number of Households – Pagham and Rose Green Ward	3,558
Total number of cars owned	4,727
Car ownership per household	1.3

Source: Census Database

Travel to Work Characteristics

2.7 The Census data 'Travel to Work' for Pagham and Rose Green Ward identifies that 8% walk or cycle to work, 6% of residents use public transport as their main mode to work and 84% use the private car of which 6% car share. **Figure 2** below shows the modal splits for the Pagham and Rose Green Ward:

Figure 2: Modal Split – Journey to Work – Pagham and Rose Green Ward



2.8 To assess why the modes of travel are used it is necessary to look at where people travel for their place of work. The table below identifies the key location of where people from Pagham and Rose Green Ward travel to work.

Table 2.3: Work Place Destinations of Residents within Pagham and Rose Green Ward

Destination	% of Residents	Rail	Bus	Car	Walking / Cycling / Taxi / Motorcycle
Portsmouth	2%	0%	7%	86%	7%
Havant	1%	0%	0%	100%	0%
Arun District	61%	0%	4%	76%	20%
Pagham and Rose Green Ward included in Arun District	21%	0%	0%	73%	27%
Chichester	31%	2%	6%	88%	4%
Worthing	2%	0%	13%	80%	7%

Source: Census Database

2.9 **Table 2.3** above shows that of the residents that live in Pagham and Rose Green Ward 61% work within the Arun District. The data also indicates that those that work in the Arun District are more likely to use alternative modes to the private car, with a larger proportion cycling or walking compared to destinations further away.

Existing Highway Network

Pagham Road

2.10 Pagham Road runs to the west of the proposed residential site on a broadly north / south alignment between the junction with Sea Lane to the south and the junction with the B2166 Lower Bognor Road to the north.

2.11 Pagham Road is subject to the national speed limit to the west of the site and is a predominately rural road with no footway or street lighting provision. Pagham Road reverts to a 30mph speed limit just to the north of the priority junction with Hook Lane at the south western corner of the site. The 30mph speed limit reflects the residential development on both sides of the carriageway to the south of the site. The section of Pagham Road to the south of the site is provided with footways on both sides of the carriageway and benefits from a system of street lighting. Bus stops are also provided on both sides of the carriageway in the vicinity of the junction with Hook Lane.

2.12 Pagham Road provides access to a parade of local shops and Pagham village to the south of the site. To the north Pagham Road connects to the B2166 that in turn leads to the B2145 and the A27 Chichester By-pass.

Hook Lane

2.13 Hook Lane runs on a south west to north east alignment to the east of the site, between the priority junction with Pagham Road to the south west and priority junction with Sefter Road to the north east.

2.14 Hook Lane is subject to a 30mph speed limit and benefits from the provision of a system of street lighting. Footways are provided on both sides of the carriageway to the south of the junction with Lodsworth Road. To the north of Lodsworth Road a footway is only provided on the eastern side of the carriageway which connects to Sefter Lane / Rose Green Road to the north.

Sefter Road

2.15 Sefter Road runs on an east - west alignment to the north of the site, between the priority junction with Pagham Road to the west and the priority junction with Hook Lane to the east.

2.16 Sefter Road is subject to the national speed limit to the north of the site and is a rural road with no footways or street light provision and is bound by trees and vegetation on both sides of the carriageway. Sefter Road reverts to changes to a 30mph speed limit just to the west of the junction with Hook Lane and reflects the change to the urban environment. A footway is provided on the northern side of the carriageway between the junction with Hook Lane and Rossalyn Close.

2.17 Sefter Road joins Rose Green Road, Grosvenor Gardens and Gossomer Lane to the east of Rossalyn Close. Footways are provided on both sides of the carriageway to the east of Hook Close and benefits from a system of street lighting.

Collision Analysis

2.18 A review has been undertaken of the personal injury collisions that have occurred on the local road network in the vicinity of the site and on the surrounding highway network over a five - six year period. Collision data has been obtained from West Sussex County Council for the period 1

August 2010 to 2 June 2016. A copy of this data is provided at **Appendix B** of this report and is summarised below. Only details of serious and fatal accidents have been reviewed in this summary.

2.19 The area covered includes the following junctions:

- Sefter Road / Pagham Road – Priority Junction;
- Hook Lane / Pagham Road – Priority Junction;
- Hook Lane / Sefter Road – Priority Junction;
- Grosvenor Gardens / Road Green Road / Carlton Avenue – Two Priority Junctions;
- Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered Signalised Junction;
- Hewarts Lane / B2166 – Roundabout Junction;
- Gossamer Lane / Aldwick Street / Aldwick Road – Small Roundabout;
- Aldwick Road / B2166 Roundabout; and
- B2166 / West Meads Drive – Roundabout.

Pagham Road

2.20 Over the period reviewed there have been 9 recorded incidents between its junction with Sefter Lane and Nyetimber Lane. 8 of these accidents are slight in severity and one is serious. The serious incident occurred at the junction of Nyetimber Lane outside The Bear Inn Public House. This incident involved 1 vehicle and 1 pedestrian. V1 heading north on Pagham Road, male pedestrian on west side of road, under the influence of alcohol, having just exited the public house. Pedestrian either walked / fell into path of V1.

Hook Lane

2.21 Along Hook Lane there have been two recorded incidents. The severity of both incidents are slight and both occurred at the local residential road junctions which access onto Hook Lane.

Sefter Lane

2.22 Sefter Lane between its junction with Pagham Road and Hook Lane has seen three recorded incidents, two of which were slight and one was serious. The serious incident involved a vehicle swerving and hitting a stationary vehicle. The causation factor given was that the driver was ill, disabled or had a mental or physical illness.

Rose Green Road

2.23 At the Rose Green Road junction there have been nine recorded incidents, seven slight and two serious. The first serious incident involved a young pedestrian running out in front of a car; the causation factor was that the pedestrian failed to look properly and crossed between parked cars. The second serious incident occurred at the junction of Osborne Way and involved a pedal cycle which was travelling west along Rose Green Road. A car passed the cyclist and knocked them from their bicycle.

Gossamer Lane / Aldwick Street / Aldwick Road

2.24 There have been six recorded incidents at this junction, five of which were slight in terms of severity and one was recorded as serious. The serious incident involved a car and a pedal cycle. The car failed to give way to the pedal cycle on the roundabout. The causation factor given was the weather conditions (rain, sleet, snow or fog) and failure to look properly.

Aldwick Road / B2166

2.25 At this junction there were two recorded incidents; one was identified as slight and one as serious. The serious incident involved a pedal cycle and a car; the car exiting the roundabout clipped the wheel of the cycle. The causation factor was identified as failing to look properly and not judging other persons' path or speed.

Hewarts Lane / Lower Bognor Road / B2166

2.26 There have been four recorded incidents at this junction, all of which are slight in terms of severity.

Aldwick Road / B2166 / Hawthorn Rd

2.27 Over the five year period, there have been 6 recorded incidents at this junction, five of which were slight and one was fatal. The fatal incident involved one vehicle which lost control and mounted the central island impacting with the bollards. The causation factor give was that the driver was impaired by alcohol.

2.28 The review of the collision data indicates that there are no common patterns of collisions occurring that may be due to the characteristics of the local highway network. The causation factors are primarily carelessness on behalf of the drivers and / or pedestrians, indicating that the local highway network has no pre-existing inherent deficiencies. As such it is considered that the proposed development will not adversely affect the levels of incidents occurring in this area.

2.29 The accident data included in the Appendices includes areas beyond that identified above, which will be reviewed in more detail in the supplementary TA which will review the cumulative impact of the developments in Pagham.

Existing Traffic Flows

2.30 From scoping discussions with West Sussex County Council it was agreed that the following study area will include the following junctions:

- Sefter Road / Pagham Road – Priority Junction;
- Hook Lane / Pagham Road – Priority Junction;
- Hook Lane / Sefter Road – Priority Junction;
- Grosvenor Gardens / Road Green Road / Carlton Avenue – Two Priority Junctions;
- Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered Signalised Junction;
- Hewarts Lane / B2166 – Roundabout Junction;
- Gossamer Lane / Aldwick Street / Aldwick Road – Small Roundabout;

- Aldwick Road / B2166 Roundabout; and
- B2166 / West Meads Drive – Roundabout.

2.31 Traffic surveys were undertaken at the above junctions by 360 TSL traffic survey company on Tuesday 15 September 2015. The turning count data was collected in 15 minute intervals from the AM and PM weekday peak periods (07:00-10:00 and 16:00-19:00). In addition, queue length surveys were undertaken at the junctions every 5 minutes during the AM and PM peak hours. The queue length surveys have been used to validate the base models in Section 7.

2.32 In addition to the above, traffic data has been obtained from transport consultants working on the other sites within Pagham, these surveys were undertaken in June 2016. As this data is more recent this data has been used where it covers the above junctions. The 2016 data covers additional junctions along Pagham Road including the following:

- Pagham Road / Nyetimber Lane;
- Nyetimber Lane / Cardinals Drive / Tabard Gate;
- Pagham Road / Lower Bognor Road;
- B2166 Lagness Road / Mill Lane / Vinnetrow Road;
- B2145 / B2166;
- A27 Chichester Bypass / A27/ B2145; and
- A27 Chichester Bypass / Bognor Road / A259 Bognor Road.

2.33 The peak hours for each junction have been identified and are shown on flow diagrams included in **Appendix C**.

2.34 In addition to the above Automated Traffic Counts (ATC) has been undertaken on the following links:

- Pagham Road;
- Sefter Road; and
- Hook Lane.

2.35 The ATC traffic surveys were undertaken for the week period commencing on 21 August 2015 during the summer holidays and for the week period commencing on 15 September 2015 during school term time. The reason for undertaking a survey during the summer holiday period is because this area and Bognor Regis is a popular holiday resort.

2.36 The two sets of ATC surveys allow the summer traffic flows to be compared to the autumn school term time conditions and the results are summarised in **Table 2.4** below.

Table 2.4: ATC Traffic Survey Comparison

Road	Term Time Two-way Traffic Movements (All Vehicles)			Holiday Period Two-way Traffic Movements (All Vehicles)		
	24hr (7 day Ave)	Am Peak (5 day Ave)	PM Peak (5 day Ave)	24hr (7 day Ave)	Am Peak (5 day Ave)	PM Peak (5 day Ave)
Pagham Road	4977	422	474	5378	369	468
Sefter Road	4113	305	419	4134	289	393
Hook Lane	4005	239	360	3969	216	342

Source: Traffic Survey Data

2.37 The above table shows that whilst the traffic over a 24hour period is slightly higher during the holiday periods, the network peak periods on which a Transport Assessment is undertaken are higher during the Term Time period. On this basis it is considered that the traffic surveys undertaken provide a suitable basis for assessment. The 2016 survey data is not dissimilar to the 2015 surveys identified above.

2.38 Pagham Road is the primary route that will be used by residents and is approximately 6m wide with verges on both sides. To gauge the capacity of this type of road reference is made to the Design Manual for Roads and Bridges Volume 5 'Traffic Flow Ranges for Use in the Assessment of New Rural Roads' which suggests that this road type would be able to accommodate up to 13,000 vehicles AADT (Average Annual Daily Traffic Flow). For Urban assessments reference is made to 'Traffic Capacity of Urban Roads', the closest road type is identified as UAP3 which suggests that for a 6.1m road, the busiest hourly flow (one way) is 900 vehicles per hour (based on a 60/40 directional split). The traffic flows identified in **Table 2.4** show that the level of traffic using this route is significantly lower than these guidelines, and has sufficient capacity to accommodate future demand.

2.39 On this basis the impact of the proposed development traffic will not have a material impact on the roads capacity. The through movement of vehicles along a road is however dependent upon the junctions that join Pagham Road. Assessments of these junctions are undertaken in Section 7.

2.40 A copy of the above traffic surveys is provided at **Appendix C** of this report.

Future Year Assessment

Traffic Growth

2.41 In accordance with pre-application discussions with WSCC, a base year of 2017 has been provided. A five year post planning submission (2022) has also been carried out. In accordance with the DoT (Department of Transport) Guidelines.

2.42 For the assessment of impact on the A27 (Trunk Road), a ten year post planning submission assessment (2027) will be undertaken, again in accordance with the DoT guidelines. The assessments of the A27 will be included in the Supplementary assessment that includes cumulative impact assessments. Individually this proposed development will not have a material impact on these junctions.

2.43 The DoT traffic growth methodology has been applied to the 2016 base flows using forecasts from TEMPRO and the National Transport Model (NTM). The future growth rates are as follows in **Table 2.5**:

Table 2.5: TEMPRO Growth Rates

	Urban Area – Principal Roads	Urban Area – Trunks Roads
AM Peak 2016 – 2017	1.0164	1.0167
PM Peak 2016 – 2017	1.0167	1.0167
AM Peak 2016 – 2022	1.0976	1.1022
PM Peak 2016 – 2022	1.0981	1.1027

Source: TEMPRO

2.44 A copy of the TEMPRO output is included at **Appendix D** of this report.

Committed Development

2.45 As part of pre-application scoping discussions with WSCC, it was requested that the following developments be included as part of our impact assessment which have been approved:

- Land at summer Lane (90 Dwellings, P/58/15); and
- 251 Pagham Road (42 dwellings, P/125/14).

2.46 The traffic data available from these applications concentrates on the immediate vicinity of the site; as such the distribution beyond these areas has been based on the proportions of existing traffic movements.

2.47 The inclusion of growth and the above sites provides a robust assessment as the growth rates include for new residential developments in the local area and as such there will be an element of double counting.

3 ACCESSIBILITY

Introduction

3.1 The modal choice for a particular journey is dependent on a number of factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the development. The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel made by the individual. Where a choice of modes exists the individual may prefer not to travel by private car, however, the overriding decision relates to the location and trip purposes.

3.2 This section of the report considers the sustainability of the site in terms of accessibility to public transport infrastructure as well as opportunities for cycling and walking.

Walking and Cycling

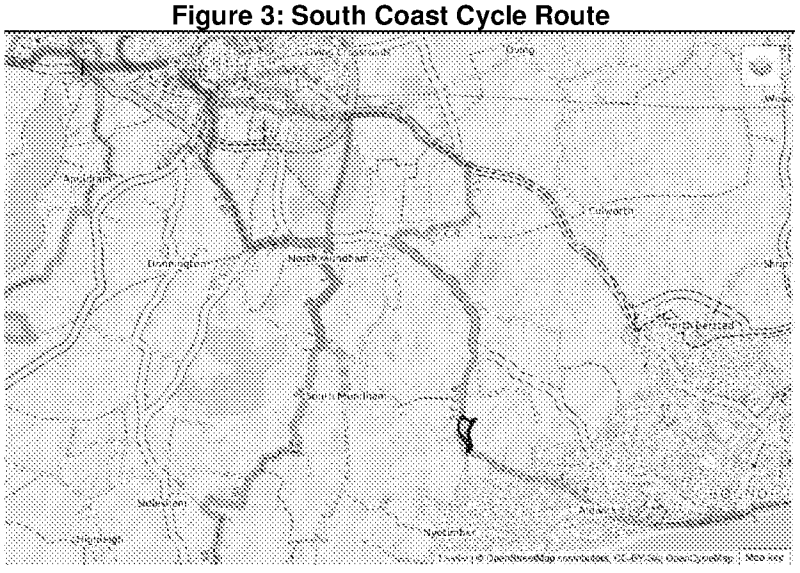
3.3 The development site benefits from a good level of accessibility for pedestrians. The existing road network to the northeast, east and south of the site has footways with street lighting and provide connections to local facilities surrounding the site.

3.4 A plan showing walking isochrones from the site is provided in **Appendix E**, based on a walking speed of 80m per minute (circa 4.8Kph), up to a maximum walking distance of 2km from the edge of the site. The walking isochrones demonstrate that within a 5 minute walk of the site, individuals can reach bus stops on Pagham Road and Hook Lane.

3.5 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads to the east and south of the site are relatively lightly trafficked and would be suitable to cycle on road enabling all local facilities to be within easy cycle distance of the proposed residential development.

3.6 The West Sussex County Council's web site does however identify a 'South Coast Cycle Route' which continues along Sefter Lane and then northwards onto Pagham Road towards Chichester as shown in **Figure 3** below:

Figure 3: South Coast Cycle Route



3.7 The South Coast Cycle Route is a recreational route and is not identified as a commuter route. This route is also not signposted or identified along Sefter Lane.

3.8 A plan showing cycle isochrones from the site is provided in **Appendix F**; this is based on a cycling speed of 200m per minute (circa 12kph). The cycle isochrones indicates that individuals can reach Bognor Regis town centre and railway station within approximately a 24 minute cycle ride.

Public Transport

3.9 The nearest bus stops to the site are located Pagham Road and Hook Lane to the west and east of the site and provide access to bus routes 600 and 62.

3.10 The Pagham Road bus stops are located at the south west corner of the site in the vicinity of the priority junction with Hook Lane. The south bound bus stop is located immediately to the north of the junction with Hook Lane. The north bound bus stop and shelter is located opposite the junction with Hook Lane. The bus stops are within 400m walking distance from the centre of the site. The Pagham Road bus stops provided access to bus service 600.

3.11 A bus stop is also located on the eastern side of Hook Lane adjacent to Hook Close to the North West corner of the site and on Lodsworth Road close to its junction with Hook Lane. These bus stops are also within 400m walking distance from the centre of the site and provide access to bus service 62.

3.12 **Table 3.1** summarises the route and frequency of the bus services and a bus route plan is provided at **Appendix G** of this report.

Table 3.1: Bus Route Summary

Service	Route	Average Frequency (Minutes)		
		Mon – Fri	Saturday	Sunday
600 Pagham Road Bus Stops (opp Hook Lane) – Stagecoach South	Elmer – Bognor Regis – Chichester	15 - 20 min Frequency First @ 06:26 Last @ 21:38 (Hourly frequency after 19:00)	20 min Frequency First @ 07:20 Last @ 21:38 (Hourly frequency after 19:00)	Hourly First @ 09:20 Last @ 18:20
62 Hook Lane Stops – Stagecoach South	Bognor Regis – Aldwick – Nyetimber – Aldwick – Bognor Regis	2 Hourly First at 07:53 Last @ 17:20	2 Hourly First at 07:53 Last @ 17:20	No Service

Source: Travel Line South East

3.13 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis and Chichester town centres and provides the potential for interchange to Bognor Regis railway station. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

Rail

3.14 Bognor Regis rail station is located approximately 4.8km to the east of the site. The station is operated by Southern Railways and is a terminus at the end of a short branch of the West Coastway Line. The station has a ticket office, car park, 4 platforms, small café and newspaper shop. In addition, 174 cycle parking spaces are provided next to the taxi rank.

3.15 Monday to Saturday there are four services per hour from Bognor Regis and these are as follows:

- Two trains per hour to London Victoria;
- One train per hour to Littlehampton; and
- One train per hour to Barnham.

3.16 On Sundays, there are two services per hour from Bognor Regis and these are as follows:

- One train per hour to London Victoria; and
- One train per hour to Littlehampton.

Accessibility to Local Facilities

3.17 In line with planning policy, sites should be accessible by a variety of transport modes allowing a reduction in the reliance on the private car.

3.18 Within **Appendix E** a plan is provided that shows the location of day-to-day facilities and services in the vicinity of the site proposed development.

Policy Background

3.19 Manual for Streets (paragraph 4.4.1) states the following:

> **"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot."**

3.20 The Institution of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) suggests acceptable, desirable and maximum walking distances. **Table 3.2** contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.2: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: IHT 'Guidelines for Providing Journeys on Foot'

3.21 PPG13 (Planning Policy Guidance 13 Transport) has been superseded by NPPF (National Planning Policy Framework), however the fundamental information provided within PPG13 is still relevant and in Paragraph 74 it states in part:

> **"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two Kilometres."**

3.22 Paragraph 77 states in part:

> **"Cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport."**

3.23 The table below identifies the walking and cycle distance and time to the local facilities within 5km, measured from the centre of the proposed development.

Table 3.3: Accessibility to Local Facilities

Facility	Approx. Distance (m)	Approx. Walking Time (mins)	Approx Cycle Time (mins)
Public Transport			
Pagham Road Bus Stops	400m	5 mins	N/A
Hook Lane Bus Stops	200-250m	3 mins	N/A
Bognor Regis Rail Station	4800m	N/A	24 mins
Local Shops and Schools			
Local parade of shops to the south of the site on Pagham Road including Tesco Express	700m	8 mins	4 mins
Co-op Convenience Store, The Southern Co-operative Rose Green Road	800m	10 mins	4 mins
Local parade of shops on Rose Green Road including Barclays Bank, Co-op, Post Office, restaurants and take-aways.	1200m	15 mins	6 mins
Bognor Regis Town Centre	4600m	N/A	23 mins
Rose Green Junior School	690m	8 mins	3 mins
Rose Green Infant School	600m	8 mins	3 mins
Healthcare Facilities			
Grove House Surgery, Pryors Lane	1Km	13 mins	5 mins
Lloyds Pharmacy, Rose Green Road	1200m	15 mins	6 mins
Bognor Regis War Memorial Hospital	4900m	N/A	24 mins

* Based on a walking speed of 80m per minute (circa 4.8km/h).
* Based on a cycling speed of 200m per minute (circa 12km/h).

3.24 As can be seen local facilities including bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.

Residential Travel Plan

3.25 As identified above the site is within a reasonable walking or cycle distance of local facilities and bus services. The location of the development will allow residents the opportunity to travel by alternative modes to the private car.

3.26 To further encourage the use of alternative modes of transport a Residential Travel Plan has been produced as a separate document.

3.27 The Travel Plan will aim to:

- Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
- Reduce unnecessary travel; and
- Encourage the use of sustainable travel by improving facilities and providing information.

3.28 The information within the Travel Plan will help introduce residents to alternative modes and enable them to consider the trips to be made and the mode by which they can use. It is intended that the Residential Travel Plan will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour.

3.29 From pre-application discussions with WSCC it was advised that the Travel Plan should base the targets on the predicted traffic generation to the site advised in this report and also include how this will be monitored and what measures will be put in place if the predicted traffic movements exceed the level predicted.

Accessibility Summary

3.30 The site benefits from good accessibility to bus service 600 which operates 7 days a week at a high frequency and connects to Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

3.31 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria and Littlehampton. In addition Bognor Regis station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.

3.32 The local parades of shops on Pagham and Rose Green Road and local schools are within a reasonable walking distance from the site. It is considered that future residents would be able to walk or cycle to access local facilities within Pagham.

3.33 In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services given its semi-rural location. Local facilities including shops, heath services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.

4 PLANNING POLICY

Introduction

4.1 This section of the report evaluates the development proposal against the appropriate national regional and local transport policies:

- National Planning Policy Framework (NPPF), March 2012;
- West Sussex Local Transport Plans 2011 to 2026;
- Arun Local Plan; and
- Pagham Neighbourhood Plan.

National Planning Policy Framework (NPPF)

4.2 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF). Section 4, paragraphs 29 to 41 deal specifically with transport planning and promoting sustainable transport.

4.3 Paragraph 29 states that:

> **"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice of how they travel."**

4.4 Paragraph 30 states that:

> **"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development, which, where reasonable to do so, facilitates the use of sustainable modes of transport."**

4.5 Paragraph 32 states that:

> **"All developments that generate significant amounts of movement should be supported by a Transport Statement of Transport Assessment. Plans and decisions should take account of whether:**
>
> - **The opportunities for sustainable modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;**
> - **Safe and suitable access can be achieved for all people; and**
> - **Improvements can be undertaken within the transport network that cost effectively limits the significant effects of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."**

4.6 Paragraph 34 states that:

> **"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be**

minimised and the use of sustainable transport modes can be maximised."

4.7 Paragraph 35 states that:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to:

- **Give priority to pedestrian and cycle movements and have access to higher quality public transport facilities;**
- **Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;**
- **Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and**
- **Consider the needs of people with disabilities by all modes of transport."**

4.8 Paragraph 36 states that:

"All developments which generate significant amounts of movement should be required to provide a Travel Plan."

4.9 Paragraph 37 states that:

"Planning policies should aim for a balance of land uses within their area so that people are encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."

4.10 Paragraph 38 states that:

"For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of properties."

4.11 With regard to parking, paragraph 39 of the NPPF states that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- **The accessibility of the development;**
- **The type, mix and use of the development;**
- **The availability of and opportunities for Public Transport;**
- **Low car ownership levels; and**
- **An overall need to reduce the use of high-emission vehicles."**

Local Planning Policy

West Sussex Local Transport Plan 2011 to 2026

4.12 The West Sussex Local Transport Plan provides a strategic direction for transport within West Sussex, but aligns itself with other major strategies, such as the County Strategy and Local Communities Strategies. The key objectives of the plan are:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing; and
- Improving safety, security and health.

4.13 In addition the key measures that are identified that are applicable to residential developments include:

- Ensure an appropriate amount of parking is provided at new residential development and that parking space is provided at non-residential development in line with our agreed parking standards;
- Ensuring that new employment and residential developments are accessible by sustainable modes of transport;
- Continuing to secure travel plans for new residential and employment developments; and
- Encouraging home working and the promotion of home delivery services through SIDD, to design new facilities and services which meet customer needs.

Arun Local Plan

4.14 The Arun Local Plan 2011 – 2031 Publication Version sets out the vision for the future of Arun and guides development up to 2031. Arun Local Plan contains strategic and development management planning policies which will shape the future of the area and will be used in the consideration of planning policies.

4.15 The Arun Local Plan is currently being reviewed based on the Inspectors comments on Objectively Assessed Needs requiring an increase from 580 dwellings Per annum to 820 dwellings per annum. As part of this work the Council have considered potential strategic sites for allocation as Main Modifications in due course. This includes the application site as part of the Pagham North sites. Together these sites are identified as providing 700 new homes with a further 400 new homes at Pagham South.

4.16 The vision for the District is that by 2031, the Arun will be:

> **"A safer, more inclusive, vibrant and attractive place to live, work and visit. Arun's residents will be healthier and better educated, with reduced inequalities between the most and least affluent."**

4.17 The Local Plan has seven key strategic objectives. The strategic objective relating specifically to transport is:

> **"To reduce the need to travel and promote sustainable forms of transport."**

4.18 Section 15 of the Local Plan focuses on Transport. The strategic objectives for Transport are to:

- **"Reduce the need to travel and promote sustainable forms of transport;**

- **Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;**
- **Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;**
- **Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population; and**
- **Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships."**

4.19 The Coast to Capital Local Enterprise Partnership has signed a Growth Deal with central Government that will see the start of a six year investment programme in jobs, infrastructure and transport from 2015. The programme of specific benefit to the development site is:

- Sustainable Transport Packages: A range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital region. This will enable improvements to walking and cycling links; improvements to junctions and traffic management systems to ease traffic flow and reduce congestion and improvements to public transport, such as bus and taxi priority measures and better interchanges.

4.20 Policy TSP1: Transport and Development states that the Council will support development which:

- Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

- Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;

- Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton to the A27, to ensure that they are delivered in line with strategic growth in the district;

- Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of the development upon on-street parking;

- Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable; and

- Explains how the development has been designed to:
  - Accommodate the efficient delivery of goods and supplies;
  - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
  - Create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
  - Incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
  - Consider the needs of people with disabilities by all modes of transport.

4.21 Policy TDM1: Sustainable Travel and Public Rights of Way states that proposals for all new development must:

- Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks as identified on the Policies Map and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
- Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;
- Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;
- Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists; and
- Developments shall also be consistent with all other Local Plan policies.

4.22 Section 13.3 of the Local Plan discusses parking in residential development:

- Well-designed parking provision should be an integral part of the layout. The main objective will therefore be to provide high quality solutions that take into account the location and type of scheme in order to provide balanced, mixed and flexible parking provision;
- West Sussex County Council have prepared guidance for parking in residential development based on expected levels of car ownership and demand;
- Proposals should reflect best practice as set out in national guidance, to ensure high quality design of parking provision; and
- Cycle parking should be located as close as possible to properties without interfering with pedestrian traffic. Garages should provide the basic requirement of housing a vehicle while having adequate circulation space for the users.

Pagham Neighbourhood Plan

4.23 Pagham Parish Council and Arun District Council withdrew the Neighbourhood Plan from the Examination Process in December 2014, as they felt that the Plan could be made more robust by producing further detailed studies. A revised timetable for the Plan will be provided in due course.

Guidance for Parking in New Residential Developments

4.24 West Sussex County Council has taken a strongly evidence-led approach to residential parking in new developments, to ensure that the number of parking spaces provided is appropriate to the location and the characteristics of the development.

4.25 This Transport Assessment will use the West Sussex Residential Parking Demand Calculator to calculate the number of parking spaces required at the proposed development. The calculator predicts levels of car ownership using information about the location (ward), unit type, unit tenure, unit size and the number of allocated spaces.

4.26 If garages are provided, they should be at least 6m x 3m internally. If garages meet this requirement, they should be regarded as an allocated parking space and calculations of parking demand should take account of this.

4.27 Car parking provision for disabled people should be consistent with the standards set out in Manual for Streets, which state that 5% of residential car parking spaces are designated for use by disabled people. Local authorities should provide spaces on the basis of demand.

4.28 The recommended levels of cycle provision are set out in **Table 4.1** below:

Table 4.1: Recommended Levels of Cycle Provision

Type	Size	Cycle Provision (Per Unit)
Houses	Up to four rooms (one / two bed)	One space
	Five + rooms (three + bed)	Two spaces
Flats	Up to three rooms (one / two bed)	0.5 space (If communal storage, otherwise the same as a one / two bed house)
	Four + rooms (three + bed)	One space

Source: West Sussex County Council Parking Standards

Summary

4.29 Taken together, national and local transport planning policy requires new residential development to be located where a range of facilities and services can be accessed by a number of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to site should be achieved for all people.

4.30 The proposed residential development is well located in an existing residential area. In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services. Local facilities including shops, services and education are accessible by walking

and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.

4.31 As such, the site's location is considered to accord to the relevant Local and Central Government Policy Guidelines in terms of being in a sustainable location and is clearly accessible by modes other than the private car.

5 DEVELOPMENT PROPOSAL AND ACCESS

Development Proposal

5.1 A full description of the proposed residential development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.

5.2 The planning application proposes a development of circa 300 residential dwellings and an 80 bed Care Home. The proposed residential development will be a mix of 2, 3, 4 and 5 bedroom dwellings of which 30% will be affordable. In addition to the above 1600sqm of D1 Use (potential GP Surgery or Nursery) is also proposed on the site.

5.3 This site forms part of the site allocations identified by Arun District Council for Pagham. As part of the overall site allocations of circa 1,000 dwellings a two-form entry primary school will need to be provided, this could be on any of the three sites and the final location will be decided by Arun as part of the planning process. However this transport assessment also reviews the development proposal that includes a two-form entry primary school, 230 dwellings, an 80 bed care home and a day nursery.

5.4 It should be noted that the planning application with the School is identified as having 216 dwellings, however for robustness; this TA has reviewed this scenario with up to 230 dwellings.

5.5 The proposed Development Framework Plan for the development proposal is provided at **Appendix H** of this report. Details of the Masterplan layouts are provided in the Design & Access Statement Page 35 Figure 2 (Option A) and Page 36 Figure 3 (Option B).

5.6 The vehicle access arrangements, pedestrian and cycle linkage and parking provision are considered in greater detail below.

Proposed Vehicular Access Arrangement

5.7 Vehicular access to the site will be via three locations. Two priority junctions will be formed off Hook Lane and one will be provided off Pagham Road.

5.8 With the School option only one access will be provided off Hook Lane (to the north of the site) and access off Pagham Road.

5.9 All of the vehicular accesses will be provided with a 6m wide access reducing to 5.5m as it enters the site. The 6m width of access is sufficient to allow two large vehicles to pass and re-pass and consistent with the advice contained within Manual for Streets (MfS). It is proposed that the junction radii are provided at 6m to accommodate the swept path of the largest design vehicle that accesses the site on a regular basis which will be a large refuse vehicle. Details of the swept path analysis are provided in **Appendix I.**

5.10 The access proposed off Pagham Road will include a ghost island right turn lane which is required to ensure the free movement of traffic along Pagham Road is maintained. The right turn lane has been designed to DMRB standards for a 30mph speed limit. The proposal also includes for the existing 30mph zone to be moved further northward, although the level of visibility has

been designed to reflect existing 85th percentile speeds taken from a point further north on Pagham Road, within the 60mph speed limit.

5.11 The proposed access arrangement on Pagham Road will be just within the national speed limit, however it is very close to the existing 30mph zone as such vehicle speeds will be significantly lower than the signed speed limit. The access has been designed to meet DMRB standards based on the existing vehicular approach speeds. The deceleration lane has been designed to accord to DMRB standards for a 30mph speed limit as it is only just outside the 30mph speed limit and as such vehicle speeds will be much lower.

5.12 Therefore, if for any reason the 30mph speed limit was not repositioned, the proposed access arrangement accords to the relevant design standards based on the existing vehicular speeds.

5.13 This arrangement also includes a pedestrian refuge island to allow safe passage for pedestrians across this road.

5.14 The access roads will include 2m wide footways on both sides the access allowing easy access for pedestrians joining the local footway network. Dropped kerbs with tactile paving will also be provided at the junctions to accommodate north / south pedestrian movements. Further details regarding pedestrian access to the site is provided later in this section.

5.15 As part of the proposed access to the northern end of Hook Lane, the existing bus stop will be needed to be repositioned approximately 28m northwards of its current location. This will ensure that a bus stopping at this stop does not affect the movements into and out of the proposed access. This arrangement is shown on Drawing No. JNY8840-09.

Visibility at the Proposed Junctions

5.16 The visibility at the proposed junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

5.17 MfS states the following regarding the application of visibility standards:

> **"MfS focuses on lightly trafficked residential streets, but many of its key principles may be applied to other types of street, for example high streets and lightly trafficked rural areas."**

5.18 Paragraph 1.4.4 of MfS expands on the above and states:

> **"The Design Manual for Roads and Bridges is not an appropriate design standard for most streets, particularly those in lightly trafficked residential and mixed use areas."**

5.19 As part of pre-scoping discussions with WSCC, it was agreed that the accesses off Hook Lane could adopt Manual for Streets visibility standards, however for the access off Pagham Road; DMRB (Design Manual for roads and bridges) has been applied.

Speed Survey

5.20 In order to ensure that the proposed priority junction access arrangements accord to the relevant design standards ATC surveys have been carried out on Hook Lane in the vicinity of the proposed accesses and also on Pagham Road north of the proposed access. These surveys assist in determining the 85th percentile speeds of vehicles approaching the proposed accesses. The results of the 7 day speed surveys undertaken are as follows:

Hook Lane (Speed Limit 30mph):

- Northbound – 41.4 mph; and
- Southbound – 38.5 mph.

Pagham Road (Speed Limit 60mph):

- Northbound – 50.5 mph; and
- Southbound – 50 mph.

5.21 Using the MfS visibility splay calculation for Hook Lane based on the above 85th Percentile speed measurements, the level of visibility required is 2.4 x 77m to the south and 2.4m x 69m to the north. An x-distance of 2.4 metres should normally be used in most built up situations as this represents a reasonable maximum distance between the front of the car and driver's eye.

5.22 The 'y-distance' represents the distance that a driver who is about to egress from the minor arm can see to the left and right along the main alignment. For simplicity, it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance away from the edge of carriageway. The measurement is taken from the point where this intersects the centre line of the minor arm.

5.23 For Pagham Road, the visibility requirements based on DMRB Desirable Minimum calculations and the 85th percentile speed measurement is 152m to the south and 149m to the north. The 'x-distance' for this junction is 4.5m to accord with DMRB.

5.24 The visibility splays at the proposed access arrangements are illustrated on the Drawing No. JNY8840-01, JNY8840-02 and JNY8840-09 provided at **Appendix J** of this report.

Off-site Measures

5.25 The proposed access arrangements have been designed based on the existing 85th percentile speed measurement, however the potential exists for traffic calming to be provided along Hook Lane should it be considered necessary to be provided.

5.26 Traffic calming of Hook Lane would provide a safer route for pedestrians to cross when accessing local facilities such as the local schools and shops. The traffic calming measures could be in the form of table top ramps or priority working/ chicanes. A plan showing the potential traffic calming measures is included in **Appendix J** saved as drawing JNY8840-11.

5.27 The existing 30mph speed limit for traffic entering Pagham along Pagham Road starts at a point just north of the Hook Lane junction. The development proposal includes for the potential to relocate the 30mph speed limit to a point approximately 190m north of its current position. The relocation of the speed limit would encourage vehicles travelling into Pagham to slow down prior to entering the village.

5.28 The access onto Pagham Road does not require the re-positioning of the 30mph speed limit as it has been designed based on the existing 85th percentile speeds and DMRB standards.

5.29 As part of the proposed access off Pagham Road, a ghost island right turn lane is to be provided and a new pedestrian crossing in the form of a refuge island. In addition new footway provision is proposed on the western side of Pagham Road from this crossing point southwards to link with the existing footway. This will provide a safe crossing point for pedestrians to cross when accessing the local bus stops and facilities on the western side of Pagham Road.

5.30 In addition to the above, the proposal includes for the existing bus stop on Pagham Road (north of its junction with Hook Lane) to have a formal bus lay-by designed to accord with DMRB standards. This bus stop will include raised kerbs, bus timetable information and if room is available a bus shelter and or seating.

5.31 The bus stops on the western side of Pagham Road, Hook Lane and Lodsworth Road close to Hook Lane will also be provided with raised kerbs and new bus flags.

Stage 1 Road Safety Audit

5.32 As part of this application a Stage 1 Road Safety Audit has been undertaken of the proposed access arrangements. The Stage 1 Road Safety Audit has been carried out by Taylor Bowie Ltd an independent Road Safety Audit Company.

5.33 Details of the Audit and Designers' Response are included in **Appendix K** of this report.

Pedestrian / Cycle Access

5.34 In terms of pedestrian access the scheme design seeks a permeable development. The development proposal will include a number of points for pedestrians to access the site in addition to the proposed vehicular accesses. The pedestrian routes that are not linked with the vehicular access will be a minimum of 3m wide and will link with the existing footway network. The locations of the proposed pedestrian accesses are identified on the plans included in **Appendix J** and on the Development Framework layout included in **Appendix H**.

5.35 In addition to the above, the potential provision of the table top ramps to provide traffic calming along Hook Lane would benefit pedestrians by reducing vehicle speeds and making it safer for pedestrians to cross and by providing a level surface crossing points benefiting those with prams or those in a wheelchair / disabled.

5.36 The internal road layout will be routes that pedestrians can safely walk along and provide links between Hook Lane and Pagham Road and would also be suitable for on-road cycling.

6 TRIP GENERATION AND DISTRIBUTION

Introduction

6.1 This section of the report considers the likely traffic generation of the development based on two options:

a) 300 residential dwellings and an 80 bed Care Home; and

b) 230 residential dwellings, a 2 form entry primary school and an 80 bed care home.

6.2 In determining the predicted trip generation for the site the TRICS database has been used and to ascertain the trip distribution for the residential development, travel to work related trips from the Census has been used. The following Trip Rates have been agreed with West Sussex County Council highways officers as part of pre-application discussions.

Residential Trip Generation

6.3 The trip generation for the proposed residential dwellings is identified in the table below. This trip rate is higher than that being used in the Arun District Council's draft Transport Study, so is considered to provide a robust assessment. A copy of the TRICS output is provided at **Appendix L** of this report.

Table 6.1: TRICS Residential Trip Rates and Predicted Trip Generation for 300 Residential Dwellings

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.144	0.359	0.503	0.299	0.179	0.478
Vehicle Movements	40	101	141	84	50	134

Source: TRICS

6.4 The proposed residential development of 300 residential dwellings has the potential to result in 141 two-way vehicular trips in the AM peak and 134 two-way vehicular trips during the PM peak.

6.5 It should be noted that the development proposal will include 35% affordable units, which have a lower trip rate than Private units, however to provide a robust assessment it is assumed that 100% of the development is privately owned.

6.6 **Table 6.2** below identifies the trip generation based in 230 dwellings should the school be provided.

Table 6.2: TRICS Residential Trip Rates and Predicted Trip Generation for 230 Residential Dwellings

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.144	0.359	0.503	0.299	0.179	0.478
Vehicle Movements	33	83	116	69	41	110

Source: TRICS

6.7 The proposed residential development of 230 residential dwellings has the potential to result in 116 two-way vehicular trips in the AM peak and 110 two-way vehicular trips during the PM peak.

Care Home Trip Generation

6.8 The trip generation for the 80 bedroom care home has also been derived from the TRICS database. The number of surveys for care homes is relatively limited, however the following selection parameters have been applied:

- Land Use: Health;
- Category: Care Home (Elderly Residential);
- Number of Rooms: Range 40 to 90 selected;
- Location: Edge of town/ centre and suburban;
- Car Ownership: 0.6-1.5; and
- Average trip rates selected.

6.9 **Table 6.3** below summarises the peak trip rates obtained from the TRICS database. A copy of the TRICS output is provided at **Appendix L** of this report.

Table 6.3: TRICS Care Home Trip Rates and Predicted Trip Generation for 80 Bedroom Care Home

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.071	0.045	0.116	0.071	0.115	0.186
Vehicle Movements	6	4	9	6	9	15

Source: TRICS

6.10 The proposed 80 bedroom care home development has the potential to result in 9 two-way vehicular trips in the AM peak and 15 two-way vehicular trips during the PM peak. The above trip rates are based on number of residents, it has been assumed that 98% of rooms have single occupancy and 2% have 2 occupants.

Primary School

6.11 The trip generation for the 2 form entry primary school has also been derived from the TRICS database. The following selection parameters have been applied;

- Land Use: Education;
- Category: Primary School;
- Pupil range: 82 to 447 selected;
- Location: Edge of town/ centre and suburban;
- Car Ownership: 0.6-1.5; and
- Average trip rates selected.

6.12 The trips have been based on 420 pupils attending the primary school covering ages 4-11. The assessment assumes that 1/3rd of the school trips will be contained within the development site or already on the existing highway network with the rest being new to the local road network. This is consistent with advice provided by WSCC on the Sefter Road north site.

6.13 **Table 6.4** below summarises the peak trip rates obtained from the TRICS database. A copy of the TRICS output is provided at **Appendix L** of this report:

Table 6.4: TRICS Primary School Trip Rates and Predicted Trip Generation for 2-Form Primary School (280 Pupils (Two Thirds of 420))

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.267	0.195	0.462	0.071	0.076	0.147
Vehicle Movements	75	55	129	20	21	41

Source: TRICS

6.14 The application also includes for a 1,600m^2 of D1 use which could be a day nursery or GP surgery / dentist. The trips associated with this use have not been included as it is considered that any trips generated will be either within the development or already on the local road network from properties within close proximity to the site.

6.15 **Tables 6.5 and 6.6** below identify the total number of movements associated with each scenario assessed.

Table 6.5: Scenario 1 – 300 Dwellings & 80 Bed Care Home Proposal

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
300 dwellings	40	101	141	84	50	134
80 bed care home	6	4	9	6	9	15
Total	46	105	150	90	59	149

Source: TRICS

6.16 **Table 6.5** above identifies that the Scenario 1 total development will generate 150 two-way trips in the AM Peak and 149 two-way trips in the PM Peak.

Table 6.6: Scenario 2 – 230 Dwellings, 80 Bed Care Home & Primary School Proposal

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
230 dwellings	33	83	116	69	41	110
80 bed care home	6	4	9	6	9	15
Primary School	75	55	129	20	21	41
Total	114	142	256	95	71	166

Source: TRICS Database

6.17 **Table 6.6** above identifies that the Scenario 2 total development will generate 256 two-way trips in the AM Peak and 166 two-way trips in the PM Peak.

Residential Trip Distribution and Assignment

6.18 The distribution / assignment of the residential trips have been based upon the Census database which provides details of where residents within Pagham and Rose Green Ward currently work. Whilst it is accepted that other trips will be made during the peak periods the primary trip purpose will be work place trips, as such it is proposed that this trip distribution is used for all purposes.

6.19 Trips from the development and the likely route choice to the above destinations have been established using google maps. The trip assignment is shown in **Table 6.7** below:

Table 6.7: Residential Trip Assignment

Route	%
Pagham Road North	50%
Pagham Road South	10%
Rose Green Road East	40%

Source: Census Database

6.20 The above traffic assignment has been agreed with WSCC as part of pre-application scoping discussions.

6.21 The distribution for the Care Home and Primary school has been based on existing traffic movement splits. The base and proposed traffic flow diagrams are provided at **Appendix M** of this report

7 HIGHWAY IMPACT ASSESSMENT

Introduction

7.1 This section of the report considers the transport impact of the proposed development on the surrounding highway network reviewing both Scenario 1 (300 dwellings & 80 bedroom care home) and Scenario 2 (230 dwellings, primary school & 80 bedroom care home). Detailed assessments of junctions have been undertaken where there are 30 or more two-way additional trips associated with the proposed development.

Assessment Parameters

7.2 The study area has been agreed with West Sussex County Council as part of the pre-application scoping discussions, and the junctions to be assessed based on the above are as follows:

- Site Access/ Pagham Road – Priority junction;
- Site Access / Hook Lane – Priority junction;
- Sefter Road / Pagham Road - Priority junction;
- Hook Lane / Pagham Road - Priority junction;
- Hook Lane / Sefter Road - Priority junction;
- Grosvenor Gardens / Rose Green Road / Carlton Avenue – Two priority junctions;
- Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered signalised junction;
- Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout;
- Pagham Road/ Nyetimber Lane;
- Pagham Road/ Lower Bognor Road;
- B2166 Lagness Road/ Mill Lane/ Vinnetrow Road; and
- B2145/ B2166.

7.3 The above junctions have been tested for the following scenarios during the AM and PM peak periods:

- 2017 Base (2015/2016 observed traffic);
- 2022 Base + committed (2016 + growth + committed sites);
- 2022 Base + Committed + Development Sn1 (2016 + growth + Committed Dev + Proposed Dev, Scenario 1); and
- 2022 Base + Committed + Development Sn2 (2016 + growth + Committed Dev + Proposed Dev, Scenario 2).

7.4 The A27 junctions are included in the supplementary TA which considers the accumulative impact of the site allocations within Pagham.

7.5 The junction analysis has been undertaken using industry standard 'Junctions 9' for roundabout and priority junctions and LINSIG for the signalised junction. Copies of the analysis output are provided in **Appendix N**.

7.6 The results of the Junctions 9 assessments provide an RFC (Ratio of flow to capacity) figure and a queue length. The RFC determines how the particular arm of the junction is operating and if the RFC is 0.85 or less, the relevant arm of the junction is considered to be operating within its design capacity, with minimal delay. A RFC greater than 0.85 and less than 1.0 shows that the arm of the junction is operating at or close to its design capacity and as such some queues and delay may start to occur. When an RFC is greater than the 1.0 the arm of junction is operating at or exceeding its design capacity and as a result longer delays /queues will start to form.

7.7 LINSIG determines the capacity of a signalised junction by measuring the Degree of Saturation (DoS). The DoS is the ratio of flow to saturation flow on a link and if this value is over 100% the link is operating over capacity. In effect, when the DoS is shown to be over 100%, there is more traffic trying to pass through the junction than can be accommodated.

7.8 The queue lengths identified as part of the base traffic surveys have been reviewed against the base capacity outputs to ensure the modelling undertaken is reflecting how the existing junction operates.

Site Access / Hook Lane

7.9 Vehicular access to the site from Hook Lane will be provided in the form of two priority junction arrangements. Although with the School Option only one access is proposed, therefore the following capacity assessments have been calculated based on one access, assuming all traffic entering and exiting the site from Hook Lane uses just one access as opposed to two providing a robust assessment. The results of the assessment are summarised in **Table 7.1** below:

Table 7.1: Proposed Site Access / Hook Lane

	B-AC Site Access to Hook Lane		C-AB Hook Lane	
	RFC	Q	RFC	Q
AM Peak				
2022 + Committed + Development Sn1	0.09	0	0.03	0
2022 + Committed + Development Sn2	0.07	0	0.03	0
PM Peak				
2022 + Committed + Development Sn1	0.05	0	0.08	0
2022 + Committed + Development Sn2	0.03	0	0.06	0

7.10 The above results show that the proposed junctions off Hook Lane will operate well within their design capacity with minimal delays experienced. It is clear the additional traffic associated with

the proposed residential development will not materially affect the operation of Hook Lane and will be imperceptible to other road users.

Site Access / Pagham Road

7.11 The proposed vehicular access to the site from Pagham Road will also be in the form of a priority junction arrangement with a ghost island right turn lane. The results of the assessment are summarised in **Table 7.2** below:

Table 7.2: Proposed Site Access / Pagham Road

	B-AC Site Access to Pagham Road		C-AB Pagham Road	
	RFC	Q	RFC	Q
AM Peak				
2022 + Committed + Development Sn1	0.15	0	0.00	0
2022 + Committed + Development Sn2	0.11	0	0.00	0
PM Peak				
2022 + Committed + Development Sn1	0.10	0	0.01	0
2022 + Committed + Development Sn2	0.08	0	0.01	0

7.12 The above results show that the proposed junction off Pagham Road will operate well within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed residential development will not materially affect the operation of Pagham Road and will be imperceptible to other road users.

Sefter Road / Pagham Road – Priority Junction

7.13 This priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.3: Sefter Road / Pagham Road

	B-AC Sefter Road to Pagham Road North and South		C-AB Pagham Road South Right Turn and Ahead	
	RFC	Q	RFC	Q
AM Peak				
2017 Base	0.93	8	0.01	0
2022 Base & Committed	1.04	19	0.01	0
2022 Base + Committed + Dev Sn1	1.09	26	0.01	0

	B-AC Sefter Road to Pagham Road North and South		C-AB Pagham Road South Right Turn and Ahead	
	RFC	Q	RFC	Q
2022 Base + Committed + Dev Sn2	1.08	24	0.01	0
PM Peak				
2017 Base	0.35	1	0.00	0
2022 Base & Committed	0.39	1	0.00	0
2022 Base + Committed + Dev Sn1	0.41	1	0.00	0
2022 Base + Committed + Dev Sn2	0.41	1	0.00	0

7.14 The above results show that the junction currently operates at its design capacity during the AM Peak with queues forming along Sefter Lane. The results show that with the proposed development there will be no material change in delay when compared to the base 2022 scenario. As such no measures are considered necessary as part of this development proposal.

Hook Lane / Pagham Road – Priority Junction

7.15 The above priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.4: Hook Lane / Pagham Road

Time Period	B -C Hook Lane to Packham Road South		B-A Hook Lane to Pagham Road North		C-AB Pagham Road South to Hook Lane and Pagham Road North	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2017 Base	0.15	0	0.42	1	0.20	0
2022 Base & Committed	0.17	0	0.47	1	0.22	0
2022 Base + Committed + Dev Sn1	0.18	0	0.48	1	0.23	0
2022 Base + Committed + Dev Sn2	0.18	0	0.47	1	0.23	0
PM Peak						
2017 Base	0.37	1	0.06	0	0.20	0
2022 Base & Committed	0.41	1	0.07	0	0.23	0
2022 Base + Committed +	0.41	1	0.07	0	0.24	0

Time Period	B-C Hook Lane to Packham Road South		B-A Hook Lane to Pagham Road North		C-AB Pagham Road South to Hook Lane and Pagham Road North	
	RFC	Q	RFC	Q	RFC	Q
Dev Sn1						
2022 Base + Committed + Dev Sn2	0.41	1	0.07	0	0.23	0

7.16 The above results show that the junction will operate within its design capacity with minimal delays experienced. The results reflect the queue survey which shows minimal queuing occurring. It is clear the additional traffic associated with the proposed development will not materially affect the operation of this priority junction and will be imperceptible to other road users.

Hook Lane / Sefter Road – Priority Junction

7.17 This junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.5: Hook Lane / Sefter Road

	B-C Hook Lane to Packham Road South		B-A Hook Lane to Pagham Road North		C-AB Pagham Road South to Hook Lane and Pagham Road North	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2017 Base	0.02	0	0.35	1	0.02	0
2022 Base & Committed	0.02	0	0.39	1	0.02	0
2022 Base + Committed + Dev Sn1	0.02	0	0.50	1	0.02	0
2022 Base + Committed + Dev Sn2	0.02	0	0.47	1	0.02	0
PM Peak						
2017 Base	0.01	0	0.32	1	0.08	0
2022 Base & Committed	0.01	0	0.35	1	0.09	0
2022 Base + Committed + Dev Sn1	0.01	0	0.41	1	0.09	0
2022 Base + Committed + Dev Sn2	0.01	0	0.40	1	0.09	0

7.18 The above results show that this junction will operate within its design capacity with minimal delays experienced. This reflects the queue survey results which show no material queueing during the peak periods. It is clear the additional traffic associated with the proposed

development will not materially affect the operation of the priority junction and will be imperceptible to other road users.

Grosvenor Gardens / Rose Green Road / Carlton Avenue – Staggered Priority Junctions

7.19 This staggered priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.6: Grosvenor Gardens / Road Green Road / Carlton Avenue

	B-ACD Carlton Avenue		A-BCD Grosvenor Gardens		D-ABC Rose Green Road North		C-ABD Road Green Road West	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2017 Base	0.53	1	0.01	0	0.84	5	0.09	0
2022 Base & Committed	0.61	2	0.01	0	0.93	9	0.10	0
2022 Base + Committed + Dev Sn1	0.63	2	0.01	0	0.96	11	0.10	0
2022 Base + Committed + Dev Sn2	0.62	2	0.01	0	0.96	10	0.10	0
PM Peak								
2017 Base	0.39	1	0.01	0	0.94	10	0.10	0
2022 Base & Committed	0.45	1	0.01	0	1.04	22	0.11	0
2022 Base + Committed + Dev Sn1	0.47	1	0.01	0	1.07	27	0.12	0
2022 Base + Committed + Dev Sn2	0.46	1	0.01	0	1.07	26	0.12	0

7.20 The above results show that the junction will operate within its design capacity with the exception of Rose Green Arm which is showing signs of being close to or at capacity, however the queues are not reflecting the queues that actually form on site which identified queues of 3 vehicles in the AM Peak and up to 7 in the PM Peak, as such the above results need to be treated with caution. Notwithstanding this, the results show that the proposed development will not have a material effect on the operation of this junction.

Nyetimber Lane / Grosvenor Road / Rose Green Road – Staggered signalised Junction

7.21 This signalised junction has been tested using the LINSIG computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.7: Nyetimber Lane / Grosvenor Road / Rose Green Road

	Grosvenor Gardens		Gossamer Lane		Nyetimber Lane		PRC (%)
	Deg of Sat	Q	Deg of Sat	Q	Deg of Sat	Q	
AM Peak							
2017 Base	63.0%	4	88.3%	10	88.4%	10	1.9
2022 Base & Committed	66.2%	5	97.7%	16	101.3%	21	-12.5
2022 Base + Committed + Dev Sn1	84.1%	7	101.8%	22	105.3%	28	-17.0
2022 Base + Committed + Dev Sn2	85.8%	7	100.8%	21	101.3%	22	-12.5
PM Peak							
2017 Base	75.5%	6	77.7%	9	79.8%	7	12.8
2022 Base & Committed	84.4%	8	85.8%	11	82.8%	9	4.8
2022 Base + Committed + Dev Sn1	91.7%	10	102.3%	27	101.2%	16	-13.7
2022 Base + Committed + Dev Sn2	76.3%	7	98.0%	19	101.2%	16	-12.5

7.22 The above assessment has been carried out using the signal timing data provided by WSCC. The model includes for an 'all red' pedestrian phase to allow pedestrians to cross every cycle of lights, this in reality is unlikely to happen given the location of the crossing. When comparing the output results with the queue survey undertaken as part of the 2015 survey, the results showed greater queues than those actually observed on site. As such the above results assume the 'all red' pedestrian phase is called every other cycle of the lights. The results show that the junction will operate at its design capacity with the proposed development with the degree of Saturation hitting 100%, therefore in order to mitigate the developments impact it is proposed that MOVA is provided at this junction.

7.23 Details of Compact MOVA are provided in the Department for Transports Advisory Leaflet 1/09 and states in part:

> **"MOVA is extremely effective at all types of isolated signal control junctions. It can also be applied effectively as 'linked' MOVA in small networks....Not only is MOVA effective at minimising delay or maximising capacity, research has shown it to be as safe as VA System D with Speed Assessment or Speed Discrimination Equipment'**
> **'On-street trials helped to confirm the potential benefits of using Compact MOVA, Compact MOVA achieved 13.3% journey time reduction overall at one junction."**

Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout Junction

7.24 This roundabout junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.8: Gossamer Lane / Aldwick Street / Aldwick Road

	Aldwick Road		Aldwick Street		Barrack Lane		Gossamer Lane	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2017 Base	0.15	0	0.17	0	0.15	0	0.22	0
2022 Base & Committed	0.17	0	0.19	0	0.17	0	0.25	0
2022 Base + Committed + Dev Sn1	0.18	0	0.20	0	0.17	0	0.29	0
2022 Base + Committed + Dev Sn2	0.18	0	0.20	0	0.17	0	0.28	0
PM Peak								
2017 Base	0.50	1	0.43	1	0.20	0	0.34	1
2022 Base & Committed	0.55	1	0.49	1	0.23	0	0.38	1
2022 Base + Committed + Dev Sn1	0.57	1	0.52	1	0.24	0	0.40	1
2022 Base + Committed + Dev Sn2	0.57	1	0.51	1	0.24	0	0.39	1

7.25 The above results show that the junction will operate within its design capacity with minimal delays experienced. This reflects the queue survey results which show no material queueing during the peak periods. It is clear the additional traffic associated with the proposed development will not materially affect the operation of this roundabout junction and will be imperceptible to other road users.

Pagham Road / Nyetimber Lane

7.26 The above priority junction has been tested using the Junctions 9 computer programme. The results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.9: Pagham Road / Nyetimber Lane

	Nyetimber Lane		Pagham Road (S) Right into Nyetimber Lane	
	RFC	Q	RFC	Q
AM Peak				
2017 Base	0.25	0	0.04	0

	Nyetimber Lane		Pagham Road (S) Right into Nyetimber Lane	
	RFC	Q	RFC	Q
2022 Base & Committed	0.30	0	0.09	0
2022 Base + Committed + Dev Sn1	0.30	0	0.09	0
2022 Base + Committed + Dev Sn2	0.30	0	0.09	0
PM Peak				
2017 Base	0.24	0	0.15	0
2022 Base & Committed	0.32	1	0.20	0
2022 Base + Committed + Dev Sn1	0.32	1	0.20	0
2022 Base + Committed + Dev Sn2	0.32	1	0.20	0

7.27 The above results show that this junction operates well within its design capacity and that the proposed development traffic will not have a material impact on the operation of this junction.

Pagham Road/ Lower Bognor Road

7.28 This priority junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.10: Pagham Road / Lower Bognor Road

	Lower Bognor Road – B.A.C.		Pagham Road (S) Right into Lower Bognor Road	
	RFC	Q	RFC	Q
AM Peak				
2017 Base	1.11	26	0.00	0
2022 Base & Committed	1.27	55	0.00	0
2022 Base + Committed + Dev Sn1	1.31	65	0.00	0
2022 Base + Committed + Dev Sn2	1.31	63	0.00	0
PM Peak				
2017 Base	0.79	3	0.02	0
2022 Base & Committed	0.95	34	0.02	0

	Lower Bognor Road – B-AC		Pagham Road (S) Right into Lower Bognor Road	
	RFC	Q	RFC	Q
2022 Base + Committed + Dev Sn1	1.04	40	0.02	0
2022 Base + Committed + Dev Sn2	1.03	39	0.02	0

7.29 The above results are not reflecting the queues observed at the time of carrying out the survey which shows queues of up to 7 vehicles in the AM Peak on Lower Bognor Road and up to 8 vehicles in the PM Peak. As such the above results need to be treated with caution. Notwithstanding this, the change in RFC does not change significantly with the development in place, as such it is considered that the development traffic will not have a material effect on the operation of this junction.

B2166 Lagness Road/ Mill Lane/ Vinnetrow Road

7.30 This roundabout junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.11: B2166 Lagness Road / Mill Lane / Vinnetrow Road

	Vinnetrow Road		B2166 Lagness Road		Mill Lane		B2166	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2017 Base	0.33	1	0.80	4	0.11	0	0.40	1
2022 Base & Committed	0.38	1	0.88	7	0.14	0	0.44	1
2022 Base + Committed + Dev Sn1	0.39	1	0.92	10	0.15	0	0.46	1
2022 Base + Committed + Dev Sn2	0.39	1	0.91	9	0.14	0	0.46	1
PM Peak								
2017 Base	0.65	2	0.44	1	0.05	0	0.74	3
2022 Base & Committed	0.76	3	0.48	1	0.06	0	0.82	4
2022 Base + Committed + Dev Sn1	0.81	4	0.51	1	0.06	0	0.85	5
2022 Base + Committed + Dev Sn2	0.80	4	0.51	1	0.06	0	0.84	5

7.31 The above results show that this junction operates close to its design capacity with the proposed development traffic in the AM Peak and well within its design capacity during the PM Peak. The change in terms of delay between the base 2022 scenario with the proposed development scenario is minimal and unlikely to be perceptible to existing road users.

B2145/ B2166

7.32 This roundabout junction has been tested using the Junctions 9 computer programme and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 7.12: B2145 / B2166

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2017 Base	0.39	1	0.74	3	0.62	2
2022 Base & Committed	0.43	1	0.82	4	0.71	2
2022 Base + Committed + Dev Sn1	0.44	1	0.86	6	0.73	3
2022 Base + Committed + Dev Sn2	0.44	1	0.85	5	0.72	3
PM Peak						
2017 Base	0.76	3	0.53	1	0.44	1
2022 Base & Committed	0.85	5	0.60	2	0.48	1
2022 Base + Committed + Dev Sn1	0.87	6	0.62	2	0.50	1
2022 Base + Committed + Dev Sn2	0.87	6	0.62	2	0.50	1

7.33 The above results show, that this junction operates well within its design capacity with the proposed development traffic flows.

Summary

7.34 The impact assessment undertaken as part of this Transport Assessment considers the proposed development vehicular movements and the background growth applied to determine the 2021 future year scenario.

7.35 The results of the analysis demonstrate that even based on a very robust assessment basis, the proposed development will not have a material impact on the local highway network that cannot be mitigated and will not materially affect the operation of the existing junctions.

7.36 The NPPF states the following in paragraph 32:

> **"All development that generates significant amounts of movements should be supported by a Transport Statement of Transport Assessment. Plans and decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented of refused on transport grounds where the residual cumulative impacts of the development are severe."**

7.37 The analysis undertaken has demonstrated that the proposed development will not have a severe impact.

8 SUMMARY AND CONCLUSION

8.1 This report has been prepared by RPS on behalf of Hallam Land Management to provide the Local Highway Authority with details of the proposed residential development on land to the west of Hook Lane, Pagham, West Sussex.

8.2 The site is located to the north of Pagham and north-west of Bognor Regis, West Sussex and is currently agricultural land. The site is bound to the north by Sefter Road, to the east and south by Hook Lane and to the west by Pagham Road.

8.3 This assessment has been prepared in accordance with pre-application scoping discussions with West Sussex County Council the local Highway Authority.

8.4 The planning application proposes a development of circa 300 residential dwellings and an 80 bed Care Home. The proposed residential development will be a mix of 2, 3, 4 and 5 bedroom dwellings of which 30% will be affordable dwellings. In addition 1600sqm of D1 Use (potential GP Surgery or Nursery) is also proposed on the site.

8.5 This site forms part of the site allocations identified by Arun District Council for Pagham which is identifying site allocations of circa 1,000 dwellings. A two-form entry primary school will need to be provided as part of this allocation, this could be on any of the three sites and the final location will be decided by Arun as part of the planning process. However this transport assessment also reviews the development proposal that includes a two-form entry primary school, 230 dwellings, an 80 bedroom care home and a day nursery.

8.6 It should be noted that the planning application with the School is identified as having 216 dwellings, however for robustness; this TA has reviewed this scenario with up to 230 dwellings.

8.7 The access points to the site will be in two locations off Hook Lane, and one access off Pagham Road. With the School option, there will be only one access off Hook Lane and access off Pagham Road.

8.8 A Supplementary Transport Report prepared by RPS has been produced to review the cumulative impact of the sites allocated in Pagham.

8.9 This report reviews the sites accessibility to local facilities by foot and by cycle demonstrating that the site is within easy walking distance of the local bus stops, shops and schools.

8.10 The site also benefits from good accessibility to bus service 600 that operate 7 days a week at a high frequency and connects to Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development for local trips in Bognor Regis and Chichester.

8.11 The site is within a reasonable cycle distance of Bognor Regis rail station that provides access to London Victoria and Littlehampton. In addition Bognor Regis rail station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.

8.12 Vehicular access to the proposed development is proposed in two/three locations, one/two vehicular access points are to be provided off Hook Lane and one off Pagham Road. The design

of the access including visibility has been agreed in principle with the local highway authority as part of pre-application discussions and has been subject to an independent Stage 1 Road Safety Audit.

8.13 In terms of pedestrian access the scheme design seeks a permeable development to make it easy for residents to walk or cycle to local facilities. The development proposal includes for three pedestrian accesses onto Hook Lane which will be a minimum width of 3m linking with the existing footway network. These will be in addition to the vehicular access points which will have 2m wide footways on either side of the road.

8.14 The proposal also includes for the potential to provide traffic calming along Hook Lane in the form of table top ramps. This is proposed to enforce the speed limit which is currently being exceeded and will also make it safer for pedestrians to cross especially when accessing local facilities such as the local schools. The provision of table top ramps would provide level crossing points making it easier for those with prams or in wheelchairs/ disabled to cross.

8.15 The proposal also includes for the provision of a formal bus layby on Pagham Road near to the Hook Lane junction and a contribution will be provided towards upgrading the existing local bus stops to provide raised kerbs and new bus flags/ information secured as part of a S106 agreement.

8.16 The parking provision at the proposed residential development will accord to the residential parking standards based on WSCC's parking calculator.

8.17 In determining the predicted trip generation for the site the TRICS database has been used and to ascertain the trip distribution travel to work related trips from the Census database has been used. The proposed trips associated with the residential development and proposed traffic assignment has been agreed with WSCC as part of pre-application scoping discussions.

8.18 The proposed residential development of circa 300 dwellings and an 80 bed Care home (Scenario 1) has the potential to result in 150 two-way vehicular trips in the AM peak and 149 two-way vehicular trips during the PM peak.

8.19 Scenario 2 proposes 230 dwellings, a primary school and an 80 bed care home and has the potential to generate 287 two-way trips in the AM Peak and 177 two-way trips in the PM Peak

8.20 The study area has been agreed with West Sussex County Council as part of the scoping discussions.

8.21 The impact assessment undertaken as part of this Transport Assessment considers the proposed development vehicular movements and the background growth applied to determine the 2022 future year scenario and two local residential developments.

8.22 The base 2022 flows with the additional committed developments provides a robust assessment as the growth applied to the base traffic will include an element of local residential development. As such there will be an element of double counting.

8.23 The results of the analysis demonstrate that the proposed development will not have a severe impact on the local highway network and with mitigation will not materially affect the operation of the existing junctions. In addition the proposed access arrangements all operate well within their design capacity.

8.24 Therefore in conclusion, it is clear that the site benefits from good accessibility to existing bus and rail services given the sites semi-rural location. Local facilities including shops, health services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.

8.25 The site's location is therefore considered to accord to the relevant Local and Central Government transport planning guidance in terms of being in a sustainable location and is clearly accessible by alternative modes of transport other than the private car.

8.26 The site can achieve a safe and suitable means of access for all modes. Offsite improvements are proposed that will benefit both existing and future residents and the development will not materially impact on the operation of the local highway network and as such will not have a 'severe' impact conforming to NPPF.

APPENDICES

APPENDIX A – WSCC SCOPING CORRESPONDENCE

140 London Wall, London, EC2Y 6DN

Our Ref: MA/JNY8840
Your Ref:

Date: 17th October 2016

Mr an Gledhill
West Susse County Council
County Highways
Ground Floor
Norleigh
County Hall,
Chichester, PO19 1RH

SENT VIA EMAIL ONLY

Dear an,

PAGHAM SITE ALLOCATIONS – SCOPING OF COMBINED ASSESSMENT

As you may be aware, Arun District Council is looking to identify an allocation of 900-1200 units within Pagham which will be made up of three sites. A plan identifying these sites is appended to this letter and includes

1. Land north of Sefter Lane Client: Taylor Wimpey / Highway Consultants: Charles Associates Consulting Ltd
2. Land West of Hook Lane Client: Hallam Land Management / Highway Consultants: RPS Group Ltd
3. Land west of Pagham Road Client: Hanbury developments Ltd / Highway Consultants: Highgate Transportation Ltd

This letter has been written on behalf of all three highway consultants to provide you with the scope of the work that will be undertaken as part of the combined assessment as an addendum to the three separate Transport Assessments for each development. All TA s to be submitted as part of their independent applications will include a review of their own sites impact, followed by a combined assessment of all three sites. RPS, C A and Highgate Transportation are all working together on this to ensure that there is a consistent approach on this assessment work. Ultimately, the collaborative working will culminate in a standalone report summarising the cumulative impact from all three sites.

The Trip Rates that we propose to use as part of the Transport Assessments are as follows

Residential Trip Rates (per dwelling)

Period	Arrivals	Departures	Two-way
AM Peak 08:00 – 09:00	0.144	0.359	0.503
PM Peak 17:00 – 18:00	0.299	0.179	0.478

Continued /

ARUN DISTRICT COUNCIL P/6/17/OUT

/2
MA/JNY8840
17 October 2016
Mr Gledhill

School Trip Rates (No. Pupils)

Period	Arrivals	Departures	Two-way
AM Peak 08:00 – 09:00	0.267	0.195	0.462
PM Peak 17:00 – 18:00	0.071	0.076	0.147

Care Home Trip Rates (per resident)

Period	Arrivals	Departures	Two-way
AM Peak 08:00 – 09:00	0.045	0.011	0.056
PM Peak 17:00 – 18:00	0.040	0.062	0.102

A copy of the TR CS output data is appended to this letter. The above Trip Rates for the residential use and school use have already been agreed with Tim Townsend at WSCC as part of pre-application discussion by Charles Associates Consulting Ltd. t should be noted that the AM Peak Trip Rate for the Arrivals has been taken as the 09:00 10:00 Trip Rate and the Departures Trip Rate as 08:00 09:00. The Trip Rate for the Care Home have been agreed with yourself as part of pre-application discussions with Highgate Transportation Ltd.

The combined sites will include a primary school, care homes and local centre facilities reducing the number of e ternal trips.

Charles Associates have already agreed the trip distribution from the north Pagham site with Mr Townsend, these will form the basis for the primary trip distribution. t was originally agreed that 55% of trips would travel northward and 45% To/ from the East/ Other Routes, we propose to include for 10% internal trips that would be local to Pagham and as such the distribution northward is amended to 50% and to/from the East is 40%. We note however, that the proposed distribution of trips will vary locally depending on the location of each site. That said, the agreed primary trip distribution for the residential elements is set out below:

50% - To/from the North via Chichester
10% - nternally within Pagham
40% - To/From the East / Other routes

The above proportions have been based on 2011 Journey to Work Census data. The distribution that we previously issued to you for the site off Hook Lane was based on 2001 Census data which identified a lower proportion of traffic travelling northwards. As such, it is considered appropriate to adjust the distribution to suit the latest data that is available. A copy of the census data is appended to this letter for your review.

Continued /

n terms of assessment scope, the areas being assessed by each consultant have been combined and a network plan showing the study area is attached, as you can see the overall area is uite e tensive. t is proposed that junction modelling will be considered if the traffic increase at the junction is greater than 30 two-way movements per hour as a result of the developments impact.
The junctions that are assessed for the combined assessment will be the same in each TA and the models/ parameters used as part of the capacity assessments will be shared between each consultant to ensure each TA provides a consistent assessment.

n terms of assessment years and growth, each consultant has undertaken separate base line surveys covering different periods/ years. RPS will therefore use all of the relevant data to provide a base 2016 assessment year. This will be undertaken by using TEMPRO where appropriate to bring all surveys to the year 2016.
For the future year assessments, it is proposed that an opening year of 2021 will be undertaken. As part of this assessment the 2021 base line will include the 2016 traffic data and the committed developments in the local area which as part of our pre-application discussions included the following sites:

- Land at Summer Lane (90 Dwellings, P/58/15)
- 251 Pagham Road (42 dwellings, P/125/14)

For the individual assessments a growth of 2016 2021 will be applied which will be from TEMPRO v7, which is calculated as follows for the Arun District

Principal Roads
2016 2021 AM Peak: 1.1091
2016 2021 PM Peak: 1.0878

Trunk Roads
2016 2021 AM Peak: 1.1088
2016 2021 PM Peak: 1.0875

TEMPRO includes for additional households and jobs as part of the above growth. The housing proposed is likely to be in the region of 980 dwellings, plus employment, as such to avoid overestimating the increase in the local area and double counting, it is proposed that for the combined assessments, only part of the growth is applied. The growth therefore will include adjustments to the assumptions used in TEMPRO discounting the level of housing proposed and the committed developments in Pagham. This would apply to the local area but not the strategic roads such as A259 and A27 where the full growth will be applied to ensure a robust assessment is undertaken.

The above sets out the key parameters that will be adopted by each highway consultant as part of their own Transport Assessment work and in the joint document summarising the cumulative impact. The TA s will separately provide their own sites details in terms of accessibility and policy review etc. n terms of off-site highway improvements, any improvements proposed by each consultant in relation

Continued /

to their sites own impact will be shared with the other consultants who in turn will include this within their combined assessment review and will be included within the joint document. Junctions that are considered to be affected by all three developments will be identified and where appropriate mitigation measures or a financial contribution will be provided as part of S106 agreement based on proportion of impact.

t would be appreciated if you could confirm if you are happy with the above approach. f you have any uestions regarding the above, please do not hesitate to contact me.

Yours sincerely

MELAN E A LEE
Associate(Transport)
RPS Planning & Development

Enc TR CS Output Data
2011 Census Data Journey to Work
Study area network diagram
Plan showing the location of the three sites

cc. Dave Tighe Highgate Transportation Ltd
Fiona Bennett Highgate Transportation Ltd
Tom Marindale-Sheldon Charles Associates Consulting Engineers Ltd
Glenn Charles Charles Associates Consulting Engineers Ltd
Brian Plumb - RPS

Calculation Reference: AUDIT-657801-160719-0738

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 52 to 432 (units:)
Range Selected by User: 50 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

2 CH-03-A-06 SEMI-DET./ BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

6 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

7 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **NE-03-A-03** **PRIVATE HOUSES** **NORTH EAST LINCOLNSHIRE**
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

9 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

10 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

11 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

12 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

13 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

14 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 SH-03-A-05 SEMI-DETACHED/ TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

16 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

17 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-03-A-01	Unrepresentative Peak Hour Removed at HE Request

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.063	17	128	0.243	17	128	0.306
08:00 - 09:00	17	128	0.127	**17**	**128**	**0.359**	**17**	**128**	**0.486**
09:00 - 10:00	17	128	0.144	17	128	0.156	17	128	0.300
10:00 - 11:00	17	128	0.125	17	128	0.161	17	128	0.286
11:00 - 12:00	17	128	0.138	17	128	0.137	17	128	0.275
12:00 - 13:00	17	128	0.163	17	128	0.145	17	128	0.308
13:00 - 14:00	17	128	0.152	17	128	0.152	17	128	0.304
14:00 - 15:00	17	128	0.149	17	128	0.165	17	128	0.314
15:00 - 16:00	17	128	0.265	17	128	0.192	17	128	0.457
16:00 - 17:00	17	128	0.269	17	128	0.170	17	128	0.439
17:00 - 18:00	**17**	**128**	**0.299**	17	128	0.179	17	128	0.478
18:00 - 19:00	17	128	0.213	17	128	0.165	17	128	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.224			4.331

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.100	17	128	0.387	17	128	0.487
08:00 - 09:00	17	128	0.201	**17**	**128**	**0.700**	**17**	**128**	**0.901**
09:00 - 10:00	17	128	0.219	17	128	0.283	17	128	0.502
10:00 - 11:00	17	128	0.203	17	128	0.269	17	128	0.472
11:00 - 12:00	17	128	0.216	17	128	0.226	17	128	0.442
12:00 - 13:00	17	128	0.258	17	128	0.221	17	128	0.479
13:00 - 14:00	17	128	0.235	17	128	0.252	17	128	0.487
14:00 - 15:00	17	128	0.243	17	128	0.282	17	128	0.525
15:00 - 16:00	**17**	**128**	**0.549**	17	128	0.334	17	128	0.883
16:00 - 17:00	17	128	0.488	17	128	0.285	17	128	0.773
17:00 - 18:00	17	128	0.495	17	128	0.284	17	128	0.779
18:00 - 19:00	17	128	0.349	17	128	0.280	17	128	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.803			7.359

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-355901-160905-0933

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 43 to 76 (units:)
Range Selected by User: 40 to 80 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 16/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Sunday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	**DC-05-F-02**	**NURSING HOME**		**DORSET**
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		43	
	Survey date: WEDNESDAY		*16/07/08*	*Survey Type: MANUAL*
2	**NY-05-F-04**	**NURSING HOME**		**NORTH YORKSHIRE**
	ROECLIFFE LANE			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:		76	
	Survey date: SUNDAY		*16/10/11*	*Survey Type: MANUAL*
3	**WY-05-F-01**	**NURSING HOME**		**WEST YORKSHIRE**
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		58	
	Survey date: TUESDAY		*15/06/10*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**59**	**0.102**	3	59	0.051	3	59	0.153
08:00 - 09:00	3	59	0.045	3	59	0.011	3	59	0.056
09:00 - 10:00	3	59	0.040	3	59	0.028	3	59	0.068
10:00 - 11:00	3	59	0.085	3	59	0.034	3	59	0.119
11:00 - 12:00	3	59	0.090	3	59	0.068	**3**	**59**	**0.158**
12:00 - 13:00	3	59	0.023	3	59	0.062	3	59	0.085
13:00 - 14:00	3	59	0.040	3	59	0.040	3	59	0.080
14:00 - 15:00	3	59	0.028	3	59	0.045	3	59	0.073
15:00 - 16:00	3	59	0.028	3	59	0.051	3	59	0.079
16:00 - 17:00	3	59	0.034	3	59	0.034	3	59	0.068
17:00 - 18:00	3	59	0.040	3	59	0.062	3	59	0.102
18:00 - 19:00	3	59	0.045	3	59	0.051	3	59	0.096
19:00 - 20:00	3	59	0.051	3	59	0.040	3	59	0.091
20:00 - 21:00	2	67	0.015	**2**	**67**	**0.075**	2	67	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.666			0.652			1.318

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 76 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**59**	**0.203**	3	59	0.062	3	59	0.265
08:00 - 09:00	3	59	0.102	3	59	0.056	3	59	0.158
09:00 - 10:00	3	59	0.051	3	59	0.040	3	59	0.091
10:00 - 11:00	3	59	0.130	3	59	0.045	3	59	0.175
11:00 - 12:00	3	59	0.147	3	59	0.119	**3**	**59**	**0.266**
12:00 - 13:00	3	59	0.028	3	59	0.085	3	59	0.113
13:00 - 14:00	3	59	0.085	3	59	0.073	3	59	0.158
14:00 - 15:00	3	59	0.068	3	59	0.085	3	59	0.153
15:00 - 16:00	3	59	0.073	3	59	0.124	3	59	0.197
16:00 - 17:00	3	59	0.040	3	59	0.090	3	59	0.130
17:00 - 18:00	3	59	0.073	3	59	0.124	3	59	0.197
18:00 - 19:00	3	59	0.062	3	59	0.062	3	59	0.124
19:00 - 20:00	3	59	0.119	3	59	0.085	3	59	0.204
20:00 - 21:00	2	67	0.030	**2**	**67**	**0.142**	2	67	0.172
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.211			1.192			2.403

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 76 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-657801-160531-0548

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of pupils
Actual Range:	82 to 414 (units:)
Range Selected by User:	82 to 447 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

D1	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 **MS-04-A-02** **PRIMARY SCHOOL** **MERSEYSIDE**
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY *13/06/13* *Survey Type: MANUAL*

2 **MT-04-A-01** **PRIMARY SCHOOL** **MERTHYR TYDFIL**
BRECON ROAD

MERTHYR TYDFIL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 184
Survey date: FRIDAY *18/10/13* *Survey Type: MANUAL*

3 **NE-04-A-01** **PRIMARY SCHOOL** **NORTH EAST LINCOLNSHIRE**
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

4 **RO-04-A-01** **PRIMARY SCHOOL** **ROSCOMMON**
WARREN ROAD

BOYLE
Edge of Town
Residential Zone
Total Number of pupils: 82
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

5 **SC-04-A-01** **PRIMARY SCHOOL** **SURREY**
SCHOOL LANE
PIRBRIGHT
NEAR WOKING
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 414
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.053	5	218	0.026	5	218	0.079
08:00 - 09:00	**5**	**218**	**0.267**	**5**	**218**	**0.195**	**5**	**218**	**0.462**
09:00 - 10:00	5	218	0.080	5	218	0.083	5	218	0.163
10:00 - 11:00	5	218	0.012	5	218	0.008	5	218	0.020
11:00 - 12:00	5	218	0.022	5	218	0.013	5	218	0.035
12:00 - 13:00	5	218	0.018	5	218	0.023	5	218	0.041
13:00 - 14:00	5	218	0.020	5	218	0.034	5	218	0.054
14:00 - 15:00	5	218	0.038	5	218	0.019	5	218	0.057
15:00 - 16:00	5	218	0.140	5	218	0.165	5	218	0.305
16:00 - 17:00	5	218	0.096	5	218	0.132	5	218	0.228
17:00 - 18:00	5	218	0.071	5	218	0.076	5	218	0.147
18:00 - 19:00	4	227	0.045	4	227	0.055	4	227	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.829			1.691

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.109	5	218	0.030	5	218	0.139
08:00 - 09:00	**5**	**218**	**1.122**	5	218	0.377	**5**	**218**	**1.499**
09:00 - 10:00	5	218	0.189	5	218	0.095	5	218	0.284
10:00 - 11:00	5	218	0.022	5	218	0.014	5	218	0.036
11:00 - 12:00	5	218	0.046	5	218	0.041	5	218	0.087
12:00 - 13:00	5	218	0.037	5	218	0.049	5	218	0.086
13:00 - 14:00	5	218	0.028	5	218	0.053	5	218	0.081
14:00 - 15:00	5	218	0.041	5	218	0.035	5	218	0.076
15:00 - 16:00	5	218	0.379	**5**	**218**	**0.951**	5	218	1.330
16:00 - 17:00	5	218	0.110	5	218	0.373	5	218	0.483
17:00 - 18:00	5	218	0.083	5	218	0.104	5	218	0.187
18:00 - 19:00	4	227	0.084	4	227	0.072	4	227	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.194			4.444

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

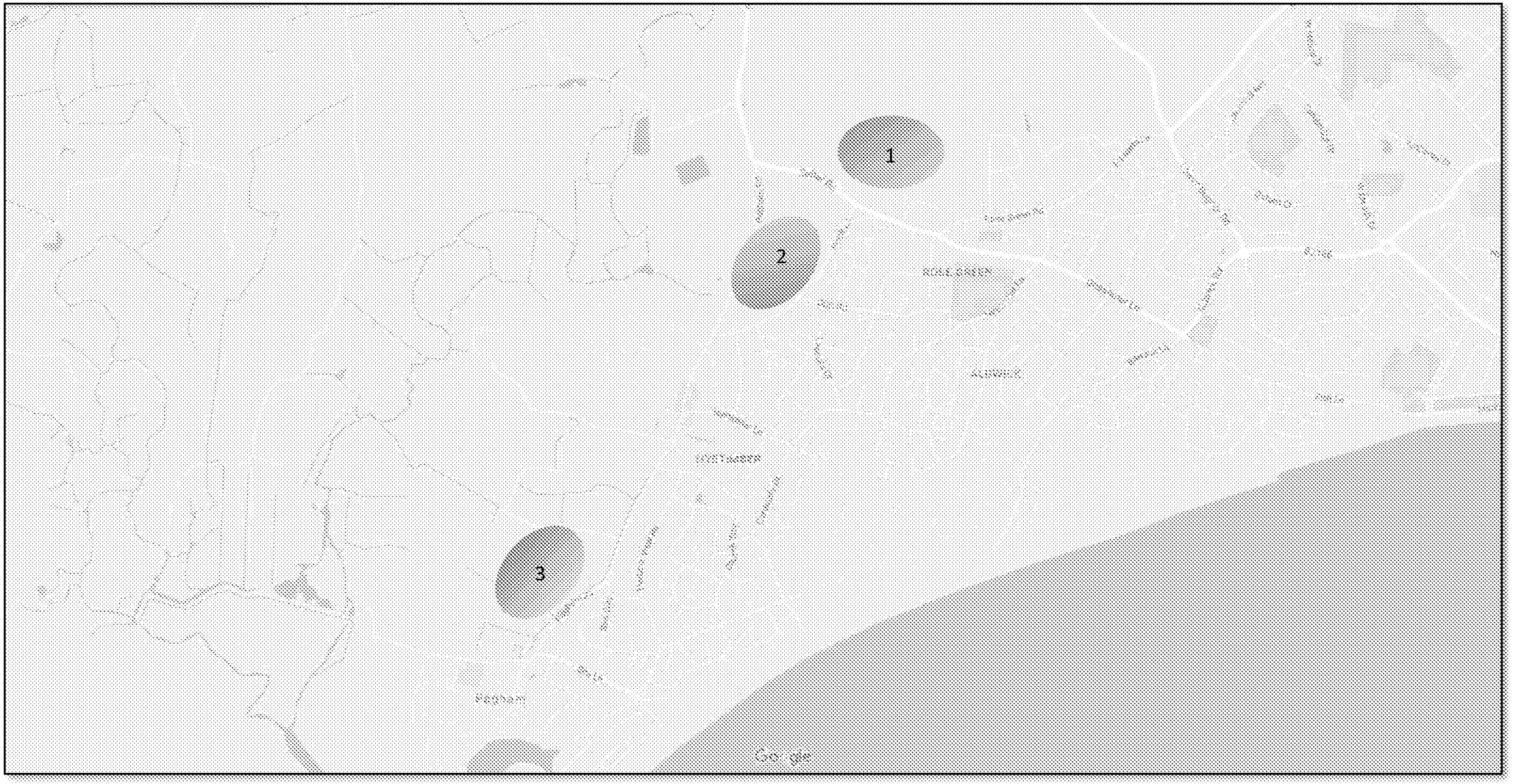
ARUN DISTRICT COUNCIL P/6/17/OUT

TEMPRO (Version 7.0)

Dataset Verion:	70 Revised
Result Type:	Trip ends by time period
Trip Purpose Group:	All purposes
Trip End Type:	Production/Destination
Mode:	Car Driver
Area	Arun 19
NTM Version	AF15 2010-2040
Area Type	Rural

	NTM AF15 Adjusted Growth Factors	
	Trunk Roads	Principal Roads
Time	2016-2021	2016-2021
Weekday AM Peak (07:00-9:59)	1.1088	1.1091
Weekday Interpeak (10:00-15:59)		
Weekday PM Peak (16:00-18:59)	1.0875	1.0878
Weekday off Peak (00:00-06:59 & 19:00-23:59)		
Saturday (all times of day)		
Average Weekday		
Average Day		

Site Allocations - Pagham



Extent of study area for individual sites & combined assessments



From:	Ian Gledhill
To:	Melanie A'Lee
Cc:	dave.tighe@highgatetransportation.co.uk; Tom Martindale-Sheldon; fiona.bennett@highgatetransportation.co.uk; Glenn Charles
Subject:	RE: Pagham - Cumulative Assessment
Date:	24 November 2016 16:08:48

Mel, sorry for the delay. My main concern was that the cumulative assessment would include a trip rate that was lower than that used within the Arun Transport Study. Clearly that won't be the case. As such, I'm content for either trip rate to be used, given that there is an argument either for the previously proposed trip rate (for robustness) or that within the Arun Transport Study (for consistency).

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT| Principal Planner - County Highways, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Melanie A'Lee [mailto:Melanie.ALee@rpsgroup.com]
Sent: 24 November 2016 15:46
To: Ian Gledhill
Cc: dave.tighe@highgatetransportation.co.uk; Tom Martindale-Sheldon; fiona.bennett@highgatetransportation.co.uk; Glenn Charles
Subject: RE: Pagham - Cumulative Assessment
Importance: High

Hi Ian, have you had a chance to review my email below. We could do with confirmation from you that you are happy for us to use the Trip Rates identified in the original scoping letter for the proposed residential uses.

Kind regards

Melanie A'Lee Eng.Tech, MCIHT, MIHE
Associate - RPS Planning & Development
140 London Wall,
London, EC2Y 5DN.
United Kingdom

Tel: +44 (0) 20 7280 3300
Direct: +44 (0) 20 7280 3247 (12647)
Mobile: +44 (0) 7484 082220
Email: Melanie.ALee@rpsgroup.com
www: www.rpsgroup.com

From: Melanie A'Lee
Sent: 18 November 2016 11:59
To: Ian Gledhill (ian.gledhill@westsussex.gov.uk)

Cc: dave.tighe@highgatetransportation.co.uk; Tom Martindale-Sheldon; fiona.bennett@highgatetransportation.co.uk; Glenn Charles
Subject: Pagham - Cumulative Assessment

Ian, we have been provided the attached information from Arun regarding the Trip Rates that they are using within their Transport Model. This information is Confidential at this present time. The trip rates for the residential use are as follows;

AM Peak
ARR: 0.259
DEP: 0.091
Two-way: 0.350

PM Peak
ARR: 0.100
DEP: 0.243
Two-way: 0.343

The above is based on a mix of flats and houses, however if we just use the Trip Rate for Houses this is slightly higher;

AM Peak
ARR: 0.315
DEP: 0.115
Two-way: 0.430

PM Peak
ARR: 0.112
DEP: 0.298
Two-way: 0.410

The Trip Rates that we proposed as part of our scoping letter was:

AM Peak
ARR: 0.144
DEP: 0.359
Two-way: 0.503

PM Peak
ARR: 0.299
DEP: 0.179
Two-way: 0.478

We could use the House Trip Rate being used as part of the Transport Model to be consistent with their assessment work, or provide a more robust assessment using the slightly higher trip rate included in the Scoping Letter. It would be useful to seek your views on this and any views from the others cc'd in.

Kind regards

Melanie A'Lee Eng.Tech, MCIHT, MIHE
Associate - RPS Planning & Development
140 London Wall,
London, EC2Y 5DN.
United Kingdom



This e-mail message and any attached file is the property of the sender and is sent in confidence to the addressee only.

Internet communications are not secure and RPS is not responsible for their abuse by third parties, any alteration or corruption in transmission or for any loss or damage caused by a virus or by any other means.

RPS Group Plc, company number: 208 7786 (England). Registered office: 20 Western Avenue Milton Park Abingdon Oxfordshire OX14 4SH.

RPS Group Plc web link: http://www.rpsgroup.com

This email and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments are virus-free but you should carry out your own checks before opening any attachment.

APPENDIX B – PERSONAL INJURY COLLISION DATA

Bognor P2 – West Sussex – WSP

Collision report 01/08/2010 – 31/07/2015

Date produced
07 September 2015

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

ARUN DISTRICT COUNCIL P/6/17/OUT

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Her Majesty s Office (c) Crown Copyright

Sussex Safer Roads Partnership

Collision data
Bognor P2 - West Susse - WSP
01/08/2010 - 31/07/2015

SCALE	1 : 8728
DATE	07/09/2015
DRAW NG No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
Road No.				
2nd Road No.				
Grid Ref.				
Causation Factor:				

1005922 Wednesday 08/09/2010 — C0 PAGHAM ROAD 150m North of C0 HOOK LANE NR. ROOKERY FARM HOUSE.

Veh 2	Car	51	Go/head	NE	to SW	Dri	M	51	Slight
Veh 3	Car	34	Go/head	NE	to SW				
Veh 1	Car	43	Go/head	SW	to NE	Dri	M	43	Slight

R1: C 0602 hrs
Darkness: no street lighting
E 489,414
Wet/Damp
N 99,144
Raining without high winds
60 mph

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 001	Possible

ON A WATER SOAKED COUNTRY ROAD VEH'S 2 AND 3 WERE TRAVELLING SW. VEH 1 WAS TRAVELLING NE WHEN LOST CONTROL AND BEGAN SKIDDING SIDEWAYS (OFF SIDE) TOWARDS OTHER VEH AND ENTERED ON COMING LANE. VEH 2 TRIED TO GET AS FAR OVER TO THE LEFT AS POSSIBLE HOWEVER
THE OS REAR OF VEH 1 CRASHED INTO FRONT OS OF VEH2. VEH 3 MANAGED TO AVOID THE COLLISION BY STEERING RIGHT INTO A FIELD, HITTING TREES/BUSHES.

1006329 Friday 24/09/2010 — C0 GROSVENOR GDNS of C0 NYETIMBER LANE CO-OP

Veh 2	M/C > 500 cc	25	Go/head	E	to W	Dri	M	25	Slight
Veh 1	Car	41	Turning right	W	to S				

R1: C 1645 hrs
R2: C
E 490,582
Dry
N 99,180
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE 1 DRIVING EAST TOWARDS THE TRAFFIC LIGHTS AT JUNCTION WITH GROSVENOR GARDENS AND NYETIMBER LANE TURNED RIGHT INTO THE CO-OP STORE AND COLLIDED WITH VEHICLE 2 TRAVELLING IN OPPOSITE DIRECTION

1007125 Saturday 09/10/2010 — B2166 PAGHAM ROAD 40m North of U NYETIMBER LANE JASMINE HOUSE

Veh 2	Pedal cycle	15	Stopping	N	to S	Dri	M	15	Slight
Veh 1	Car	30	Wait to turn right	N	to NW				

R1: B 2166 1600 hrs
E 489,170
Dry
N 98,476
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Junction overshoot	Vehicle 001	Possible

WHILST CROSSING INTO THE UNNAMED ROAD ON A BIKE APPROACHING A SMALL OFF ROAD LEADING TO REAR OF SHOP PREMISES, CAR CAME OUT AND HIT MALE ON HIS BIKE CAUSING A CUT TO MALES ELBOW AND SLIGHT DAMAGE TO BIKE, SCRATCHES TO HANDLEBAR. OFFENDING VEHICLE DESCRIB
ED AS A BLUE AUDI NO VRM

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1008326	Wednesday 08/12/2010	B2166 PAGHAM ROAD 280m South of U SEFTER ROAD	Veh 1	Car	23	Go/ahead RH bend	N to SW	Dri	M	23	Slight	
R1: B 2166	1757 hrs											
	Darkness: no street lighting											
E 489,475	Frost/Ice											
N 99,305	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 001	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 001	Very Likely

VEHICLE 1 WAS TRAVELLING SOUTH ALONG THE PAGHAM ROAD. VEHICLE LOST CONTROL ON THE SLIGHT BEND AND COLLIDED WITH THE HEDGE / DITCH.

1100793	Thursday 03/02/2011	C44 PAGHAM ROAD of C0 SEFTER ROAD	Veh 2	Car	25	Go/head	S to N	Dri	F	25	Slight	
R1: C 44	1015 hrs		Veh 1	Car	38	Turning right	SE to N					
R2: C 6												
E 489,454	Dry											
N 99,551	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE ONE PULLED OUT OF SEFTER ROAD IN FRONT OF VEHICLE TWO TRAVELLING NORTHBOUND ON PAGHAM ROAD.

1103628	Sunday 12/06/2011	U PAGHAM ROAD 154m South of U SEFTER ROAD O/S ROOKERY COTTAGE	Veh 1	Car	21	Go/ahead LH bend	SW to N	FSP	M	20	Slight	
R1: U	1252 hrs		Veh 1	Car	21	Go/ahead LH bend	SW to N	Dri	M	21	Slight	
E 489,467	Wet/Damp											
N 99,475	Raining without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 001	Very Likely
2nd:	Loss of control	Vehicle 001	Very Likely

VEHICLE 1 TRAVELLING NORTHBOUND ON WET ROAD APPROACHING SLIGHT NEARSIDE BEND SUFFERS LOSS OF CONTROL. DRIVER OVERCORRECTS TO THE OFFSIDE AND LOSES CONTROL TRAVELLING ACROSS CARRIAGEWAY COLLIDES WITH BANKING AND FENCE PANELS ON THE EASTERN SIDE OF THE RO
AD.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev
1103948	Monday 27/06/2011 2140 hrs	C0 GROSVENOR GARDENS 102m West of C0 NYETIMBER LANE 11 GROSVENOR GARDENS	Veh 2 Car		Parked	0 to 0			
R1: C	Darkness: street lights present		Veh 1 Car	91	Go/head	E to W	Dri	M 91	Slight
E 490,496	Dry								
N 99,186	Fine without high winds								
	30 mph								

Causation Factor:		Participant:	Confidence:
1st:	Uncorrected, defective eyesight	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

V1 TRAVELLING WEST, DROVE INTO PARKED STATIONARY VEHICLE. ELDERLY DRIVER STATED ONCOMING VEHICLE MEANT GAP DECREASED BETWEEN IT AND PARKED VEHICLE. WITNESS STATED V1 JUST DROVE INTO STATIONARY VEHICLE.

1104529	Friday 22/07/2011 1507 hrs	U PAGHAM ROAD 32m North of U MILLFARM DRIVE INGLENOOK HOTEL	Veh 1 Car	77	Go/head	N to S	Dri	M 77	Serious
R1: U									
E 489,216	Wet/Damp								
N 98,698	Fine without high winds								
	30 mph								

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 001	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 001	Very Likely

V1 TRAVELLING SOUTH HAS FOR UNKNOWN REASONS CROSSED THE CARRIAGEWAY ONTO THE PATH, HIT A FLINT WALL AND COME TO REST IN THE HOTEL GARDEN.

1203028	Wednesday 13/06/2012	U HOOK LANE of U DRIFT ROAD	Veh 2 Pedal cycle	64	Go/head	NE to SW	Dri	F 64	Slight
R1: U	0922 hrs		Veh 1 Car	47	Turning left	SE to SW			
R2: U									
E 489,642	Dry								
N 99,005	Fine without high winds								
	30 mph								

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE 1 EMERGING FROM DRIFT ROAD INTENDING TO TURN WEST FAILED TO SEE CYCLIST V2 TRAVELLING WEST ON HOOK LANE. V1 COLLIDED WITH SIDE OF V2.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
1203920	Wednesday 01/08/2012	U ROSE GREEN ROAD BOGNOR REGIS At Junction of U GOSSAMER LANE outside TRAFFIC LIGHTS	Veh 2 Car 76 Starting W to E					
R1: U	1020 hrs		Veh 1 Car 47 Turning right E to N					Dri F 47 Slight
R2: U								
E 490,613	Dry							
N 99,165	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Possible
3rd:	Poor turn or manoevre	Vehicle 001	Possible
4th:	Failed to judge other persons path or speed	Vehicle 002	Possible

VEHICLE 1 WAS HEADING EAST DOWN GOSSAMER LANE TO TURN RIGHT INTO ROSE GREEN ROAD, AT THE SAME TIME VEHICLE 2 WAS HEADING WEST DOWN GOSSAMER GARDENS TOWARDS GOSSAMER LANE. VEHICLE 1 HAS GONE TO TURN RIGHT INTO ROSE GREEN ROAD AND VEHICLE 2, GOING STRA
IGHT ACROSS AT THE TRAFFIC LIGHTS INTO GOSSAMER LANE HAS COLLIDED WITH VEHICLE 1.

1201330	Monday 12/03/2012	U HOOK LANE BOGNOR REGIS At Junction of U MILL PARK ROAD	Veh 1	Goods < 3.5t	29	Turning right	W	to S	Ped	F	20 Slight
R1: U	0730 hrs										
R2: U											
E 489,473	Dry										
N 98,879	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely

PEDESTRIAN CROSSING JUNCTION IN MILL PARK ROAD, WAS HALFWAY ACROSS ROAD WHEN VEHICLE ONE APPEARED FROM HOOK LANE CUT CORNER AT STRUCK PEDESTRIAN ON THE BACK WITH ITS OFFSIDE WINGMIRROR, DRIVER OF VEHICLE ONE CONTINUED SOUTH STOPPING MOMENTARILY TO AD
JUST MIRROR BUT DID NOT ACKNOWLEDGE PEDESTRIAN OR EXCHANGE DETAILS. THE VEHICLE WAS SIGN WRITTEN WITH DB PLUMBING, ENQUIRIES BY PEDESTRAINS PARTNER HAS REVEALED NAME AND CONTACT NUMBER FOR DRIVER OF VEHICLE.

1204293	Tuesday 21/08/2012	U SEFTER ROAD BOGNOR REGIS At Junction of U HOOK LANE	Veh 2	Car	18	Go/head	SE	to NW			
R1: U	1257 hrs		Veh 1	Car	50	Starting	SW	to NE	Dri	F	50 Slight
R2: U											
E 489,860	Dry										
N 99,379	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 PULLED OUT FROM HOOK LANE IN TO PAGHAM ROAD IN TO THE PATH OF V2. V1 HAS THEN HIT THE SIDE OF V2.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
1206579	Monday 10/12/2012 1130 hrs	U ROSE GREEN ROAD ROSE GREEN At Junction of U GOSSAMER LANE outside POST OFFICE	Veh 1 Car 43 Go/head S to N	Ped M 70 Slight
R1: U				
R2: U				
E 490,626	Dry			
N 99,194	Fine without high winds			
	30 mph			

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Casualty 001 — Very Likely

V1 TRAVELLING NORTH ALONG ONE WAY STREET AT SLOW SPEED HAVING JUST TURNED INTO STREET FROM JUNCTION. PEDESTRIAN WALKED INTO ROAD BETWEEN PARKED CARS ON DRIVERS NEARSIDE AND WALKED INTO FRONT NEARSIDE OF V1.PEDESTRIAN APOLOGISED AND LEFT SCENE WITHOUT
GIVING ANY DETAILS.

1206960	Wednesday 26/12/2012 1038 hrs	C0 PAGHAM ROAD BOGNOR REGIS At Junction 20m South of C0 NYETIMBER LANE outside NEAR	Veh 1	Car	26	Go/head	N	to S	Ped	M	50	Slight
R1: C												
R2: C												
E 489,177	Dry											
N 98,506	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Careless/Reckless/In a hurry — Vehicle 001 — Very Likely

WHILST ACTING AS A ROAD MARSHAL IN A ROAD CLOSURE FOR THE PAGHAM PRAM RACE OFFENDING VEHICLE WAS STOPPED AT AUTHORISED ROAD CLOSURE SIGN. THE DRIVER WAS TOLD THAT HE COULD NOT GO ANY FURTHER DUE TO THE ROAD BEING CLOSED FOR THE RACE. AS BOTH PARTIEST
ALKED THE DRIVER OF THE VEHICLE MOVED FORWARD IN VEHICLE AND DROVE ONTO AGGRIEVES FOOT CAUSING SLIGHT REDDENING AND SORENESS. AFTER ABOUT 30 SECONDS DRIVER OF VEHICLE THEN MOVED BACK OF THE AGGRIEVES FOOT AND CONTINUES THROUGH ROAD CLOSURE AND INTOBA
RTONS CLOSE, PAGHAM.

1303031	Friday 14/06/2013 1745 hrs	U PAGHAM ROAD BOGNOR REGIS. At Junction of U NYETIMBER LANE outside THE BEAR INN PUBLIC	Veh 1	Goods < 3.5t	38	Go/head	S	to N	Ped	M	60	Serious
R1: U												
R2: U												
E 489,185	Dry											
N 98,556	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Impaired by alcohol — Casualty 001 — Very Likely

V1 HEADING NORTH ON PAGHAM ROAD. MALE PEDESTRIAN ON WEST SIDE OF ROAD, UNDER THE INFLUENCE OF ALCOHOL, HAVING JUST EXITED PUBLIC HOUSE. PEDESTRIAN EITHER WALKED/FELL INTO PATH OF V1, IMPACTING WITH REAR NEARSIDE AND THEN FALLING TO THE GROUND, OBTAI
NING SERIOUS HEAD INJURY.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C.										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1205957 Saturday 10/11/2012 — U PAGHAM ROAD BOGNOR REGIS AT JUNCTION OF U HOOK LANE

Veh 1	Car	18	Go/head	S	to N					
Veh 2	Car	27	Wait to turn right	S	to E	Dri	M	27	Slight	
Veh 2	Car	27	Wait to turn right	S	to E	FSP	M	22	Slight	

R1: U
R2: U
E 489,297
N 98,835
2000 hrs
Darkness: street lights present
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 1	

VEHICLE 2 WAS STATIONARY AND INDICATING TO TURN RIGHT FROM PAGHAM ROAD INTO HOOK LANE. VEHICLE 1 DRIVING SOUTH TO NORTH ALONG PAGHAM ROAD COLLIDED WITH REAR OF VEHICLE 2.

1305879 Saturday 02/11/2013 — U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U GOSSAMER LANE OUTSIDE ON THE JNC

Veh 1	Pedal cycle	26	Go/head	E	to W	Dri	F	26	Slight	
Veh 2	Car	80	Starting	S	to E					

R1: U
R2: U
E 490,599
N 99,163
0639 hrs
Darkness: street lighting
Dry
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Cyclist wearing dark clothing at night	Vehicle 1	Possible
3rd:	Not displaying lights at night or in poor visibility	Vehicle 1	Very Likely
4th:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely

V1 WAS TRAVELLING WEST ON GOSSAMER LANE BELIEVE HAD GONE THROUGH A RED LIGHT V2 WAS PULLING OUT OF NYETIMBER LANE TO GO EAST ON A GREEN LIGHT SLOW MOVING V1 STRUCK FRONT OF V2.

1306329 Friday 22/11/2013 — U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U CARLTON AVENUE OUTSIDE AT JUNCTION

Veh 1	Car	43	Go/head	N	to S	Ped	M	11	Serious	

R1: U
R2: U
E 490,171
N 99,263
1648 hrs
Darkness: street lights present
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely

APAARANTLY VEH 1 WAS TRAVELLING AT A SAFE AND CORRECT SPEED WHEN THE YOUNG PEDESTRIAN RAN OUT INTO THE ROAD FROM BEHIND PARKED CARS.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1306505	Sunday 01/12/2013	U SEFTER ROAD BOGNOR 50M EAST OF C44 PAGHAM RD	Veh 1	Car	19	Go/ahead RH bend	E	to NW	Dri	M	19	Slight
R1: U	0244 hrs		Veh 1	Car	19	Go/ahead RH bend	E	to NW	RSP	M	19	Slight
	Darkness: no street lighting		Veh 2	Car	41	Go/head	E	to W				
E 489,507	Dry											
N 99,525	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Aggressive driving — Vehicle 1 — Very Likely

V1 FAILED TO STOP FOR MARKED POLICE VEHICLE, THEN FAILED TO NEGOTIATE LEFT HAND BEND LEFT ROAD TO THE NEARSIDE.

1306550	Tuesday 03/12/2013	U HOOK LANE PAGHAM AT JUNCTION OF U SEFTER ROAD	Veh 1	Goods < 3.5t	57	Go/head	E	to W	Dri	M	57	Serious
R1: U	1502 hrs		Veh 2	Car	54	Wait to turn right	S	to E	Dri	F	54	Slight
R2: U	Daylight:street lights present											
E 489,859	Dry											
N 99,372	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Illness or disability, mental or physical — Vehicle 1 — Possible

VEH 1 IS TRAVELLING EAST TO WEST ALONG SEFTER ROAD AND IS SEEN SWERVING ACROSS THE ROAD. VEH 2 IS WAITING AT THE JUNCTION AND IS THEREFORE STATIONARY, HAVING TRAVELLED SOUTH TO NORTH TO THE JUNCTION OF HOOK LANE AND SEFTER ROAD. VEH 1 CRASHES INTO VEH 2
AND THE DRIVER IS SEEN TO BE PURPLE IN THE FACE AND UNRESPONSIVE.

1405093	Wednesday 03/09/2014	U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U GROSVENOR GARDENS	Veh 1	Car	75	Go/head	E	to W	Dri	M	75	Slight
R1: U	1520 hrs											
R2: U	Daylight:street lights present											
E 490,207	Dry											
N 99,262	Fine without high winds											
	30 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Illness or disability, mental or physical — Vehicle 1 — Very Likely

VEHICLE TRAVELLING WEST ON GROSVENOR GARDENS WHEN DRIVER SUFFERS MEDICAL EPISODE AT THE WHEEL. VEHICLE CROSSES THE CARRIAGEWAY. MOUNTS THE PAVEMENT AND COLLIDES WITH A ROAD SIGN WHICH STOPS THE VEHICLE.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
Road No.	Date						
2nd Road No.	Time						
Grid Ref.	D/L						
	R.S.C						
	Weather						
	Speed						
	Account of Accident						
Causation Factor:							

1407004 Thursday 27/11/2014 — U SEFTER ROAD BOGNOR REGIS AT JUNCTION OF U ROSE GREEN ROAD

Veh 1	Car	61	Go/head	NE	to SW				
Veh 2	M/C < 125 cc	30	Go/head	NW	to SE	Dri	M	30	Slight

R1: U 1625 hrs
R2: U Darkness: street lights present
E 490,204 Dry
N 99,256 Unknown
30 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely

VEHICLE TWO (MOTOR CYCLE) TRAVELLING EAST ALONG SEFTER ROAD, VEHICLE ONE PULLED OUT OF ROSE GREEN ROAD TRAVELLING SOUTH STRUCK VEHICLE TWO CASUING DAMAGE TO MOTORCYCLE, VEHICLE ONE FAILED TO STOP AND EXCHANGE DETAILS, THE VRM WAS NOTED AND TAKEN DOWN BY INDEPENDENT WITNESS WHO STATED IT WAS A FEMALE DRIVER.

1502291 Sunday 26/04/2015 — U PAGHAM ROAD PAGHAM AT JUNCTION OF U HOOK LANE

Veh 1	Car	21	Turning right	S	to E				
Veh 2	Car	41	Go/head	N	to S	Dri	F	41	Slight

R1: U 0951 hrs
R2: U Daylight:street lights present
E 489,303 Dry
N 98,847 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely

V1 MAKES A RIGHT HAND TURN INTO JUNCTION ON RIGHT DIRECTLY INTO THE PATH OF V2 TRAVELLING IN THE OPPOSITE DIRECTION

Bognor P1 – West Sussex – WSP

Collision report 01/08/2010 – 31/07/2015

Date produced
07 September 2015

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

ARUN DISTRICT COUNCIL P/6/17/OUT

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Her Majesty s Office (c) Crown Copyright

Sussex Safer Roads Partnership

Collision data
Bognor Regis P1 - West Susse - WSP
01/08/2010 - 31/07/2015

SCALE	1 : 6246
DATE	07/09/2015
DRAW NG No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles							Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class							Sex / Age / Sev		
	Date											
Road No.												
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1005049
Monday 02/08/2010
R1: B 2166
2300 hrs
R2: B 2166
Darkness: street lights present
E 492,004
Dry
N 99,220
Unknown
30 mph

B2166 ALDWICK ROAD of B2166 ROUNDABOUT MARTLETS ON ROUNDABOUT

Veh 2	Pedal cycle	49	Starting	E	to W	Dri	F	49	Slight	
Veh 1	Bus/coach		Go/head	E	to W					

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

FEMALE CYCLIST WITH HUSBAND, CYCLING HOME. BUS OVERTOOK MALE, VERY CLOSE. HE THEN SAW SAME BUS OVERTAKE HIS WIFE, VERY CLOSE AND CLIP HER ON THE SHOULDER. THIS CAUSED HER TO FALL FROM BIKE. THE BUS STOPPED FOR A BRIEF PERIOD OF TIME. DRIVER LOOKED AT MAL
E CYCLIST, THEN DROVE OFF. THOUGHT TO BE A STAGE COACH BUS.

1005423
Thursday 19/08/2010
R1: B 2166
0748 hrs
R2: U
E 491,985
Dry
N 99,223
Fine without high winds
30 mph

B2166 ALDWICK ROAD of U ALDWICK FELDS

Veh 2	Pedal cycle	42	Go/head	SE	to NW	Dri	M	42	Slight	
Veh 1	Car	34	O/take m/veh o/side	SE	to W					

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 001	Possible

VEHICLE 1 TRAVELLING NORTH ON ALDWICK ROAD ENTERS ROUNDABOUT WITH CYCLIST VEHICLE 2 ALREADY ON ROUNDABOUT. VEHICLE 1 PASSES CYCLIST TO THE OFFSIDE AND THEN ATTEMPTS TO EXIT ROUNDABOUT CONTINUING ON B2166. VEHICLE 1 MAKES CONTACT WITH CYCLE ON REAR NEAR
SIDE PANEL AS EXITING ROUNDABOUT CAUSING CYCLIST TO FALL TO GROUND.

1007047
Wednesday 20/10/2010
R1: B 2166
1540 hrs
R2: U
E 491,120
Dry
N 99,675
Fine without high winds
30 mph

B2166 LOWER BOGNOR ROAD of U CHALCRAFT LANE

Veh 2	Car	30	Go/head	E	to W					
Veh 1	Car	65	Go/head	S	to N	Dri	M	65	Slight	

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE ONE (1) TRAVELLING NORTH ALONG LOWER BOGNOR ROAD ENTERED ROUND ABOUT JUNCTION WITH CHALCROFT LANE. VEHICLE TWO TRAVELLING EAST TO WEST ENTERED ROUND ABOUT AT SAME TIME, MADE CONTACT WITH VEHICLE ONE TO RIGHT HAND SIDE.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
Road No.	Date		
2nd Road No.	Time		
Grid Ref.	D/L		
	R.S.C		
	Weather		
	Speed		
	Account of Accident		
Causation Factor:			

1102547 Saturday 23/04/2011 — B2166 ALDWICK ROAD of U ALDWICK FELDS
R1: B 2166 1409 hrs
R2: U
E 491,999
N 99,221
Dry
Fine without high winds
30 mph

Veh		Age							
Veh 2	Pedal cycle	28	Go/head	E	to W	Dri	F	28	Slight
Veh 1	Car	84	O/take m/veh o/side	E	to W				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V2 (PEDAL CYCLIST) ALREADY ON ROUNDABOUT V1 TRAVELLING IN THE SAME DIRECTION APPROACHES AND ENTERS ROUNDABOUT INTENDING TO TAKE THE 2ND EXIT V2 INTENDING TO TAKE THE 3RD EXIT UNFORTUNATELY THE DRIVER OF V1 MISJUDGED THE DISTANCE CLIPPING THE BACK WHEEL O
F THE CYCLIST CAUSING HER TO FALL OFF RESULTING IN SLIGHT INJURY TO HER

1107015 Saturday 05/11/2011 — B2166 LOWER BOGNOR ROAD 100m North of U CHALCRAFT LANE ON STRAIGHT
R1: B 2166 0229 hrs
Darkness: no street lighting
E 491,072
N 99,777
Wet/Damp
Fine without high winds
60 mph

Veh		Age							
Veh 2	Car	19	Go/head	W	to E	RSP	M	24	Serious
Veh 2	Car	19	Go/head	W	to E	RSP	M	24	Slight
Veh 2	Car	19	Go/head	W	to E	FSP	M	19	Serious
Veh 2	Car	19	Go/head	W	to E	Dri	M	19	Slight
Veh 1	Car	24	Go/head	E	to W				

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 001	Possible
2nd:	Exceeding speed limit	Vehicle 001	Possible
3rd:	Poor turn or manoevre	Vehicle 001	

V1 TRAVELLING WEST ON LOWER BOGNOR ROAD ON WRONG SIDE OF ROAD WHEN IN COLLISION WITH V2 HEADING EAST. 4 X OCCS FROM V2 SUSTAINED INJURIES 1 OF WHICH WAS SERIOUS (BROKEN HAND) NO INJURIES IN V1.

1201657 Thursday 29/03/2012 — U ALDWICK ROAD of U ALDWICK STREET
R1: U 1715 hrs
R2: U
E 491,194
N 98,873
Dry
Fine without high winds
30 mph

Veh		Age							
Veh 2	Car	24	Turning right	W	to S				
Veh 1	Car	20	Go/head	N	to S	Dri	F	20	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE 1 WAS APPROACHING THE ROUNDABOUT FROM ALDWICK ROAD. VEHICLE 2 WAS APPROACHING THE ROUNDABOUT FROM GOSSAMER LANE. THE GOSSAMER LANE JUNCTION IS TO THE RIGHT FROM ALDWICK ROAD, HOWEVER VEHICLE 1 DID NOT CORRECTLY ANTICIPATE VEHICLE 2'S SPEED AN
D ENTERED THE ROUNDABOUT, CAUSING THE COLLISION.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1201679	Saturday 31/03/2012	B2166 LOWER BOGNOR ROAD of U CHALCRAFT LANE	Veh 2	Car	48	Go/head	N	to S	Dri	F	48	Slight
R1: B 2166	0812 hrs		Veh 1	Car	50	Go/head	E	to W				
R2: U												
E 491,129	Dry											
N 99,688	Fine without high winds											
	60 mph											

Causation Factor:		Participant:	Confidence:
1st:	Inexperience of driving on the left	Vehicle 001	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 001	Very Likely
3rd:	Failed to look properly	Vehicle 001	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
5th:	Poor turn or manoevre	Vehicle 001	Very Likely
6th:	Disobeyed Give Way or Stop sign or markings	Vehicle 001	Very Likely

VEHICLE 2 WAS NEGOCIATING THE ROUNDABOUT ON THE B2166 JUNCTION WITH CHALCRAFT LANE. VEHICLE 1 HAS FAILED TO GIVE WAY ENTERING THE ROUNDABOUT FROM CHALCRAFT LANE COLLIDING WITH VEHICLE 2 CAUSING IT TO FLIP ONTO ITS SIDE.

1204073	Friday 10/08/2012	U ALDWICK STREET BOGNOR REGIS. At Junction of U BARRACK LANE outside AT JUNCTION AS	Veh 2	Pedal cycle	66	Go/head	N	to S	Dri	F	66	Slight
R1: U	1056 hrs		Veh 1	Car	74	Go/head	E	to W				
R2: U												
E 491,196	Dry											
N 98,876	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 (CAR) HEADING WEST ALONG ALDWICK STREET, AND ON APPROACH TO ROUNDABOUT, INTENDED TO CONTINUE STRAIGHT AHEAD. V2 (PEDAL CYCLE) HAD ENTERED ROUNDABOUT FROM PREVIOUS JUNCTION TO V1 AND THEREFORE HAD RIGHT OF WAY. V1 DRIVER FAILED TO SEE V2 AND IMPA
CTED WITH PEDAL CYCLE, CAUSING RIDER TO FALL TO THE GROUND.

1203711	Saturday 21/07/2012	U WEST MEAD DRIVE BOGNOR REGIS. At Junction of B2166 ALDWICK ROAD outside AT JUNCTION AS	Veh 1	Taxi	57	Go/head	NW	to SE	Dri	M	57	Fatal
R1: U	1431 hrs											
R2: B 2166												
E 491,993	Dry											
N 99,255	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 001	Possible

V1 HEADING SOUTHEAST ALONG WEST MEAD DRIVE, AND APPROCHING THE LARGE ROUNDABOUT AT THE JUNCTION WITH ALDWICK ROAD. FOR REASONS AS YET UNKNOWN, DRIVER LOST CONTROL OF VEHICLE, MOUNTED SMALL CENTRAL ISLAND, IMPACTING WITH BOLLARD AND THEN ONTO ROUNDAB

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev			
1304600	Monday 02/09/2013 0752 hrs	U GOSSAMER LANE BOGNOR REGIS AT JUNCTION OF U BARRACK LANE	Veh 1 Car 45 Go/head NE to SW								
R1: U			Veh 2 Pedal cycle 32 Go/head SE to NW					Dri F 32 Slight			
R2: U	Daylight:street lights present										
E 491,193	Dry										
N 98,885	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Junction restart — Vehicle 1 — Possible

CYCLIST RIDING EAST ALONG GOSSAMER LANE GOING ONTO ROUNDABOUT AT JUNCTION WITH BARRACK LANE. V1 MOVED ONTO ROUNDABOUT AND CYCLIST COLLIDED WITH CAR. UNKNOWN WHICH HIT WHICH AT THIS TIME. CYCLIST HAS GONE UP OVER THE BONNET AND HIT WINDSCREEN OF V1.

1200504	Thursday 26/01/2012 0734 hrs	U BARRACK LANE BOGNOR REGIS AT JUNCTION OF U GOSSAMER LANE	Veh 1 Car 52 Go/head N to S								
R1: U			Veh 2 Pedal cycle 71 Turning right W to S					Dri M 71 Slight			
R2: U	Darkness: street lights present										
E 491,184	Dry										
N 98,882	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Very Likely
2nd: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

APPARANTLY THE PEDAL CYCLIST WAS NEGOCIATING THE ROUNDABOUT WHEN IT WAS STRUCK FROM BEHIND BY VE 1.

1400251	Tuesday 14/01/2014 1750 hrs	B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF U HEWARTS LANE	Veh 1 Car 21 Go/head W to E								
R1: B 2166			Veh 2 Car 21 Go/head N to S					Dri M 21 Slight			
R2: U	Darkness: street lights present										
E 491,118	Wet/Damp										
N 99,702	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 1 — Possible
2nd: Failed to look properly — Vehicle 2 — Possible

VEH 1 HAS ENTERED R/A FROM HEWARTS LANE AND APPEARS TO HAVE STRUCK VEH 2 WHO HAS ENTERED R/A FROM LOWER BOGNOR ROAD TO THE DRIVERS SIDE OF THE VEHICLE CAUSING DAMAGE TO BOTH.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev			
1400942	Monday 17/02/2014	U ALDWICK STREET ALDWICK AT JUNCTION OF U BARRACK LANE	Veh 1	Car	35	Go/head	SW to NE				
R1: U	2045 hrs		Veh 2	Pedal cycle	30	Go/head	SE to NW	Dri	M	30	Serious
R2: U	Darkness: street lights present										
E 491,176	Wet/Damp										
N 98,874	Raining without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Rain, sleet, snow, or fog	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible

V1 FAILED TO GIVE WAY TO PEDAL CYCLE ON ROUNDABOUT. COLLIDED CAUSING SERIOUS INJURY.

1404356	Tuesday 29/07/2014	B2166 ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF U HAWTHORN ROAD	Veh 1	Car	43	Go/head	W to E				
R1: B 2166	0730 hrs		Veh 2	Pedal cycle	55	Go/head	W to E	Dri	F	55	Slight
R2: U	Daylight:street lights present										
E 492,012	Dry										
N 99,264	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible

CYCLIST ON R/A INTENDING TO TRAVEL EAST. V1 APPROACHED FROM BEHIND, ALSO TRAVELLING EAST AND HIT REAR OF CYCLIST.

1405075	Tuesday 02/09/2014	U ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF B2166 LOWER BOGNOR ROAD	Veh 1	Car	49	Go/head	N to S				
R1: U	1920 hrs		Veh 2	Pedal cycle	24	Go/head	W to E	Dri	F	24	Serious
R2: B 2166	Daylight:street lights present										
E 491,436	Dry										
N 99,219	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

TOYOTA YARIS TRAVELLING SOUTH ON LOWER BOGNOR ROAD, CYCLIST TRAVELLING EAST ON ALDWICK ROAD. CYCLIST ENTERS ROUNDABOUT AND CONTINUES EAST, TOYOTA ENTERS ROUNDABOUT AND COLLIDES WITH NEARSIDE OF CYCLIST CAUSING INJURY.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
1405519	Thursday 25/09/2014 1400 hrs	B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF B2166 ALDWICK ROAD	Veh 1 Car 40 Go/head NW to S					
R1: B 2166			Veh 2 Pedal cycle 18 Go/head SW to E					Dri M 18 Slight
R2: B 2166	Daylight:street lights present							
E 491,428	Dry							
N 99,224	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

V2 (PEDAL CYCLE) TRAVELLING WEST TO EAST ON THE ROUNDABOUT OF LOWER BOGNOR ROAD AND ALDWICK ROAD. V1 HAS PULLED OUT OF LOWER BOGNOR ROAD INTO THE PATH OF V2. V2 HAS COLLIDED WITH THE OFFSIDE FRONT DOOR OF V1 AND HAS FALLEN WITH PEDAL CYLE INTO ROAD SUSTA
INING INJURY.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
1407215	Monday 08/12/2014 1423 hrs	B2166 ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF U ALDWICK STREET	Veh 1 Car 81 Turning left N to E					
R1: B 2166			Veh 2 Pedal cycle 35 Go/head W to E					Dri M 35 Slight
R2: U	Daylight:street lights present							
E 491,195	Dry							
N 98,882	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely

V1 JOINING ROUNDABOUT FROM ALDWICK ROAD AND TURNING LEFT ONTO ALDWICK STREET HIT BY CYCLIST JOINING ROUNDABOUT FROM GOSSOMER LANE AND CONTINUING STRAIGHT ON TO ALDWICK STREET CAUSING CYCLIST TO FALL OFF AND SUSTAIN CUT TO HAND.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev
1501643	Tuesday 24/03/2015 1940 hrs	U CHALCRAFT LANE BOGNOR REGIS AT JUNCTION OF B2166	Veh 1 Car 82 Turning right N to W					
R1: U			Veh 2 M/C < 125 cc 19 Turning right W to S					Dri M 19 Slight
R2: B 2166	Darkness: street lights present							
E 491,120	Dry							
N 99,694	Fine without high winds							
	30 mph							

Causation Factor:		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 2	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 2	Possible

VEH1 WAS DRIVING DOWN THE B2166 TOWARDS THE ROUNDABOUT WHERE THE B2166 MEETS CHALCRAFT LANE. AS V001 APPROACHED THE ROUNDABOUT THE DRIVER STATED THAT HE CAME TO A STOP AND SAW THAT TO THE RIGHT OF HIM WAS CLEAR, HE WAS INDICATING RIGHT. DUE TO THIS HE EN
TERED ONTO THE ROUNDABOUT. AS HE ENTERED ONTO THE ROUND ABOUT V002 WAS DRIVING ON HEWARTS LANE WHICH WAS TO THE RIGHT OF V001 AND ENTER ONTO THE ROUNDABOUT AS V002 DID HE COLLIDED WITH V001 ON THE ROUNDABOUT.

Details of Personal Injury Accidents for Period - **01/08/2010** **to** **31/07/2015** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class					Casualties: Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
1503647	Monday	B2166 BOGNOR REGIS AT JUNCTION								
	29/06/2015	OF U ALDWICK FELDS	Veh 1	Car	73	Starting	S to N			
R1: B 2166	0702 hrs		Veh 2	Pedal cycle	40	Go/head	E to W	Dri	M 40	Slight
R2: U	Daylight:street lights present									
E 492,003	Dry									
N 99,215	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 1 ENTERED ROUNDABOUT OVER GIVE WAY MARKINGS INTO PATH OF CYCLIST ALREADY MID JUNCTION. CYCLIST KNOCKED TO THE GROUND AND RECEIVED MINOR INJURIES.

Full Details Report Summary - Pagham to Chichester

Accidents Found Date Range: 22/07/2011 - 02/06/2016

Grid Coordinate Range: 486731,97514 - 491436,104181

Accident Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Serious	**3**	**2**	**6**	**11**	**4**	**3**	**29**
Slight	**3**	**29**	**28**	**26**	**44**	**13**	**143**
Total	**7**	**31**	**34**	**37**	**48**	**16**	**173**

Casualty Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Serious	**3**	**2**	**6**	**11**	**4**	**3**	**29**
Slight	**8**	**42**	**42**	**32**	**51**	**18**	**193**
Total	**12**	**44**	**48**	**43**	**55**	**21**	**223**

Casualty KSI

	2011	2012	2013	2014	2015	2016	Total
Adult KSI	**4**	**2**	**5**	**11**	**3**	**3**	**28**
Child KSI	**0**	**0**	**1**	**0**	**1**	**0**	**2**
Slight	**8**	**42**	**42**	**32**	**51**	**18**	**193**
Total	**12**	**44**	**48**	**43**	**55**	**21**	**223**

Pagham to Chichester

Accident Reference:1104529 Serious U Pagham Road Lagness 32M North Of U Millfarm Drive Outside Inglenook Hotel Accident 1 of 173

Date & time.....Friday 22/07/2011 15:07
Grid reference.....489216/98698
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	

Accident Description

V1 Travelling South Has for Unknown Reasons Crossed the Carriageway onto the Path Hit a Flint Wall and Come to Rest in the Hotel Garden.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Male
Driver age.....77
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....77
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1105081 Serious U Gunwin Court Bognor Regis 50M South Of U Blondell Drive Outside O/S 12 Gunwin Court Accident 2 of 173

Date & time.....Tuesday 16/08/2011 11:10
Grid reference.....490574/98877
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

Vehicle 2 Travelling South Along Cul De Sac Road. Parked Vehicles in Roadway. V1 Pedal Cyclist Exited Driveway (East) and Collided with Vehicle 2 Heading South on Minor Road. Cyclist Sustained Injuries.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....78
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1105623 Serious B2145 Hunston Road Chichester 443M North Of B2166 Accident 3 of 173

Date & time.....Friday 09/09/2011 23:17
Grid reference.....486824/102972
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Dazzling headlights (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
Vehicle Two Taxi Stationary at Roadside Dropping Pedestrians Off. Vehicle One Heading North Dazzled by Lights of Other Vehicle (Full Beam and Fog Lights) Vehicle One Slowed down and Unable to See Collided with Taxi.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....26
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1105694 Slight A27 Chichester by A259 Bognor Road. Roundabout Pass Chichester at Junction of Outside at Bognor Bridge

Date & time.....Monday 12/09/2011 15:54
Grid reference.....487789/104112
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway
Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description

Veh 1 on A259 in Lane 1 Approaching Ra with A27. Veh 2 in Lane 2 Also Approaching Ra. both Moved on to Ra Veh 2 Taking 2Nd Exit. Veh 1 Wanted 3Rd Exit and was in Wrong Lane. Veh 1 Crashed into Nearside Rear of Veh 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....59
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....59
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1105698 Slight B2166 North Mundham North Mundham At Junction Of U Church Road Outside Prior to Junction Accident 5 of 173

Date & time.....Sunday 11/09/2011 13:01
Grid reference.....487420/102383
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description

V1 and V2 Travelling East on B2166 but V1 (M/C) Overtaking Line of Traffic at Speed. V2 Slows for Vehicle in Front turning and M/C Collides into Rear of V2. Rider Sustained Minor Injuries and Pax in V2 Sustained Slight Whiplash.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....49
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1105851 Slight A27 Chichester at Junction of C0 Vinnetrow Road Accident 6 of 173

Date & time.....Sunday 18/09/2011 14:05
Grid reference.....487782/104117
District.....Chichester
Primary road.....A27
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Vehicle 2 Travelling Inside Lane from A259 Vehicle 1 Travelling Outside Lane from A259. Vehicle 1 Going Directly across Roundabout to A27 (2Nd Exit) Vehicle 2 Travelling Around the Roundabout to 3Rd Exit as Vehicle 1 Turned into A27 Westbound it Struck Vehicle 2 Who was Continuing Around Roundabout Causing Damage.. Details Were Excahnged by both Parties. a Couple of Hours Later Driver of Veh 2 Went to Hospital as Had Back Pain.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....29
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Paqham to Chichester

Accident Reference:1107637 Fatal A27 Chichester By-Pass Chichester 125M West of B2145 Accident 7 of 173

Date & time.....Friday 02/12/2011 16:51
Grid reference.....486731/103681
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Possible	
Pedestrian wearing dark clothing at night (Pedestrian)	Casualty 001	Possible	
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description

Veh 1 Travelling Westbound A27 Between Whyke Roundabout and Stockbridge Roundabout. Pedestrian Crossing Dual Carriageway from North to South Managed to Cross Eastbound Lanes. Pedx then Used Gap in Central Reservation and as he Attempted to Cross the West Lanes he Crossed in the Path of the Van. Van Struck Pedx with Offside of Van Wing Mirror and Winscreen. Fatal Injuries Caused to Pedx.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....54
Severity.....Fatal
Vehicle no.....1
Ped Direction.....South bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's offside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1200155 Slight A27 Bognor Bridge Roundabout Chichester At Junction 3M North Of A259 Bognor Road Accident 8 of 173

Date & time.....Tuesday 10/01/2012 09:51
Grid reference.....487815/104155
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description

Vehicle 1 (Articulated Lorry) was in Lane 1 Outside Lane with the Purpose of Going North/North East Around the Roundabout onto the A259 Bognor Road Towards Bognor Regis. Vehicle 2 (Car) was in Lane 2 with the Intention of Going North/North East Aroun D the Roundabout onto the A259 Bognor Road Towards Bognor Regis. both Vehicles Low Speed. Vehicle 1 Made Contact with Vehicle 2 Causing Damage to Vehicle 2 Near Side Front Corner and Bumper,Damage to Front Nearside Headlight and Indicators. Details of both Drivers Exchanged, Vehicle 1 left Scene Before Police Arrived at Scene,

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....46
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1200320 Slight A259 Bognor Road Of A27 Bognor Road Accident 9 of 173

Date & time.....Wednesday 18/01/2012 14:48
Grid reference.....487772/104115
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 002	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

V2 Travelling East on A259 from Bognor Regis Entered onto Roundabout Infront of V1 Who was on V2 Offside Indicating to Exit but Continued , V1 Changed Lanes Pulling Infront of V2 Causing V2 to Brake Hard to Avoid Collision Ending up Slipping on Grave L on Edge of Carraigeway and Came off Causing Minor Injury to left Knee/Leg. no Contact Made with V1

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....30
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle <= 50cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1200504 Slight U BARRACK LANE BOGNOR REGIS AT JUNCTION OF U GOSSAMER LANE Accident 10 of 173

Date & time.....Thursday 26/01/2012 07:34
Grid reference.....491184/98882
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
APPARANTLY THE PEDAL CYCLIST WAS NEGOCIATING THE ROUNDABOUT WHEN IT WAS STRUCK FROM BEHIND BY VE 1.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....52
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....71
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....71
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1200613 Slight B2145 Hunston Road Of A27 Chichester by Pass on R/A Accident 11 of 173

Date & time.....Friday 03/02/2012 09:17
Grid reference.....486880/103644
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
Rear End Shunt at R/A Driver of V1 Failed to See V2 Had Not Pulled Out. Light Damage to both Vehicles, Slight Whiplash to Female Pax of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods > 7.5t
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....28
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....23
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1200941 Slight U Rose Green Road 46M West Of U Lincoln Avenue Accident 12 of 173

Date & time.....Saturday 18/02/2012 17:45
Grid reference.....490348/99328
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Driver Vehicle 1 Ran into Rear of Vehicle 2. Driver Vehicle 1 Turned left and Drove Off. (Informant Told Call Handler she Felt it was Deliberate - Please Refer to Serial for Further Details)

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....30
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1201114 Serious B2145 Selsey Road Chichester 300M South Of A27 Chichester by Pass Outside Near Nunnery Lake Accident 13 of 173

Date & time.....Wednesday 29/02/2012 19:39
Grid reference.....486891/103390
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...4
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Dazzling headlights (Driver/Rider - Vision Affected)	Vehicle 004	Possible	

Accident Description

Vehicle 4 (Unmarked Police Vehicle Displaying Covert Strobe Lights to Rear) Stationary Attended on Nearside Verge Facing South, off Main Carriageway. Vehicle 3 Stationary Attended on Nearside Verge Facing South in Front of Vehicle 4 off Main Carriage Way. Pedestrian (Police Officer) Standing to off Side of Vehicle 3, Standing in Southbound Carriageway Talking to Driver of Vehicle 3. Vehicle 1, on Main Carriageway, Approaches Vehicle 4 and 3 from the Rear and Passes Them. Vehicle 1 then Crosses onto Northbound Carriageway, Travelling South, and Collides with Vehicle 2 which is Travelling North on Main Carriageway. Vehicle 1 is then Pushed Backwards into Southbound Carriageway and Collides into the Pedestrian and Side of Vehicle 3, Causing Serious Injury to Pedestrian and Damage to Vehicle 3.Vehicle 4 Undamaged.

4 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....1
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....4
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

ARUN DISTRICT COUNCIL P/6/17/OUT

3 Casualties

Casualty number.....1	Car passenger........Not a passenger
Casualty class......Pedestrian	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................44	School pupil.........Other
	School ....
Severity............Serious	Pedestrian location..In carriageway, not crossing
Vehicle no..........1	Pedestrian movement..In carriageway - not crossing
Ped Direction.......Standing still	Roadworker injured...Not applicable
Casualty number.....2	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................30	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........1	Pedestrian movement..
Ped Direction.......	Roadworker injured...
Casualty number.....3	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Female	Seat belt usage......
Age.................23	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........2	Pedestrian movement..
Ped Direction.......	Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1201161 Slight A27 Chichester Bypass Of B2145 Accident 14 of 173

Date & time.....Friday 02/03/2012 17:15
Grid reference.....486917/103662
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
Veh 2 Stationary Waiting to Pull onto Roundabout, Veh 1 Has Hit Rear off Vehicle 2 Causing Damage to Bumper

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1201330 Slight U Hook Lane Bognor Regis At Junction Of U Mill Park Road Accident 15 of 173

Date & time.....Monday 12/03/2012 07:30
Grid reference.....489473/98879
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description

Pedestrian Crossing Junction in Mill Park Road, was Halfway across Road when Vehicle One Appeared from Hook Lane Cut Corner at Struck Pedestrian on the Back with its Offside Wingmirror, Driver of Vehicle One Continued South Stopping Momentarily to Ad Just Mirror but Did Not Acknowledge Pedestrian or Exchange Details. the Vehicle was Sign Written with Db Plumbing, Enquiries by Pedestrains Partner Has Revealed Name and Contact Number for Driver of Vehicle.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving main road
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29

Hit and Run.....Yes
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....20

Severity.....Slight
Vehicle no.....1
Ped Direction.....West bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1201657 Slight U Aldwick Road Of U Aldwick Street Accident 16 of 173

Date & time.....Thursday 29/03/2012 17:15
Grid reference.....491194/98873
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
Vehicle 1 was Approaching the Roundabout from Aldwick Road. Vehicle 2 was Approaching the Roundabout from Gossamer Lane. the Gossamer Lane Junction is to the right from Aldwick Road, However Vehicle 1 Did Not Correctly Anticipate Vehicle 2'S Speed an D Entered the Roundabout, Causing the Collision.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....20
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1201665 Slight A27 Bognor Bridge Roundabout Of A259 Bognor Bridge Roundabout Accident 17 of 173

Date & time.....Friday 30/03/2012 16:25
Grid reference.....487761/104156
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Vehicle 2 Coming from a 259 Westernly Direction in Inside Lane, Vehicle 1 Same Road and Direction in Outside Lane. Vehicle 2 Travelled Round Ra to Exit onto A259 Bognor Bridge Road, Vehicle 1 was in Outside Lane Travelling in Same Direction, when Veh 1 Veered into Inside Lane Htting Offside of Vehicle 2, Causing Damage

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North west East
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Single Trailer
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1202761 Slight B2166 Lagness Road Runcton 758M East Of U Brookside Runcton Farm Shop Accident 18 of 173

Date & time.....Tuesday 29/05/2012 14:48
Grid reference.....489084/101950
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
All Vehicles Travelling West Towards North Mundham, Vehicle One Driver Reacted to an Unknown Vehicle Manoeuvring Erratically in the Entrance to Runcton Nursery, Vehicle One Failed to See the Stationary Traffic ahead Causing a Collision into Vehicle 2 and 3.

3 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....3
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1203028 Slight U Hook Lane Of U Drift Road Accident 19 of 173

Date & time.....Wednesday 13/06/2012 09:22
Grid reference.....489642/99005
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
Vehicle 1 Emerging from Drift Road Intending to Turn West Failed to See Cyclist V2 Travelling West on Hook Lane.
V1 Collided with Side of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east South west
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....64
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....64
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1203128 Slight A27 Bognor Bridge Roundabout Of A259 Accident 20 of 173

Date & time.....Monday 18/06/2012 16:25
Grid reference.....487821/104132
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 Had Entered Roundabout from Bognor Road and was Indicating to Turn left into Vinetrow Rd & was Struck on Rns by V1 which Had Entered the Roundabout from the Bognor Direction

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East North west
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....20
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1203629 Slight B2145 Hunston Road Chichester At Junction Of A27 Outside at Junction Accident 21 of 173

Date & time.....Tuesday 17/07/2012 09:40
Grid reference.....486877/103635
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Veh 2 Waiting to Enter the A27, to Travel West, when Veh 1 Drove into Rear of Veh 2

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1203920 Slight U Rose Green Road Bognor Regis At Junction Of U Gossamer Lane Outside Traffic Lights

Date & time.....Wednesday 01/08/2012 10:20
Grid reference.....490613/99165
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Crossroads
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description

Vehicle 1 was Heading East down Gossamer Lane to Turn right into Rose Green Road, at the Same Time Vehicle 2 was Heading West down Gossamer Gardens Towards Gossamer Lane. Vehicle 1 Has Gone to Turn right into Rose Green Road and Vehicle 2, Going Stra Ight across at the Traffic Lights into Gossamer Lane Has Collided with Vehicle 1.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1203922 Slight A27 Chichester by Pass Chichester 500M South Of A259 Bognor Road Accident 23 of 173

Date & time.....Wednesday 01/08/2012 11:15
Grid reference.....487630/103828
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.4
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
Vehicle 2 Stationary in Outside Lane, Vehicle 1 was Behind Pulled out to Go to into Inside Lane Hitting Vehicle 2 in Process Causing Nearside Damage and Injuries to Driver and Passengers.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....39
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

4 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....40
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....12
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....13
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....4
Casualty class.....Passenger
Gender.....Male
Age.....12
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1203953 Slight A27 Chichester by Pass Chichester 160M East Of B2145 Whyke Road Accident 24 of 173

Date & time.....Tuesday 31/07/2012 15:08
Grid reference.....487087/103665
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
Vehicle 2 Eastbound A27 in Lane 2 Slows and Stops in Heavy Traffic. Vehicle 1 Also Eastbound A27 in Lane 2 Fails to Slow in Time, Colliding with the Rear of Vehicle 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....14
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1204063 Slight A27 Chichester Bypass Chichester 50M East Of U Whyke Road Accident 25 of 173

Date & time.....Wednesday 08/08/2012 08:25
Grid reference.....486960/103665
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description

it Would Appear That Vehicle Two Had Slowed and Come to a Halt in Heavy Traffic on the Approach to the Whyke R/A , V1 Driver Failed to Observe the Vehicle Had Stopped and Collided with the Raer of Vehicle Two.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....51
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....7
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1204073 Slight U Aldwick Street Bognor Regis. At Junction Of U Barrack Lane Outside at Junction as Stated Above. Accident 26 of 173

Date & time.....Friday 10/08/2012 10:56
Grid reference.....491196/98876
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description

V1 (Car) Heading West Along Aldwick Street, and on Approach to Roundabout, Intended to Continue Straight Ahead. V2 (Pedal Cycle) Had Entered Roundabout from Previous Junction to V1 and Therefore Had right of Way. V1 Driver Failed to See V2 and Impa Cted with Pedal Cycle, Causing Rider to Fall to the Ground.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....74
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....66
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....66
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1204265 Slight U Grosvenor Gardens Rose Green 110M East Of U Grosvenor Way Outside 28 Accident 27 of 173

Date & time.....Saturday 18/08/2012 19:09
Grid reference.....490416/99193
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Possible	

Accident Description
V2 Slowing to Turn left into his Drive Has Been Hit to the Rear by V1 That Has Failed to Judge Speed of V2

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West North
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1204293 Slight U Sefter Road Bognor Regis At Junction Of U Hook Lane Accident 28 of 173

Date & time.....Tuesday 21/08/2012 12:57
Grid reference.....489860/99379
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 Pulled out from Hook Lane in to Pagham Road in to the Path of V2. V1 Has then Hit the Side of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....50
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....50
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1204725 Slight B2166 Lagness Road Runcton 696M East Of U Marsh Lane Accident 29 of 173

Date & time.....Friday 07/09/2012 13:37
Grid reference.....489021/101996
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
Veh Three Stopped Due to Car Turning. Vehicle Two Braked Hard and Stopped no Contact. Vehicle One Skidded Collided with Vehicle Two and Pushed into V3. Slight Injuries to Driver One

3 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....59
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....55
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....59
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1205347 Slight B2145 Chcihester At Junction Of A27 Chichester By-Pass Accident 30 of 173

Date & time.....Thursday 11/10/2012 10:30
Grid reference.....486882/103635
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
Veh was Stopped at R/A on B2145 Junction with A27 at Chcihester, Waiting to Turn left onto A27. Veh 1 Has Approached from Behind and Collided with Rear of Veh 2. Damage Caused to Rear of Veh 2. Driver and Px of Veh 2 All Attended Hospital and Diagnos Ed with Whiplash.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....34
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....37
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1205366 Slight A259 Chichester 50M South Of A27 Outside 50M South of Bognor Bridge R/A in Northbound Lane Accident 31 of 173

Date & time.....Friday 12/10/2012 14:15
Grid reference.....487934/104132
District.....Chichester
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes

Accident Description

Vehicle 1 was Travelling North on A259 Towards Bognor Bridge Roundabout in Lane 2. Vehicle 1 Went to Overtake Dhl Lorry and Move into Lane 1. in Doing So Did Not See Vehicle 2 in Front of Dhl Lorry, Side Swiped and Struck Vehicle 2 and Caused Rider O F Vehicle 2 to Loose Control and Be Thrown from Bike.

3 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....61
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle > 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....57
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....57
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1205771 Slight A27 Chichester. At Junction Of B2145 Whyke Road Outside at Junction Accident 32 of 173

Date & time.....Friday 02/11/2012 10:28
Grid reference.....486951/103663
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 and V2 both Heading West on A27 in Lane 1, on Approach to Whyke Roundabout. as Vehicles Reduced Speed for Give Way Lines, V1 Impacted with the Rear of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....43
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....14
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1205908 Slight B2166 Lagness Road Chichester 300M West Of U Vinnetrow Road Accident 33 of 173

Date & time.....Tuesday 30/10/2012 15:39
Grid reference.....487940/102458
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
Vehicle 2 Travelling West on B2166 and Stops for Widev Load Coming in Opposite Direction. Vehicle 1 Travelling in the Same Direction Behind V2 Failed to See That it Had Stopped and Hit the Rear of V2 Causing Injury Rtc.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....6
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....5
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1205957 Slight U PAGHAM ROAD BOGNOR REGIS AT JUNCTION OF U HOOK LANE Accident 34 of 173

Date & time.....Saturday 10/11/2012 20:00
Grid reference.....489297/98835
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Sudden braking (Driver/Rider - Error)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 WAS STATIONARY AND INDICATING TO TURN RIGHT FROM PAGHAM ROAD INTO HOOK LANE. VEHICLE 1 DRIVING SOUTH TO NORTH ALONG PAGHAM ROAD COLLIDED WITH REAR OF VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....27
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1206579 Slight U Rose Green Road Rose Green At Junction Of U Gossamer Lane Outside Post Office Accident 35 of 173

Date & time.....Monday 10/12/2012 11:30
Grid reference.....490626/99194
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Ped phase at signals
Speed limit.....30 Mph
Road type.....One Way St
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	No - reported over the counter

Accident Description

V1 Travelling North Along One Way Street at Slow Speed Having Just Turned into Street from Junction. Pedestrian Walked into Road Between Parked Cars on Drivers Nearside and Walked into Front Nearside of V1.Pedestrian Apologised and left Scene Without Giving Any Details.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....43
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....70
Severity.....Slight
Vehicle no.....1
Ped Direction.....East bound
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1206791 Serious A27 Chichester. 349M East Of B2145 Whyke Road Accident 36 of 173

Date & time.....Wednesday 19/12/2012 15:19
Grid reference.....487270/103655
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description
V1 and V2 both Heading East on A27 at Location Given. V1 in Lane 1 and V2 in Lane 2. V1 then Moved into Lane Two, and Failed to See Queue of Traffic Building Ahead, and Impacted with Rear of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....48
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....40
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1206954 Slight A27 Chichester At Junction Of A259 Bognor Bridge Roundabout Outside Bognor Bridge Roundabout

Date & time.....Friday 28/12/2012 16:50
Grid reference.....487762/104161
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Rain Wind
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
Driver of V1 Has Been Behind V2 Just Looking to Pull onto the Roundabout. V1 Has Gone into the Back of V2. the Passenger of V2 was Compainaing of Minor Neck Pain on Police Arrival

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....52
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1206960 Slight C0 Pagham Road Bognor Regis At Junction 20M South Of C0 Nyetimber Lane Outside Near Pagham Fish Bar

Date & time.....Wednesday 26/12/2012 10:38
Grid reference.....489177/98506
District.....Arun
Primary road.....C
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
Whilst Acting as a Road Marshal in a Road Closure for the Pagham Pram Race Offending Vehicle was Stopped at Authorised Road Closure Sign. the Driver was Told That he Could Not Go Any Further Due to the Road Being Closed for the Race. as both Partiest Alked the Driver of the Vehicle Moved Forward in Vehicle and Drove onto Aggrieves Foot Causing Slight Reddening and Soreness. After About 30 Seconds Driver of Vehicle then Moved Back of the Aggrieves Foot and Continues Through Road Closure and Intobartons Close, Pagham.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....1
Ped Direction.....Standing still
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In centre of carriageway
Pedestrian movement..In carriageway - not crossing
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1300795 Slight B2145 Hunston Road Chichester 272M North Of B2166 Accident 39 of 173

Date & time.....Sunday 10/02/2013 16:38
Grid reference.....486846/102796
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Rain Wind
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
Vehicle 1 Travelling North on B2145, Vehicle 2 Travelling South. Vehicle 1 Loses Tracion on Nearside Verge of Flooded Road Causing Loss of Control. Vehicle 1 Impacts F/O/S of Vehicle 2 then Leaves Carriageway Nearside.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1300903 Slight U Hewarts Lane Bognor Regis At Junction Of U Entrance to Murco Service Stat Outside at the Murco Accident 40 of 173

Date & time.....Sunday 17/02/2013 13:43
Grid reference.....490680/99391
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

V2 Travelling West Turned in to Service Station Forecourt to Offside. V1 Also Travelling West Collided with Rear Offside of V2 as it Did So.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East South
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....62
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1301220 Serious A27 Chichester At Junction Of B2145 Outside Whyke Roundabout Accident 41 of 173

Date & time.....Thursday 07/03/2013 08:34
Grid reference.....486876/103654
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description

V1 was at Roundabout Junction in Lane 2 Waiting to Proceed. V1 then Pulled onto to the Rounabout into the Path of V2 Pedal Cyclist Causing Impact and Injury to the Rider.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Taking pupil to/from school

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....35
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1301804 Slight B2145 CHICHESTER AT JUNCTION OF A27 OUTSIDE WHYKE ROUNDABOUT Accident 42 of 173

Date & time.....Thursday 11/04/2013 15:00
Grid reference.....486875/103640
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
VEHICLE 2 HAS BEEN STATIONARY ON A ROUNABOUT WAITING TO GO WHEN THE ROUNDABOUT WAS CLEAR. VEHICLE 1 HAS COLLIDED WITH THE REAR OF VEHICLE 2 CAUSING REAR END DAMAGE. IT WAS INITIALLY NON INJURY SO DETAILS EXCHANGED BUT DRIVER OF VEHICLE 2 HAS SINCE BECOME UNWELL, CONFUSED SO AT HOSPITAL GETTING TREATMENT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....49
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1301957 Slight A27 Chichester At Junction Of A259 Bognor Road Accident 43 of 173

Date & time.....Thursday 18/04/2013 12:56
Grid reference.....487767/104162
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V1 Travelling South Joined Roundabout and Collided into V2 which was in the Process of Negotiating the Round About Travelling from South to North in the Nearside Lane.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....73
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302046 Slight U BARRACK LANE BOGNOR REGIS AT JUNCTION OF U ALEXANDRA CLOSE Accident 44 of 173

Date & time.....Tuesday 23/04/2013 16:30
Grid reference.....491061/98804
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Defective brakes (Vehicle Defects)	Vehicle 001	Possible	

Accident Description
V2 STATIONARY, FACING NORTH EAST AND WAITING TO TURN RIGHT INTO ALEXANDRA CLOSE. V1 HAS APPROACHED V2 FROM THE REAR AND FAILED TO STOP, COLLIDING WITH THE REAR OF V2. DETAILS EXCHANGED AT SCENE BUT SLIGHT INJURIES REPORTED TO 3 PERSONS TRAVELLING IN V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....16
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302096 Slight B2166 Lagness Road Chichester 645M East Of U Marsh Lane Outside Manor Farm Nursery Accident 45 of 173

Date & time.....Saturday 27/04/2013 17:08
Grid reference.....489026/101988
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Aggressive driving (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter
Aggressive driving (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
Apparantly There was some Sort of Road Rage Incident which Resulted in Veh 1 Colliding with the Rear of Veh 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....68
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Taxi
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....61
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302158 Slight B2145 Chichester At Junction Of A27 Chichester by Pass Outside Whyke Roundabout Accident 46 of 173

Date & time.....Tuesday 30/04/2013 14:50
Grid reference.....486874/103647
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description

V1 Sat Behind V2 at Give Way Waiting to Enter Roundabout on A27 from B2145 to Travel Westbound. V1 Moved off Failing to Notice V2 was Not Moving and Drove into Rear of V2 Causing Damage and Minor Injury, Whiplash, to Driver of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....80
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....38
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302267 Slight B2166 Lagness Road Runcton 247M North Of U Entrance to Forbridge Farm Accident 47 of 173

Date & time.....Sunday 05/05/2013 11:52
Grid reference.....489289/101826
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description

Vehicle 1 which is a Motor Cycle Has Been Travelling Southbound on the B2166 Lagness Road with a Pillion. the Rider Has Negociated a right Hand Bend and Lost Control Causing both Rider and Pillion to Fall off the Bike.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....24
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....23
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302287 Slight B2166 PAGHAM ROAD LAGNESS AT JUNCTION OF U Accident 48 of 173

Date & time.....Wednesday 08/05/2013 06:30
Grid reference.....489362/101662
District.....Arun
Primary road.....B2166
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE ONE TRAVELLING TOO FAST FOR THE ROAD CONDITIONS LOST CONTROL AND LEFT CARRIAGEWAY INTO DITCH. SLIGHT INJURIES TO PASSENGERS. DRIVER ARRESTED FOR DIC OFFENCES AND UNLICENCED TAXI

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Minibus
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east West
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....41
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302289 Slight A27 Chichester by Pass Chichester At Junction Of A259 Bognor Road Outside on R/A Accident 49 of 173

Date & time.....Tuesday 07/05/2013 14:19
Grid reference.....487786/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

it Would Appear That Vehicle One was Travelling East Along the A27 Chichester by Pass , Approaching Bognor Bridge R/A. at this Time the Vehicle, was Travelling in Lane Two(Lane One Being the Filter to Head North into Chichester). the Driver of Vehicl E One Intended to Negotiate the Ra and Turn right onto the A259 Bognor Road. as the Driver Moved his Vehicle(a Lhd Road Sweeping Lorry) a Ford Transit, (Vehicle Two) Used Lane Three Intending to Exit Straight On(East) and Continue the A27. the Two Vehicles Collied as Vehicle One Contined Round the Ra Now in Lane One.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Other: street sweeper
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302718 Slight B2166 Lagness 200M North Of B2166 Lower Bognor Rd Accident 50 of 173

Date & time.....Thursday 30/05/2013 02:25
Grid reference.....489574/101339
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Swerved (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Vehilce Came Round Bend, Driver Stated she Swerved to Avoid Something Causing her to Hit a Tree and Rolling the Vehicle

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead right hand bend
Skidding.....Overturned
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Tree
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302748 Serious B2145 Hunston Road Chichester At Junction Of B2166 Accident 51 of 173

Date & time.....Friday 26/04/2013 13:15
Grid reference.....486915/102559
District.....Chichester
Primary road.....B2145
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description
Veh 1 Has Failed to Stop Behind Veh 2 which Has Stopped at Roundabout. Veh 1 Has Collided with Rear and Rider Has Fallen off Suffering Injury.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....65
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....65

Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302792 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 52 of 173

Date & time.....Thursday 30/05/2013 07:45
Grid reference.....487819/104135
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 HIT FROM BEHIND BY V1. V2 SIGNALLED TO V1 TO PULL OVER, V1 DROVE ROUND AT SPEED. V2 FOLLOWED V1 AND DREW ALONGSIDE HIM . V1 SHOUTED ABUSE AND WAS THREATENING TOWARDS V2 SO SHE CARRIED ON HER JOURNEY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....44
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1302873 Slight A259 Chichester Road Chichester At Junction Of A27 Accident 53 of 173

Date & time.....Friday 07/06/2013 09:56
Grid reference.....487822/104148
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 was Entering Roundabout and Failed to See V2 Until the Last Minute. Driver of V1 Reacted to Prevent a Collision at the Same Time Rider of V2 Reacted, Causing V2 to Enter Lane Two of A259. the Front Wheel the Stuck Loose Gravel on the Road Surface and Lost Traction Causing Driver to Fall Off.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Foreign - left hand drive

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 125 - 500cc
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way offside onto central res.
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....42
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1303031 Serious U PAGHAM ROAD BOGNOR REGIS. At Junction of U NYETIMBER LANE outside THE BEAR INN PUBLIC HOUSE. Accident 54 of 173

Date & time.....Friday 14/06/2013 17:45
Grid reference.....489185/98556
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Very likely	Yes

Accident Description

V1 HEADING NORTH ON PAGHAM ROAD. MALE PEDESTRIAN ON WEST SIDE OF ROAD, UNDER THE INFLUENCE OF ALCOHOL, HAVING JUST EXITED PUBLIC HOUSE. PEDESTRIAN EITHER WALKED/FELL INTO PATH OF V1, IMPACTING WITH REAR NEARSIDE AND THEN FALLING TO THE GROUND, OBTAINING SERIOUS HEAD INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....60
Severity.....Serious
Vehicle no.....1
Ped Direction.....East bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1303240 Slight A259 BOGNOR ROAD CHICHESTER AT JUNCTION OF A27 CHICHESTER BYPASS Accident 55 of 173

Date & time.....Tuesday 25/06/2013 15:30
Grid reference.....487789/104119
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description

V2 ON A259 BOGNOR ROAD/A27 ROUNDABOUT. V2 HAS ENTERED ROUNDABOUT FROM A259 BOGNOR ROAD SOUTH SIDE AND IS HEADING TOWARDS CHICHESTER INTENDING TO LEAVE ON A259 BOGNOR ROAD NORTHSIDE. V1 HAS APPEARED ON OFFSIDE OF V2 AND HAS ATTEMPTED TO LEAVE THE ROUNDABOUT ON THE WESTBOUND A27. V1 HAS COLLIDED WITH OFFSIDE FRONT OF V2. SECTION 170 COMPLIANT BUT 2 X INJURIES TO PASSENGERS REPORTED ON V2, A STAGECOACH BUS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....40
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Seated passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....21
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Seated passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1303498 Slight A27 CHICHESTER BYPASS CHICHESTER At Junction of A259 BOGNOR ROAD outside ON ROUNDABOUT Accident 56 of 173

Date & time.....Monday 08/07/2013 07:54
Grid reference.....487781/104172
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description

IT WOULD APPEAR THAT VEHICLE TWO WAS DRIVING EAST ALONG THE A27 FROM PORTSMOUTH WHEN IT APPROACHED THE ROUNDABOUT IN LANE TWO INTENDING TO CONTINUE ITS JOURNEY ON THE A27 EASTBOUND. VEHICLE ONE WAS ALSO APPROACHING THE R/A EASTBOUND IN LANE ONE. THE DRIVER INTEDED TO TURN RIGHT TOWARDS BOGNOR REGIS. AS THE TWO VEHICLES NEGOTIATED THE ROUNDABOUT VEHICLE ONES OFF SIDE COLLIDED WITH VEHICLE TWOS NEARSIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....37
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1303611 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 57 of 173

Date & time.....Saturday 13/07/2013 19:52
Grid reference.....487816/104125
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
V1 HAS ENTERED THE ROUNDABOUT FAILING TO GIVE WAY TO V2 WHICH IS ON THE ROUNDABOUT. V2 HAS TAKEN AVOIDING ACTION WHICH HAS RESULTED IN RIDER, PILLION AND MOTORCYCLE FALLING ONTO THE FLOOR.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....39
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South east
Manoeuvres.....Turning left
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....62
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1303961 Slight B2145 HUNSTON ROAD CHICHESTER 200m North of B2166 Accident 58 of 173

Date & time.....Wednesday 31/07/2013 17:48
Grid reference.....486840/102883
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VICTIM WAS WALKING NORTH FROM BUS STOP ON B2145 AND WAS STRUCK ON HER LEFT ELBOW BY PASSING CAR WHICH CAUSED HER TO FALL OVER.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....Yes
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....29
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northbound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On footway or verge
Pedestrian movement..Walking - facing traffic
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1304330 Slight A27 CHICHESTER 200M WEST OF A259 Accident 59 of 173

Date & time.....Tuesday 20/08/2013 07:35
Grid reference.....487690/103901
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 WAS STATIONARY IN LANE 2 IN QUEUING TRAFFIC. VEHILCE 1 HAS HIT INTO THE BACK OF VEHICLE 2 AT SPEED CAUSING DAMAGE TO REAR DOORS

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....37
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1304600 Slight U GOSSAMER LANE BOGNOR REGIS AT JUNCTION OF U BARRACK LANE Accident 60 of 173

Date & time.....Monday 02/09/2013 07:52
Grid reference.....491193/98885
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
CYCLIST RIDING EAST ALONG GOSSAMER LANE GOING ONTO ROUNDABOUT AT JUNCTION WITH BARRACK LANE. V1 MOVED ONTO ROUNDABOUT AND CYCLIST COLLIDED WITH CAR. UNKNOWN WHICH HIT WHICH AT THIS TIME. CYCLIST HAS GONE UP OVER THE BONNET AND HIT WINDSCREEN OF V1.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....32
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1304771 Slight A259 CHICHESTER AT JUNCTION OF A27 Accident 61 of 173

Date & time.....Tuesday 10/09/2013 10:05
Grid reference.....487803/104110
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V2 FACING NORTH, STATIONARY IN NEARSIDE LANE APPROACHING BOGNOR BRIDGE ROUNDABOUT JUNCTION WITH A27. V1 FACING IN SAME DIRECTION, BEHIND V2. V1 HAS DRIVEN INTO THE REAR OF V2 CAUSING DAMAGE TO THE OFFSIDE REAR. SECTION 170 COMPLIANT BUT INJURY REPORTED TO PASSENGER IN V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....74
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....70
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1304887 Serious A27 CHICHESTER CHICHESTER 248M SOUTH OF A259 Accident 62 of 173

Date & time.....Tuesday 17/09/2013 07:21
Grid reference.....487686/103892
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Swerved (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
VEHICLE 2 HAS BEEN PARKED,UNATTENDED IN A LAYBY ON THE A27 WESTBOUND IN CHICHESTER. VEHICLE 1 HAS BEEN TRAVELLING WESTBOUND ON THE A27 IN CHICHESTER AND HAS LEFT THE ROAD TO THE NEARSIDE, ENTERING THE LAYBY COLLIDING WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....42
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....40
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1304947 Slight B2145 CHICHESTER AT JUNCTION OF A27 CHICHESTER BY PASS OUTSIDE ON THE R/A

Date & time.....Thursday 19/09/2013 08:27
Grid reference.....486885/103625
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description
V1 AND V2 WERE BOTH SAT STATIONARY AT THE ROUNDABOUT WAITING FOR A GAP IN THE TRAFFIC. V1 THINKS V2 IS PULLING AWAY AND COLLIDES WITH THE REAR.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1305048 Slight A27 CHICHESTER 200M SOUTH OF U VINNETROW ROAD OUTSIDE APPROACH TO BOGNOR ROAD RA Accident 64 of 173

Date & time.....Wednesday 25/09/2013 12:15
Grid reference.....487683/103913
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Unknown
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Uncorrected, defective eyesight (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

V2 TRAVELLING EASTBOUND ON A27 APPROACHING BOGNOR BRIDGE R/A. V2 HAS SLOWED AND STOPPED FOR QUEUING TRAFFIC. V1 HAS FAILED TO NOTICE THAT V2 HAS STOPPED AND HAS SWERVED TO AVOID HITTING THE REAR OF V2. V1 HAS SCRAPPED DOWN THE O/S OF V2 AND SCRAPPED DOWN THE CENTRAL BARRIER. DRIVER OF V1 REPORTED FOR DRIVING OTHERWISE THAN IN ACCORDANCE, DRIVING WITH DEFECTIVE EYESIGHT (VIEWED NUMBERPLATE FROM 6.8M)AND MAKING A FALSE STATEMENT TO OBTAIN INSURANCE

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way offside onto central res.
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Central crash barrier
Parts damaged..... / /
Driver gender.....Male
Driver age.....67
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South west East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....43
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....55
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....43
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1305303 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 65 of 173

Date & time.....Monday 07/10/2013 10:30
Grid reference.....486911/103692
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEHICLE 1 HAS EXITED THE B2145 ONTO THE A27 ON THE ROUNDABOUT. THE DRIVER HAS FAILED TO LOOK PROPERLY TO THE RIGHT AS HE SHOULD DO AND A VEHICLE (VEHICLE 2) ALREADY ON THE ROUNDABOUT COMING FROM THE RIGHT HAS COLLIDED WITH VEHICLE 1.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....54
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....68
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1305560 Slight A27 CHICHESTER AT JUNCTION OF B2145 Accident 66 of 173

Date & time.....Friday 18/10/2013 14:39
Grid reference.....486864/103667
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
VEHICLE 2 TRAVELLING WEST ON A27 DUAL CARRIGEWAY IN OFFSIDE LANE TOWARDS ROAUNDABOUT INTENDING TO GO STRAIGHT AHEAD. VEHICLE 1 ALSO TRAVELLING WEST IN NEARSIDE LANE INTENDING TO TURN RIGHT AT ROUNDABOUT ENTERS ROUNDABOUT AND COLLIDES WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....33
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....0
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1305879 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U GOSSAMER LANE OUTSIDE ON THE JNC

Date & time.....Saturday 02/11/2013 06:39
Grid reference.....490599/99163
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Rider wearing dark clothing (Driver/Rider - Impairment)	Vehicle 001	Possible	
Not displaying lights at night or poor visibility (Driver/Rider - Impairment)	Vehicle 001	Possible	
Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description

V1 WAS TRAVELLING WEST ON GOSSAMER LANE BELIEVE HAD GONE THROUGH A RED LIGHT V2 WAS PULLING OUT OF NYETIMBER LANE TO GO EAST ON A GREEN LIGHT SLOW MOVING V1 STRUCK FRONT OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....80
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1306329 Serious U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U CARLTON AVENUE OUTSIDE AT JUNCTION Accident 68 of 173

Date & time.....Friday 22/11/2013 16:48
Grid reference.....490171/99263
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....One Way St
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Crossed road masked by stationary or parked vehicle (Pedestrian)	Casualty 001	Very likely	No - reported over the counter
Failed to look properly (Pedestrian)	Casualty 001	Very likely	

Accident Description
APAARANTLY VEH 1 WAS TRAVELLING AT A SAFE AND CORRECT SPEED WHEN THE YOUNG PEDESTRIAN RAN OUT INTO THE ROAD FROM BEHIND PARKED CARS.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....43
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....11
Severity.....Serious
Vehicle no.....1
Ped Direction.....Unknown
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside -
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1306481 Slight U HEWARTS LANE ALDWICK AT JUNCTION OF U ROSE GREEN ROAD Accident 69 of 173

Date & time.....Friday 29/11/2013 18:31
Grid reference.....490627/99363
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	

Accident Description
VEH 1 EXITING FROM A ONE WAY ROAD INTO A MAIN ROAD. FAILED TO SEE CYCLIST WHO HAD RIGHT OF WAY AND HIT CYCLIST.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1306505 Slight U SEFTER ROAD BOGNOR 50M EAST OF C44 PAGHAM RD Accident 70 of 173

Date & time.....Sunday 01/12/2013 02:44
Grid reference.....489507/99525
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Aggressive driving (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
V1 FAILED TO STOP FOR MARKED POLICE VEHICLE, THEN FAILED TO NEGOTIATE LEFT HAND BEND LEFT ROAD TO THE NEARSIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East North west
Manoeuvres.....Going ahead right hand bend
Skidding.....Yes & Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1306550 Serious U HOOK LANE PAGHAM AT JUNCTION OF U SEFTER ROAD Accident 71 of 173

Date & time.....Tuesday 03/12/2013 15:02
Grid reference.....489859/99372
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description
VEH 1 IS TRAVELLING EAST TO WEST ALONG SEFTER ROAD AND IS SEEN SWERVING ACROSS THE ROAD. VEH 2 IS WAITING AT THE JUNCTION AND IS THEREFORE STATIONARY, HAVING TRAVELLED SOUTH TO NORTH TO THE JUNCTION OF HOOK LANE AND SEFTER ROAD. VEH 1 CRASHES INTO VEH 2AND THE DRIVER IS SEEN TO BE PURPLE IN THE FACE AND UNRESPONSIVE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....57
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....57
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1307025 Slight B2166 LAGNESS ROAD LAGNESS AT JUNCTION OF B2166 PAGHAM ROAD

Date & time.....Thursday 26/12/2013 11:10
Grid reference.....489406/101639
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Ice

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
VEH1 TRAVELLING NORTH LOSES CONTROL ON BEND DUE TO ICE AND SLIDES INTO DITCH. DRIVER SUSTAINS SLIGHT INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....Yes & Overturned
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1400476 Slight B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U VINNETROW ROAD

Date & time.....Saturday 25/01/2014 14:21
Grid reference.....488049/102470
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 APPROACHED ROUNDABOUT AND FAILED TO SEE THAT V2 WAS ALREADY NEGOTIATING THE ROUNDABOUT PRIOR TO MOVING OFF AND STRUCK THE NEARSIDE OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....59
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....66
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....66
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1400621 Slight U NYETIMBER LANE BOGNOR REGIS 50M WEST OF U SPRINGFIELD OUTSIDE LION PUB Accident 74 of 173

Date & time.....Saturday 01/02/2014 00:01
Grid reference.....489287/98531
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Rain
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 002	Very likely	Yes

Accident Description
UNKNOWN V1 STRUCK V2 PEDAL CYCLIST FROM BEHIND HIT & RUN

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....38
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1400700 Slight U CARLTON ROAD BOGNOR REGIS AT JUNCTION OF U FROBISHER ROAD Accident 75 of 173

Date & time.....Thursday 06/02/2014 08:50
Grid reference.....490160/98985
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Rain Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
VEHICLE TWO TRAVELLING NORTH ALONG CARLTON AVENUE, WAS AWARE OF STATIONARY VEHICLES PARKED TO HIS RIGHT HAND SIDE, SUDDENLY BOY CYCLIST CAME FROM BEHIND PARKED CARS TRAVELLING EAST TO WEST AND MADE CONTACT WITH VEHICLE TWO CAUSING CYLIST TO COME OFF CYCLE AND HIT THE GROUND. YOUTH WAS TAKEN TO HOSPITAL FOR MINOR LEG INJURY. HENCE REPORT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....10
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Pupil riding to/from school

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....80
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....10
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1400740 Slight B2145 HUNSTON ROAD HUNSTON 25M NORTH OF B2166 HUNSTON OUTSIDE ELECTRICITY SUBSTATION Accident 76 of 173

Date & time.....Thursday 06/02/2014 17:50
Grid reference.....486882/102650
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Unknown
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEH1 TRAVELLING NORTHBOUND HAVING COME OFF ROUNDABOUT STRAYED INTO SOUTHBOUND LANE STRIKING SIDE OF VEH2. FAILED TO STOP AT SCENE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1400942 Serious U ALDWICK STREET ALDWICK AT JUNCTION OF U BARRACK LANE Accident 77 of 173

Date & time.....Monday 17/02/2014 20:45
Grid reference.....491176/98874
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	Vehicle 001	Possible	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V1 FAILED TO GIVE WAY TO PEDAL CYCLE ON ROUNDABOUT. COLLIDED CAUSING SERIOUS INJURY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....30
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1400995 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 78 of 173

Date & time.....Friday 21/02/2014 11:25
Grid reference.....487792/104180
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description

V1 AND V2 WERE BOTH TRAVELLING EASTBOUND ON THE A27 ON THE CHICHESTER BYPASS APPROACHING THE ROUNDABOUT WITH THE A259. V1 WAS IN THE INSIDE LANE, V2 WAS IN THE OUTSIDE LANE. AS BOTH VEHICLES HAVE ENTERED THE ROUNDABOUT AT APPROXIMATELY THE SAME TIME, V2HAS GONE TO CONTINUE STRAIGHT AHEAD AND V1 HAS CONTINUED TO DRIVE AROUND THE ROUNDABOUT WITH A VIEW TO TURN OFF TOWARDS BOGNOR ON THE A259. AS V2 HAS GONE TO EXIT THE ROUNDABOUT, THE REAR NEARSIDE CORNER OF THE VEHICLE HAS COLLIDED WITH THE FRONT

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....51
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....42
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....12
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1401007 Serious B2166 LAGNESS ROAD BOGNOR REGIS 70M NORTH OF U LOWER BOGNOR ROAD Accident 79 of 173

Date & time.....Saturday 22/02/2014 08:15
Grid reference.....489546/101116
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...Oil or diesel
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	Yes

Accident Description

VEHICLE ONE COLLIDED WITH FRONT OFFSIDE OF VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 THEN LEFT THE NEARSIDE OF THE ROAD AND INTO A DITCH.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North east
Manoeuvres.....Going ahead right hand bend
Skidding.....Yes
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....30
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1401016 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U PRYORS LANE OUTSIDE J/W Accident 80 of 173

Date & time.....Friday 21/02/2014 15:20
Grid reference.....490407/98947
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
BOTH VEHS NORTH V2 STATIONARY INDICATING & WAITING TO MAKE RT TURN INTO PRYORS LANE WAS HIT IN REAR BY V1 WHICH HAD NOT RESPONDED TO SITUATION

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South west South
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....45
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1401374 Slight B2166 PAGHAM ROAD CHICHESTER AT JUNCTION OF B2166 LOWER BOGNOR ROAD OUTSIDE ROYAL OAK PUBLIC HOUSE

Date & time.....Wednesday 12/03/2014 17:49
Grid reference.....489564/100935
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction overshoot (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 FAILED TO SEE THE APPROACHING CYCLIST (V2), AND STARTED TO PULL OUT OF JUNCTION. V2 STRUCK THE FRONT OFF SIDE DOOR BEFORE COMING TO REST.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1401438 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 82 of 173

Date & time.....Sunday 16/03/2014 07:03
Grid reference.....486932/103692
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE NEGOTIATING ROUNDABOUT TRAVELLING EAST. DRIVER DAZZLED BY BRIGHT SUNLIGHT AND LOST CONTROL COLLIDING WITH A LAMP POST.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....72
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....72
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1401451 Serious A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR BRIDGE RA Accident 83 of 173

Date & time.....Sunday 16/03/2014 19:22
Grid reference.....487809/104156
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
2 VEHICLES ENTER RA, COLLIDE RESULTING IN V1 OVERTURNING

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....44
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....26
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1402468 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 84 of 173

Date & time.....Tuesday 06/05/2014 07:20
Grid reference.....486915/103693
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
SPANISH HGV IN LEFT LANE OF EASTBOUND CARRIAGEWAY A27. VAUXHALL ASTRA VAN IN RIGHT HAND LANE OF EAST BOUND CARRIAGEWAY A27. VAUXHALL INTENDS TO PROGRESS EASTBOUND, SPANISH HGV INTENDS TO USE BOTH LANES TO PROGRESS TO THIRD EXIT. NEITHER ANTICIPATE THE OTHER AND VAUXHALL COLLIDES WITH TRAILER GUARD OF HGV AS HGV TURNS ACROSS THE VAUXHALLS PATH AND IMPEDES IT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1402888 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 85 of 173

Date & time.....Sunday 25/05/2014 16:34
Grid reference.....487818/104146
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Possible	Yes

Accident Description
BOTH V1 AND V2 ENTERED ONTO THE BOGNOR BRIDGE R/A FROM CHICHESTER ON THE BOGNOR ROAD. V1 WAS IN LANE 1 ON THE R/A AND V2 IN LANE 2. V2'S INTENTION WAS TO GO AHEAD ONTO THE A259 TOWARDS BOGNOR, V1 ONTO VINNETROW ROAD. V2 ANTICIPATED V1 TRAVELLING IN THE SAME DIRECTION, V1 CONTINUED AROUND THE R/A TOWARDS VINNETROW ROAD AND A COLLISION OCCURRED. V2 HIT V3 WAITING TO ENTER THE R/A.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....42
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1403178 Slight U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U HEWARTS LANE OUTSIDE AT JUNCTION

Date & time.....Friday 06/06/2014 11:08
Grid reference.....490622/99362
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Possible	Yes

Accident Description
VEH 1 EXITED FROM A SIDE ROAD WITHOUT GIVING WAY AND COLLIDED WITH THE APPROACHING CYCLIST.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....68
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1403374 Slight U GOSSAMAR LANE BOGNOR REGIS AT JUNCTION OF U SEFTON AVENUE Accident 87 of 173

Date & time.....Monday 16/06/2014 18:00
Grid reference.....490764/99105
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 WESTBOUND ON GOSSAMAR LANE TOWARDS ABOVE JUNCTION. VEHICLE 1 ALSO WESTBOUND BEHIND A LINE OF TRAFFIC HEADED BY VEHICLE 2. VEHICLE 2 INDICATES TO TURN RIGHT INTO SEFTON AVENUE. VEHICLE 1 OVERTAKES LINE OF TRAFFIC AND IN TURN VEHICLE 2 AS VEHICLE 2 COMMENCES RIGHT TURN. BOTH VEHICLES COLLIDE CAUSING RIDER OF VEHICLE 1 TO FALL FROM MACHINE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....39
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1403612 Serious U VINNETROW ROAD CHICHESTER AT JUNCTION OF U PRIVATE ROAD ENTRANCE OUTSIDE LAKESIDE HOLIDAY PARK

Date & time.....Friday 27/06/2014 09:07
Grid reference.....487921/103656
District.....Chichester
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V2 TRAVELLING NORTH WHEN V1 HAS PULLED OUT OF A JUNCTION INTO THE PATH OF V2 WHO HAS TRIED TO TAKE AVOIDING ACTION BUT WAS UNABLE TO AVOID A COLLISION WITH V1.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....South west South east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Serious
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1403614 Slight U LION ROAD PAGHAM 50M NORTH OF U NYETIMBER LANE Accident 89 of 173

Date & time.....Friday 27/06/2014 13:21
Grid reference.....489398/98563
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Failed to look properly (Pedestrian)	Casualty 001	Possible	

Accident Description
THE DRIVER OF VEHICLE 1 WAS ATTEMPTING TO REVERSE AND PARK HIS CAR OUTSIDE HIS HOME ADDRESS WHEN A MEMBER OF THE PUBLIC HAS CROSSED THE ROAD BEHIND HIS VEHICLE. THE REAR NEARSIDE WHEEL HAS GONE OVER THE PEDESTRIANS LEFT FOOT CAUSING INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Reversing
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....70
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....56
Severity.....Slight
Vehicle no.....1
Ped Direction.....East bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1403900 Serious U NYETIMBER LANE ALDWICK 21M NORTH OF U NYETIMBER CLOSE OUTSIDE 116 NYETIMBER LANE

Date & time.....Thursday 10/07/2014 14:45
Grid reference.....490029/98740
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description

V1 TRAVELLING NORTH COLLIDES WITH THE REAR OF V2 PEDAL CYCLE, TRAVELLING IN SAME DIRECTION. V1 CAUSES DAMAGE TO CYCLE AND INJURY TO RIDER DUE TO THEM BEING KNOCKED OFF. V1 FAILS TO STOP AND IS FOLLOWED BY A WITNESS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....Yes
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....61
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....61
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1404013 Slight A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE APPROX 30 YARDS EAST OF BOGNOR BRIDGE RA

Date & time.....Wednesday 16/07/2014 11:54
Grid reference.....487793/104181
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V1 HAD EXITED BOGNOR BRIDGE RA IN LANE 1 OF THE A27 TRAVELLING NORTH. V2 WAS TRAVELLING IN LANE 2. V1 MOVED ACROSS INTO L2 AND COLLIDED WITH V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Changing lane to right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....27
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1404084 Serious A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF B2145 Accident 92 of 173

Date & time.....Friday 18/07/2014 13:12
Grid reference.....486924/103660
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLES 1 AND 2 WERE TRAVELLING WEST IN LANE 1 ON THE A27 AT CHICHESTER. VEHICLE 2 HAS APPROACHED THE WHYKE ROUNDABOUT AND HAS STOPPED TO GIVE WAY TO TRAFFIC USING THE ROUNDBAOUT TRAVELLED DOWN THE NEARSIDE OF VEHICLE 2 RUNNING OVER THE FOOT OF THE RIDER OF VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East South
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....71
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 125 - 500cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1404799 Slight B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U ENTANCE TO RUNCTON FARM SHOP OUTSIDE RUNCTON FARM SHOP

Date & time.....Wednesday 20/08/2014 08:27
Grid reference.....489095/101963
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEHICLE 2 TRAVELLING NORTH WEST APPROACHING ENTRANCE TO FARM SHOP, TURNING RIGHT IN TO RUNCTION FARM SHOP, VEHUICLE 1 OVERTOOK VEHIUCLE 2 AND COLLIDED WITH THE SAME. MINOR INJURY TO M/C RIDER.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....20
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1404823 Serious A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR ROUNDABOUT

Date & time.....Wednesday 20/08/2014 16:20
Grid reference.....487790/104107
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway
Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience with vehicle type (Driver/Rider - Behaviour)	Vehicle 002	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
V2 WAS IN LANE TWO INDICATING TO TURN RIGHT INTO BOGNOR ROAD WHEN MOTORCYCLE STALLED. V1, ALSO IN LANE TWO, HAS COLLIDED WITH REAR OF V2, CAUSING DAMAGE TO V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Serious
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1404978 Slight A27 CHICHESTER AT JUNCTION OF B2145 OUTSIDE ON WHYKE ROUNDABOUT Accident 95 of 173

Date & time.....Thursday 28/08/2014 12:58
Grid reference.....486920/103684
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 NEGOTIATING ROUNDABOUT LANE TWO, ABOUT TO EXIT TRAVELLING FROM SOUTH TO EAST LANE TWO, VEHICLE 1 FOREIGN HGV LEFT HAND DRIVE NEGOTIATED ROUNDABOUT LANE ONE FROM WEST TO SOUTH, VEHICLE 1 COLLIDED WITH VEHICLE 2 AS VEHICLE 2 WAS ON EXIT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....42
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....94
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405051 Slight A27 CHICHESTER 400M WEST OF A259 Accident 96 of 173

Date & time.....Sunday 31/08/2014 10:39
Grid reference.....487619/103842
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Vehicle door opened or closed negiligently (Special Codes)	Casualty 001	Very likely	Yes

Accident Description
VEHICLE TRAVELLING EAST ON A27 DUAL CARRIAGEWAY. REAR OFFSIDE PASSENGER UNCLIPS SEATBELT, OPENS PASSENGER DOOR AND EXITS VEHICLE AT APPROXIMATELY 30MPH CAUSING INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South west North
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....16
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405075 Serious U ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF B2166 LOWER BOGNOR ROAD Accident 97 of 173

Date & time.....Tuesday 02/09/2014 19:20
Grid reference.....491436/99219
District.....Arun
Primary road.....U
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
TOYOTA YARIS TRAVELLING SOUTH ON LOWER BOGNOR ROAD, CYCLIST TRAVELLING EAST ON ALDWICK ROAD. CYCLIST ENTERS ROUNDABOUT AND CONTINUES EAST, TOYOTA ENTERS ROUNDABOUT AND COLLIDES WITH NEARSIDE OF CYCLIST CAUSING INJURY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....24
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....24
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405093 Slight U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U GROSVENOR GARDENS Accident 98 of 173

Date & time.....Wednesday 03/09/2014 15:20
Grid reference.....490207/99262
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
VEHICLE TRAVELLING WEST ON GROSVENOR GARDENS WHEN DRIVER SUFFERS MEDICAL EPISODE AT THE WHEEL. VEHICLE CROSSES THE CARRIAGEWAY. MOUNTS THE PAVEMENT AND COLLIDES WITH A ROAD SIGN WHICH STOPS THE VEHICLE.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.Road sign or signal
Parts damaged..... / /
Driver gender.....Male
Driver age.....75
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....75
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405258 Serious U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U OSBORNE WAY Accident 99 of 173

Date & time.....Saturday 06/09/2014 06:10
Grid reference.....490060/99288
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V2 (PEDAL CYCLE) TRAVELLING WEST ON ROSE GREEN ROAD. V1 HAS PASSED V2 AND KNOCKED CYCLIST FROM HIS BICYCLE. CYCLIST HAS SUSTAINED SERIOUS INJURY BY DEFINITION TO LEFT SHOULDER AS HE HAS COLLIDED WITH PAVEMENT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405519 Slight B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF B2166 ALDWICK ROAD Accident 100 of 173

Date & time.....Thursday 25/09/2014 14:00
Grid reference.....491428/99224
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 (PEDAL CYCLE) TRAVELLING WEST TO EAST ON THE ROUNDABOUT OF LOWER BOGNOR ROAD AND ALDWICK ROAD. V1 HAS PULLED OUT OF LOWER BOGNOR ROAD INTO THE PATH OF V2. V2 HAS COLLIDED WITH THE OFFSIDE FRONT DOOR OF V1 AND HAS FALLEN WITH PEDAL CYLE INTO ROAD SUSTAINING INJURY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South west East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405569 Slight A259 BOGNOR ROAD CHICHESTER AT JUNCTION OF A27 Accident 101 of 173

Date & time.....Tuesday 23/09/2014 07:22
Grid reference.....487815/104152
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description

V1 WAS IN THE LEFT HAND LANE (TWO CARRIAGEWAYS)APPROACHING THE ROUNDABOUT. VEH 2 WAS IN THE RIGHT HAND LANE OF THE SAME CARRIAGEWAY. AS THE VEHICLES ENTERED THE ROUNDABOUT, V1 TRIED TO TAKE THE FOURTH EXIT OF THE ROUNDABOUT (TO HEAD WESTBOUND ON THE A27) AND COLLIDED WITH V2 WHICH INTENDED TO GO STRAIGHT ON TOWARDS BOGNOR ON THE A259. VEHICLE 1 WAS CLEARLY IN THE WRONG LANE FOR ITS INTENDED DIRECTION OF TRAVEL. DAMAGE ONLY BELIEVED AT THE TIME, HOWEVER MINOR INJURY NOW REPORTED BY DRIVER OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....25
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405973 Slight A27 WHYKE ROUNDABOUT CHICHESTER AT JUNCTION OF B2145 HUNSTON ROAD OUTSIDE JUNCTION OF INSIDE LANE A27 Accident 102 of 173

Date & time.....Sunday 12/10/2014 11:30
Grid reference.....486915/103663
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEH 2 TRAVELLING SOUTH ACROSS A27 TOWARDS HUNSTON ROAD. VEH 1 TRAVELLING EASTBOUND ON A27 FAILED TO STOP AT RA AND STRUCK REAR OF VEH 1

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1405998 Slight A27 CHICHESTER AT JUNCTION OF B2145 OUTSIDE ON ROUNDABOUT Accident 103 of 173

Date & time.....Sunday 12/10/2014 12:22
Grid reference.....486867/103661
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEHICLE TWO ON THE ROUNDABOUT DUE TO EXIT WEST, VEHICLE ONE ENTERING THE ROUNDABOUT FROM THE SOUTH TO EXIT NORTH, COLLIDED WITH VEHICLE TWO ON ROUNDABOUT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....81
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....42
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1406091 Slight A27 CHICHESTER AT JUNCTION OF U VINNETROW ROAD Accident 104 of 173

Date & time.....Friday 17/10/2014 08:10
Grid reference.....487781/104103
District.....Chichester
Primary road.....A27
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 1 TRAVELLING SOUTH ON A27 EXITS ABOVE ROUNDABOUT JUNCTION WHEN DRIVER LOSES CONTROL AND COLLIDES WITH KERB CAUSING DAMAGE AND INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1407004 Slight U SEFTER ROAD BOGNOR REGIS AT JUNCTION OF U ROSE GREEN ROAD Accident 105 of 173

Date & time.....Thursday 27/11/2014 16:25
Grid reference.....490204/99256
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Unknown
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
VEHICLE TWO (MOTOR CYCLE) TRAVELLING EAST ALONG SEFTER ROAD, VEHICLE ONE PULLED OUT OF ROSE GREEN ROAD TRAVELLING SOUTH STRUCK VEHICLE TWO CASUING DAMAGE TO MOTORCYCLE, VEHICLE ONE FAILED TO STOP AND EXCHANGE DETAILS, THE VRM WAS NOTED AND TAKEN DOWN BYINDEPENDENT WITNESS WHO STATED IT WAS A FEMALE DRIVER.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....61
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1407215 Slight B2166 ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF U ALDWICK STREET

Date & time.....Monday 08/12/2014 14:23
Grid reference.....491195/98882
District.....Arun
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes

Accident Description

V1 JOINING ROUNDABOUT FROM ALDWICK ROAD AND TURNING LEFT ONTO ALDWICK STREET HIT BY CYCLIST JOINING ROUNDABOUT FROM GOSSOMER LANE AND CONTINUING STRAIGHT ON TO ALDWICK STREET CAUSING CYCLIST TO FALL OFF AND SUSTAIN CUT TO HAND.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....81
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1407232 Serious A27 CHICHESTER 100M WEST OF A259 BOGNOR ROAD Accident 107 of 173

Date & time.....Tuesday 09/12/2014 18:53
Grid reference.....487750/104039
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Slip road
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
DRIVER OF VEHICLE 1 STATED THAT HE HAD TRIED TO APPLY THE BRAKES GRADUALLY BUT DIDN'T SLOW DOWN, HE THEN PUT THE BRAKES ON FULLY AND VEHICLE DID NOT STOP. VEHICLE 1 COLLIDED WITH THE REAR OF VEHICLE 2 WHO HAD STOPPED IN TRAFFIC. DRIVER OF VEHICLE 2STATED THAT HE HAD STOPPED IN TRAFFIC AND APPLIED THE HANDBRAKE WHEN HE WAS SUBSEQUENTLY HIT FROM THE REAR BY VEHICLE 1. PASSENGER OF VEHICLE 1 HAD SLIGHT INJURIES TO BACK, CHEST AND SHOULDER, POSSIBLY WHIPLASH.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....20
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1407331 Serious A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD OUTSIDE WHYKE ROAD ROUNDABOUT A27 Accident 108 of 173

Date & time.....Monday 08/12/2014 10:18
Grid reference.....486910/103693
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description

V1 WAS DRIVING SOUTHBOUND ACROSS A27 WHYKE ROAD ROUNDABOUT ON THE LEFT HAND LANE WITH THE INTENTION OF HEADING SOUTH AND GOING TO TAKE THE 2ND EXIT FROM THE ROUNDABOUT. V2 TRAVELLING EASTBOUND ON A27 MADE CONTACT WITH THE FRONT OF V1. V1 FAILED TO GIVE WAY TO V2 AT ROUNDABOUT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....78
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....78
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1407543 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 109 of 173

Date & time.....Monday 22/12/2014 07:20
Grid reference.....487794/104171
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 HGV IS TRAVELLING EASTBOUND APPROACHING BOGNOR BRIDGE R/A IN LANE 1. V2 ALSO TRAVELLING IS SAME DIRECTION IN LANE 2. V1 HAS EITHER NOT KEPT PROPER LANE ETIQUETTE AND DRIVEN INTO V2 OR HAS TRIED TURNING RIGHT IN INSIDE LANE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Single Trailer
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

3 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Driver or Rider
Gender.....Male
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1500075 Slight U PRYORS LANE BOGNOR REGIS 50M SOUTH OF U NYETIMBER LANE Accident 110 of 173

Date & time.....Monday 05/01/2015 15:51
Grid reference.....490443/98777
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
DRIVER OF VEHICLE 1 MISTAKES THE ACCELERATOR FOR THE BRAKE WHEN PULLING OUT OF THE DOCTORS SURGERY CAR PARK, HITS TWO BOLLARDS, DAMAGING THEM, HITS A PARKED CAR WHICH HITS ANOTHER PARKED CAR AND THEN CONTINUES THROUGH THE WALL INTO THE DOCTORS SURGERY LEAVING THE CAR EMBEDDED IN IT.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....72
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....72
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1500328 Slight B2166 BOGNOR REGIS 300M NORTH OF B2166 LOWER BONGOR ROAD Accident 111 of 173

Date & time.....Saturday 17/01/2015 09:43
Grid reference.....489437/101550
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Ice

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
V1 WAS TRAVELLING SOUTH ON THE B2166 WHEN HIT A PATCH OF ICE, V1 DRIVER HAS LOST CONTROL AND SKIDDED INTO DITCH

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....31
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1500562 Slight B2145 CHICHESTER 200M NORTH OF B2166 OUTSIDE BERRYMEAD FARM Accident 112 of 173

Date & time.....Monday 26/01/2015 06:31
Grid reference.....486836/102981
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
IT WOULD APPEAR THAT VEHICLE ONE WAS TRAVELLING SOUTH ON THE B2145 AND VEHICLE TWO TRAVELLING NORTH. AS THE TWO VEHICLES WERE APPROACHING EACH OTHER VEHICLE ONE MOVED SLIGHTLY OVER THE CENTER OF THE ROAD AND COLLIDED WITH THE ONCOMING VEHICLE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....61
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1500829 Slight A27 CHICHESTER 75M SOUTH OF A259 Accident 113 of 173

Date & time.....Monday 09/02/2015 18:35
Grid reference.....487749/104030
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
VEH1 CAME OFF ROUNDABOUT AND COLLIDED WITH CENTRAL RESERVATION CAUSING FRONT OFF-SIDE WHEEL TO BECOME DETACHED FROM THE VEHICLE. V1 THEN SKIDDED ALONG CENTRAL RESERVATION, COMING TO A REST APPROXIMATELY 40M DOWN THE ROAD

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South east
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Left c'way offside onto central res.
Towaway.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Central crash barrier
Parts damaged..... / /
Driver gender.....Female
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....60
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501543 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U PRYORS LANE OUTSIDE SOUTH JUNCTION OF NYETIMBER/PRYORS LANE Accident 114 of 173

Date & time.....Wednesday 18/03/2015 14:20
Grid reference.....489953/98532
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 002	Possible	Yes

Accident Description
VEH 1 (MOBILITY SCOOTER) TRAVELLING E ON NYETIMBER LANE, WAITING TO TURN RIGHT INTO PRYORS LANE. VEH 2 TRAVELLING S ON NYETIMBER, HAS SEEN VEH 1 AND STOPPED TO GIVE WAY. VEH 1 HAS MOVED OFF AND CRASHED INTO REAR OFFSIDE OF VEH 2 CAUSING VEH 1 TO SPIN AROUND IN THE ROAD.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Mobility scooter
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West South east
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....95
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....89
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....95
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501552 Slight A27 CHICHESTER AT JUNCTION OF U VINNETROW ROAD Accident 115 of 173

Date & time.....Tuesday 17/03/2015 13:16
Grid reference.....487815/104121
District.....Chichester
Primary road.....A27
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
VEHICLE 1 AND 2 HAVE BOTH BEEN USING THE BOGNOR BRIDGE ROUNDABOUT IN CHICHESTER. BOTH VEHICLES HAVE BEEN IN DIFFERENT LANES AND HAVE COLLIDED ON THE ROUNDABOUT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....67
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501584 Slight B2166 NORTH MUNDHAM 60M EAST OF U SCHOOL LANE Accident 116 of 173

Date & time.....Wednesday 18/03/2015 15:21
Grid reference.....487707/102429
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	

Accident Description
VEJHICLE 3 STOPPED AT CROSSING RED LIGHT, VEHICLE 2 SLOWED AND STOPPED BEHIND VEHICLE 3, VEHILCE 1 FOR UNKNOWN RESON COLLIDED WITH VEHICLE 2 WHICH WAS PUSHED INTO VEHICLE 3. MINOR INJURIES TO DRIVER OF VEHICLE 2.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501607 Slight B2145 CHICHESTER AT JUNCTION OF A27 Accident 117 of 173

Date & time.....Saturday 21/03/2015 14:55
Grid reference.....486878/103642
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Driver using mobile phone (Driver/Rider - Impairment)	Vehicle 001	Possible	

Accident Description
VEHICLE 2 WAS STATIONERY IN MIDDLE LANE AT THE ROUNDABOUT TO TRAVEL NORTHWARDS INTO CHICHESTER. VEHICLE 1 FAILED TO STOP HITTING VEHICLE 2 CAUSING SLIGHT DAMAGE AND INJURY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....32
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501751 Slight B2145 WHYKE ROAD CHICHESTER AT JUNCTION OF A27 Accident 118 of 173

Date & time.....Monday 30/03/2015 12:45
Grid reference.....486885/103630
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Ped phase at signals

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description
VEHICLE 2 WAITING IN QUEUE OF TRAFFIC TO TURN LEFT AT WHYKE ROUNDABOUT VEHICLE 1 TRAVELLING IN SAME DIRECTION HIT REAR VEHICLE 2. VEHICLE 1 FAILED TO STOP AFTER RTC

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....82
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....46

Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501808 Slight A27 CHICHESTER AT JUNCTION OF A259 OUTSIDE BOGNOR BRIDGE ROUNDABOUT Accident 119 of 173

Date & time.....Wednesday 01/04/2015 16:00
Grid reference.....487799/104119
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Unknown
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description

V2 STATES THAT HE HAS JOINED BOGNOR BRIDGE ROUNDABOUT FROM VINNETROW ROAD AND WAS HIT BY V1 BUT WAS UNABLE TO SAY WHERE V1 HAD JOINED THE ROUNDABOUT BUT F/N/S OF V1 HAS STRUCK MIDDLE O/S OF V2

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501856 Slight A27 CHICHESTER CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON ROUNDABOUT A/L Accident 120 of 173

Date & time.....Friday 03/04/2015 13:30
Grid reference.....487781/104111
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description

VEH (1) TRAVELLING WEST ON A27 APPROCHING R/A VEH (2) TRAVELLING WEST ON A27 APPROCHING R/A VEH (1) HAS ENTERED R/A IN LANE 1 WITH INTENTION TO TRAVEL WEST A27 VEH (2) HAS ENTERED R/A IN LANE 2 WITH INTENTION TO TRAVEL WEST A27 ON EXITING THE R/A NEAR SIDE FRONT OF VEH (2) HAS IMPACTED WITH OFFSIDE FRONT OF VEH (1) CAUSING SLIGHT DAMAGE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....65
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....23
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1501915 Slight B2145 B2145 HUNSTON CHICHESTER 100M SOUTH OF U ST JOSEPHS SHELTER Accident 121 of 173

Date & time.....Saturday 04/04/2015 18:45
Grid reference.....486900/103439
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Very likely	No - reported over the counter

Accident Description
FEMALE ADULT PEDESTRIAN DRUNK WALKING SOUTH ON B2145 HIT BY VEHICLE UNKNOWN. FEMALE STATES COULD HAVE BEEN HER FAULT OWING TO DRUNKEN STATES. MINOR INJURY TO RIGHT HAND SCUFF AND LEFT LEG BRUISED.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....1
Ped Direction.....South bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On footway or verge
Pedestrian movement..Walking - back to traffic
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1502291 Slight U PAGHAM ROAD PAGHAM AT JUNCTION OF U HOOK LANE Accident 122 of 173

Date & time.....Sunday 26/04/2015 09:51
Grid reference.....489303/98847
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 MAKES A RIGHT HAND TURN INTO JUNCTION ON RIGHT DIRECTLY INTO THE PATH OF V2 TRAVELLING IN THE OPPOSITE DIRECTION

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....41
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....41
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1502437 Serious B2166 LAGNESS ROAD LAGNESS 500M north OF B2166 LOWER BOGNOR ROAD OUTSIDE ROUNDSTONE NURSURIES Accident 123 of 173

Date & time.....Sunday 19/04/2015 02:30
Grid reference.....489412/101642
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
THE DRIVER WAS TRAVELLING FROM BOGNOR REGIS TOWARD CHICHESTER WHEN A FOX RAN OUT IN FRONT OF HIS CAR AND HE SWERVED TO AVOID THE FOX, HE OVER CORRECTED THE STEERING AND VEERED INTO A DITCH CAUSING THE VEHICLE TO ROLL ONTO ITS ROOF.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North west
Manoeuvres.....Going ahead other
Skidding.....Yes & Overturned
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1502634 Slight A27 BOGNOR BRIDGE CHICHESTER AT JUNCTION OF A259 Accident 124 of 173

Date & time.....Thursday 14/05/2015 11:59
Grid reference.....487806/104166
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Rain Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEH 2 NEGOCIATING R/A INTENDING TO TAKE NEXT EXIT SOUTH ON A259. VEH 1 AT R/A A27 INTENDING TO CONTINUE WESTBOUND, FAILED TO SEE VEH 2, ENTERED ROUNDABOUT COLLIDING WITH SAME. VEH 2 LEFT CARRIAGEWAY TO NEARSIDE INTO LAMP POST.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Left c'way nearside & rebounded
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....62
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1502788 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD OUTSIDE WHYKE ROUNDABOUT Accident 125 of 173

Date & time.....Wednesday 20/05/2015 07:55
Grid reference.....486922/103687
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by other person
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 EASTBOUND A27 ACROSS ROUNDABOUT STRUCK BY V1 BUT N/K WHERE IT CAME FROM CAUSING V2 TO PARTIALLY SPIN

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....41
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1502789 Slight A27 CHICHESTER AT JUNCTION OF A259 OUTSIDE ON ROUNDABOUT Accident 126 of 173

Date & time.....Wednesday 20/05/2015 15:36
Grid reference.....487814/104130
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Oil or diesel
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	Vehicle 001	Possible	
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
APPARANTLY VEH 1 LOST CONTROL ON A SLIPPERY ROAD AND CAUSED THE RIDER TO FALL OFF CAUSING A SLIGHT INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1502807 Slight A27 CHICHESTER AT JUNCTION OF U VINNETROW ROAD OUTSIDE BOGNOR BRIDGE ROUNDABOUT Accident 127 of 173

Date & time.....Wednesday 20/05/2015 08:35
Grid reference.....487789/104110
District.....Chichester
Primary road.....A27
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 SOUTHBOUND ON A27 IN MIDDLE LANE AS ENTERED ROUNDABOUT & INTENDING TO CONTINUE WEST ON A27 V1 JOINED ROUNDABOUT FROM VINNETROW ROAD IN FRONT OF V2 BUT THEN STOPPED & WAS HIT BY V2 WHO COULD NOT AVOID

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Taking pupil to/from school

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1503004 Slight B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF U ENTRANCE TO NEWLANDS NURSERY OUTSIDE AT SHARP BEND AFTER NURSERY ENTRANCE

Date & time.....Sunday 31/05/2015 10:50
Grid reference.....489301/101816
District.....Arun
Primary road.....B2166
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes
Road layout e.g. bend, hill or narrow (Road Environment Contrib)	Vehicle 001	Possible	

Accident Description

V1 TRAVELLING SOUTH IN WET WEATHER. AT SHARP BEND LOST CONTROL FOR UNKNOWN REASON, LEFT CARRIAGEWAY AND COLLIDED WITH TREE CAUSING MINOR INJURY TO DRIVER.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Going ahead right hand bend
Skidding.....Yes
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.Tree
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....60
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1503161 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON R/A

Date & time.....Sunday 07/06/2015 15:44
Grid reference.....487781/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V1 MOTOR CAR TRAVELLING ON LANE 1 OF ROUNDABOUT CUT ACROSS THE FRONT OF V2 MOTORCYCLE WHICH WAS TRAVELLING IN LANE 2, CAUSING THE N/S BIKE HANDLEBAR TO STRIKE THE O/S/R QUATER OF THE CAR, RESULTING IN THE RIDER AND PILLION FALLING OFF THE BIKE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....41
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....45
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1503253 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 130 of 173

Date & time.....Tuesday 09/06/2015 20:00
Grid reference.....487767/104115
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description
VEHICLE 1 RAN INTO THE BACK OF VEHICLE 2. BOTH PARTIES STOPPED BUT DETAILS WERE NOT EXCHANGED

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....50
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1503382 Slight B2166 PAGHAM ROAD LAGNESS 50M NORTH OF U LOWER BOGNOR ROAD OUTSIDE HOUSE NUMBER 1 Accident 131 of 173

Date & time.....Tuesday 16/06/2015 14:30
Grid reference.....489539/100999
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description

SINGLE VEHICLE TRAVELLING SOUTHBOUND ON B2166 PAGHAM ROAD, LAGNESS WHEN DRIVER SUFFERED MEDICAL EPISODE SUSPECTED TO BE EPILEPSY OR DIABETIC ATTACK CROSSED CARRAIGEWAY AND COLLIDED WITH BOUNDARY WALL OF PROPERTY BORDERING OPPOSING CARRAIGEWAY CAUSING DAMAGE AND MINOR INJURY NAMELY CHEST PAIN

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.
Parts damaged..... / /
Driver gender.....Female
Driver age.....62
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....62
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1503534 Slight U VINNETROW ROAD RUNCTON AT JUNCTION OF U ENTRANCE TO WALNUT TREE PH OUTSIDE WALNUT TREE PH Accident 132 of 173

Date & time.....Tuesday 23/06/2015 15:10
Grid reference.....488088/102563
District.....Chichester
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEH 1 WAS LEAVING THE PUB AND HEADING NORTH ALONG VINNETROW ROAD. VEH 2 WAS HEADING THE SAME WAY FROM THE ROUNDABOUT. VEH 1 MISJUDGED THE PATH OF VEH 2 AND COLLIDED WITH THE FRONT END OF VEH 2, CAUSING DAMAGE AND VERY MINOR INJURY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....87
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....41
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....2
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1503815 Slight U ROSE GREEN ROAD ROSE GREEN 25M WEST OF U HEWARTS LANE OUTSIDE NO: 34 ROSE GREEN ROAD. Accident 133 of 173

Date & time.....Saturday 04/07/2015 12:00
Grid reference.....490583/99350
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description
VEH (1) DRIVING WEST VEH (1) HAS DRIVEN INTO PARKED VEHICLE (2) TO NEAR SIDE CAUSING VEHICLE (1) TO ROLL AND IMPACT WITH VEH (3) PARKED ON OFFSIDE OF ROAD.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....76
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504176 Slight B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF U VINNETROW ROAD OUTSIDE WALNUT TREE PUB ROUNDABOUT Accident 134 of 173

Date & time.....Monday 20/07/2015 18:55
Grid reference.....488067/102456
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

VEHICLE 1 WAS APPROACHING THE ROUNDABOUT FROM THE EAST TRAVELLING WEST. VEHICLE 2, A PEDAL CYCLE, WAS ON THE ROUNDABOUT TRAVELLING SOUTH AND PAST THE JUNCTION WHERE VEHICLE 1 WAS APPROACHING. VEHICLE 1 HAS FAILED TO GIVE WAY TO VEHICLE 2 ON THE ROUNDABOUT AND COLLIDED SIDE ON.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504269 Slight U VINNETROW ROAD CHICHESTER AT JUNCTION OF A27 Accident 135 of 173

Date & time.....Saturday 25/07/2015 09:37
Grid reference.....487819/104102
District.....Chichester
Primary road.....U
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
CYCLIST HEADED TO BOGNOR BRIDGE OVER THE A27 FROM A259 CYLE PATH. WAS SEEN TO APPROACH VINNETROW ROAD AND NOT GIVE WAY TO ONCOMMING VEHICLES. VEHICLE TWO HAS THEN COLLIDED WITH THE CYCLIST CAUSING DAMAGE TO THE WINDSCREEN. MINOR INJURIES SUFFERED BY THECYCLIST IN THE FORM OF SUPERFICIAL CUTS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Entering main road
Restricted location.Cycleway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....14
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....14
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504569 Slight U GOSSAMER LANE ALDWICK AT JUNCTION OF U ALDWICK ROAD Accident 136 of 173

Date & time.....Saturday 08/08/2015 22:10
Grid reference.....491195/98880
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description

CYCLIST HAS BEEN TRAVELLING ABOUT 22:10 HOURS FROM GOSSAMER LANE TO ALDWICK STREET, (HE DID NOT HAVE LIGHTS ON THE BIKE). AS BICYCLE HAS ALMOST PASSED FIRST EXIT A TAXI HAS EXITED THE ROUNDABOUT AND HIT THE CYCLIST. THE CYCLIST HAS FALLEN TO THE FLOOR AND SUFFERED CUTS AND BRUISES. CYCLIST WENT TO HOSPITAL AND POLICE WERE MADE AWARE AFTER THE INCIDENT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....16
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....16
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504589 Slight A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 137 of 173

Date & time.....Monday 10/08/2015 09:47
Grid reference.....487790/104174
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE TWO TRAVELLING WEST TO EAST ON A27 ROUNDABOUT FROM A27 TO A27 LANE TWO, VEHICLE ONE FROM SOUTH A259 ENTERED ROUNDABOUT A27 NEGOTIATED ROUNDABOUT LANE ONE PASSED 3 EXITS CONTINUING AROUND ROUNDABOUT LANE ONE COLLIDED WITH VEHICLE TWO WHIC WAS EXIT LANE TWO.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....32
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504862 Slight U PRYORS LANE BOGNOR REGIS AT JUNCTION OF U PRIVATE ENTRANCE OUTSIDE ROAD LEADING TO LIBRARY/GP

Date & time.....Monday 24/08/2015 10:22
Grid reference.....490425/98824
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 MOPED TURNED RIGHT FROM MAIN ROAD INTO PRIVATE ROAD LEADING TO LIBRARY/DOCTORS, HIT STANDING WATER, AND LOST CONTROL, FALLING ONTO OFFSIDE.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle <= 50cc
Junction location...Leaving main road
Restricted location.On main carriageway
Direction.....South west South east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....71
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....71
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504927 Slight B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U PRIVATE ENTRANCE TO VITACRESS Accident 139 of 173

Date & time.....Saturday 22/08/2015 18:10
Grid reference.....488931/102082
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 WAS TRAVELLING ALONG LAGNESS ROAD WHEN V1 PULLED OUT OF ENTRANCE TO VITACRESS. V1 THE STOPPED. V2 SWERVED TO AVOID A COLLISION AND ENDED UP IN THE GRASS VERGE AT THE SIDE OF THE ROAD.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....9
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....11
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1504993 Slight U NYTETIMBER LANE BOGNOR REGIS AT JUNCTION OF U CARDINAL DRIVE Accident 140 of 173

Date & time.....Saturday 29/08/2015 10:40
Grid reference.....489621/98397
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	
Loss of control (Driver/Rider - Error)	Vehicle 001	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description

VEHICLE ONE DRIVING OFF ROUNDABOUT HIT KERB AND LAMP POST MOUNTED PAVEMENT SWERVED BACK ONTO ROAD COLLIDING WITH PEDESTRIAN WHO HAD TAKEN EVASIVE ACTION TO AVOID BEING HIT ON THE PATH. PEDESTRIAN HIT BY VEHICLE ONE AND WENT ONTO BONNET

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....52
Severity.....Slight
Vehicle no.....1
Ped Direction.....West bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On footway or verge
Pedestrian movement..Unknown or other
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1505242 Slight A27 WHYKE ROUNDABOUT CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 141 of 173

Date & time.....Friday 11/09/2015 17:21
Grid reference.....486880/103649
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	

Accident Description

V1 (MERCEDES VAN) AND V2 (MOTORBIKE) V1 AND V2 TRAVELLING EAST ON A27 HEADING TOWARDS WHYKE ROUNDABOUT. V2 IS BEHIND V1 IN LANE 2. V1 AND V2 HAVE ENTERED THE WHYKE ROUNDABOUT. V1 HAS MADE A LAST MINUTE TURN RIGHT INSTEAD OF STRAIGHT ON WITHOUT INDICATING. V2 HAS POSSIBLY TRIED TO OVERTAKE GOING STRAIGHT AHEAD AGAIN IN LANE 2. V2 HAS THEN COLLIDED WITH V1 ON THE OFFSIDE REAR CAUSING MOTORCYCLIST TO FALL ON ROAD CAUSING MINOR CUTS / BRUISES. BOTH VEHICLES HAVE SLIGHT DAMAGE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....51
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....51
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1505445 Slight U VINNETROW ROAD CHICHESTER 75M SOUTH OF A27 Accident 142 of 173

Date & time.....Saturday 19/09/2015 10:40
Grid reference.....487839/103820
District.....Chichester
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
PEDAL CYCLE DID NOT SEE QUEUING TRAFFIC AND HAS CYCLED IN TO THE REAR OF THE CAR AT THE BACK OF THE QUEUE.
CYCLIST FELL TO THE FLOOR INJURING HER SHOULDER. MINOR DAMAGE TO VEHICLE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1505652 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON R/A Accident 143 of 173

Date & time.....Sunday 27/09/2015 12:45
Grid reference.....487787/104167
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

V1 AND V2 BOTH APPROACHED R/A FROM THE WEST V2 IN LANE 3 WHICH IS FOR STRAIGHT ON OR RIGHT AND V1 IN THE LANE 2 WHICH IS FOR STRAIGHT AHEAD ON THE A27 E/B, LANE 1 DEDICATED FOR LEFT HAND ONLY. BOTH ON R/A V1 HAS CONTINUED ROUND TO THE RIGHT COLLIDING WITH THE N/S OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Changing lane to right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1505700 Slight B2145 HUNSTON ROAD CHICHESTER AT JUNCTION OF A27 CHICHESTER BY-PASS Accident 144 of 173

Date & time.....Tuesday 29/09/2015 16:25
Grid reference.....486878/103641
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V2 STATIONARY AT JUNCTION WAITING TO JOIN A27. V1 DIRECTLY BEHIND. V2 HAS MOVED FORWARD BUT STOPPED, V1 ASSUMED V2 HAD ENTERED ONTO ROUNDABOUT AND COLLIDED AT LOW SPEED WITH THE REAR OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Minibus
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....20
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....20
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1505769 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD

Date & time.....Saturday 03/10/2015 13:28
Grid reference.....487796/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Loss of control (Driver/Rider - Error)	Vehicle 002	Very likely	Yes
Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description

VEHICLES 1 AND 2 WERE TRAVELLING NORTH ON THE A27 AT CHICHESTER. VEHICLE 1 WAS IN LANE 1 AND VEHICLE 2 WAS IN LANE 2. BOTH VEHICLES HAVE THEN ENTERED THE ROUNDABOUT WITH VEHICLE 2 PLANNING ON EXITING THE ROUNDABOUT ON THE SECOND EXIT. VEHICLE 1 HAS THENCONTINUED AROUND THE ROUNDABOUT PLANNING TO EXIT ON THIRD EXIT AND HAS COLLIDED WITH VEHICLE 2. THIS HAS CAUSED BOTH VEHICLES TO SPIN INTO THE SOUTHBOUND CARRIAGEWAY OF THE A27 COLLIDING WITH VEHICLE 3.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South west East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South west North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....89
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....70
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

ARUN DISTRICT COUNCIL P/6/17/OUT

3 Casualties

Casualty number.....1	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender.............Female	Seat belt usage......
Age.................38	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........1	Pedestrian movement..
Ped Direction.......	Roadworker injured...
Casualty number.....2	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender.............Male	Seat belt usage......
Age.................70	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........3	Pedestrian movement..
Ped Direction.......	Roadworker injured...
Casualty number.....3	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender.............Male	Seat belt usage......
Age.................89	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........2	Pedestrian movement..
Ped Direction.......	Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1505902 Serious U ALDWICK STREET BOGNOR REGIS AT JUNCTION OF U BARRACK LANE Accident 146 of 173

Date & time.....Thursday 08/10/2015 18:16
Grid reference.....491201/98883
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE1 (PEDAL CYCLE) TRAVELLING NORTH ON ALDWICK STREET. VEH2 (BUS) ALSO TRAVELLING NORTH. WHILST VEH2 IS OVERTAKING VEH1, VEH1 FOOT HAS SLIPPED ON PEDAL AND FELL INTO REAR OF VEH2. VEH1 SUFFERING PAIN TO THUMB ON L/H. CCTV ON VEH2 ALTHOUGH UNKNOWN IFRECORDED COLLISION.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....14
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....48
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....14
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506094 Slight B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF B2166 ALDWICK ROAD OUTSIDE NEAR DUCK POND

Date & time.....Saturday 17/10/2015 14:00
Grid reference.....491420/99230
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
CYCLIST CLIPPED BY VEHCILE PASSING/OVERTAKING IT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....65
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....56
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506190 Slight B2145 WHYKE ROUNDABOUT CHICHESTER AT JUNCTION OF A27 Accident 148 of 173

Date & time.....Thursday 22/10/2015 15:42
Grid reference.....486863/103692
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V2 WAS TRAVELLING NORTH ON THE B2145 APPROACHING THE A27 WHYKE R/A AT CHICHESTER. V1 WAS TRAVELLING BEHIND V2. AS V2 ENTERED THE R/A, THE DRIVER OF V1 FAILED TO SEE V2 AND COLLIDED WITH THE REAR OF IT, KNOCKING THE RIDER OFF AND CAUSING MINOR INJURIES.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle <= 50cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....56
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506397 Slight U GOSSAMER LANE BOGNOR AT JUNCTION OF U SEFTON AVENUE OUTSIDE 37 GOSSAMER LANE Accident 149 of 173

Date & time.....Sunday 01/11/2015 12:00
Grid reference.....490796/99079
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 WAS PARKED ON THE STREET THE DRIVER OF VEHICLE 1 DIDNT SEE IT AND DROVE INTO THE BACK OF VEHICLE 2

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....25
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506411 Serious U ALDWICK STREET BOGNOR REGIS AT JUNCTION OF U BARRACK LANE OUTSIDE ON RA

Date & time.....Sunday 01/11/2015 21:09
Grid reference.....491180/98868
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V2 ON R/A V1 FAILED TO LOOK ENTERED R/A AND COLLIDED WITH V2

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North east North west
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506420 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U TABARD GATE Accident 151 of 173

Date & time.....Monday 02/11/2015 08:50
Grid reference.....489628/98416
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 1 HEADING EAST TO WEST ON NYETIMBER LANE OVER MINI ROUNDABOUT. VEHICLE TWO RIDING SOUTHBOUND ALONG NYEWOOD LANE CROSSES ROUNDABOUT TO CONTINUE SOUTHBOUND ONTO TABARD GATE. VEHICLE 1 MISJUDGES SPEED AND CLIPS REAR OF VEHICLE 2 KNOCKING THE RIDER OFF OF THE BIKE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....69
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506466 Slight B2166 PAGHAM ROAD BOGNOR REGIS 38M SOUTH OF U UNAMED ROAD OUTSIDE PO20 1LN Accident 152 of 173

Date & time.....Tuesday 03/11/2015 16:45
Grid reference.....489553/100805
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...4
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Sudden braking (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
VEH 2 WAS TRAVELLING NORTH ALONG THE PAGHAM ROAD WHEN IT SLOWED DOWN TO LET ANOTHER VEHICLE OUT OF A SIDE ROAD (V4). VEH 1 THEN STRUCK THE REAR OF VEH 2. VEH 3 THEN STRUCK THE REAR OF VEH 1. SLIGHT INJURY CAUSED TO THE TWO OCCUPANTS OF VEH 1. THESE WERE BOTH SORENESS TO THE BACK AREA.

4 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....4
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

ARUN DISTRICT COUNCIL P/6/17/OUT

2 Casualties

Casualty number.....1	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................39	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........1	Pedestrian movement..
Ped Direction.......	Roadworker injured...

Casualty number.....2	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................34	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........3	Pedestrian movement..
Ped Direction.......	Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506671 Slight A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 OUTSIDE BOGNOR BRIDGE ROUNDABOUT Accident 153 of 173

Date & time.....Monday 09/11/2015 11:30
Grid reference.....487814/104131
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 ON ROUNDABOUT ABOUT TO ENTER VINNETROW ROAD WHEN V1 EMERGED FROM N/S LANE FROM BOGNOR & STRUCK N/S PASS DOOR OF V2

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....60
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1506843 Slight B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF C41 VINNETROW ROAD OUTSIDE ON R/A Accident 154 of 173

Date & time.....Wednesday 18/11/2015 08:45
Grid reference.....488047/102470
District.....Chichester
Primary road.....B2166
Secondary road.....C41
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Possible	Yes

Accident Description
V2 PEDAL CYCLE NEGOTIATING ROUNDABOUT, TURING RIGHT TO HEAD NORTH UP VINNETROW ROAD. V1 MOTOR CAR TRAVELLING EAST ENTERED ROUNDABOUT, FAILING TO GIVE WAY TO THE CYCLIST, KNOCKING THEM OFF THEIR BIKE CAUSING MINOR INJURIES. DRIVER OF V1 THEN CONTINUED WITHOUT STOPPING AND DROVE TO POLICE STATION.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1507338 Serious B2166 LAGNESS ROAD PAGHAM 164M NORTH OF U UNNAMED ROAD Accident 155 of 173

Date & time.....Sunday 22/11/2015 17:00
Grid reference.....489320/101724
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEHICLE ONE HEADING NORTH WENT ON INCORRECT SIDE OF ROAD. VEHICLE TWO HEADING SOUTH. COLLISION OCCURED. SERIOUS INJURIES.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Minibus
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....61
Severity.....Serious
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1507437 Slight U CHURCH LANE BOGNOR REGIS AT JUNCTION OF U PAGHAM ROAD OUTSIDE ENRANCE TO HOLIDAY PARK Accident 156 of 173

Date & time.....Tuesday 15/12/2015 08:59
Grid reference.....488558/97514
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
VEH 1 EXITED FROM THE HOLIDAY PARK ENTRANCE WITHOUT GIVING WAY TO THE APPROACHING VEH 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....South North east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1507683 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 157 of 173

Date & time.....Sunday 27/12/2015 19:55
Grid reference.....487782/104105
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....60 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description
VEHICLE ONE WAS DRIVING ON THE A259 WEST INTO CHICHESTER AND AS CROSSING THE A27 ON THE ROUNDABOUT VEH 2 HEADING SOUTH CAME ROUND AND CLIPPED VEH 1 BEFORE TIPPING OVER ON TO SIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....46
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1600081 Slight A27 CHICHESTER AT JUNCTION OF B2145 HUNSTON ROAD OUTSIDE ON R/A Accident 158 of 173

Date & time.....Monday 04/01/2016 15:35
Grid reference.....486853/103679
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
VEHICLE 1 LOST CONTROL WHILST NEGOCIATING THE R/A AND COLLIDED WITH THE NEARSIDE KERB, TRAFFIC SIGN.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Road sign or signal
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....61
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1600264 Slight U ROSE GREEN ROAD BOGNOR AT JUNCTION OF U GROSVENOR GARDENS Accident 159 of 173

Date & time.....Thursday 14/01/2016 11:17
Grid reference.....490199/99259
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	

Accident Description
VEH 2 WAITING TO EXIT ROSE GREEN ROAD ONTO GROSVENOR GARDENS. VEH 1 TRAVELLING EAST TOWARDS JUNCTION AND DISPLAYING LEFT HAND INDICATOR. VEH 2 PULLED OUT ON SEEING INDICATOR AND VEH 1 CONTINUED STRAIGHT AHEAD INTO PATH OF VEH 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Minibus
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North east West
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....66
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....66
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....27
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1600502 Slight U PAGHAM ROAD LAGNESS 423M SOUTH OF B2166 LOWER BOGNOR ROAD Accident 160 of 173

Date & time.....Monday 25/01/2016 08:29
Grid reference.....489449/100562
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...5
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
V1 TRAVELLING NORTHBOUND ALONG PAGHAM ROAD, IN FRONT OF V5. V1 SUDDENLY CONDUCTED A U TURN IN SLOW MOVING TRAFFIC. V2, 3 AND 4 WERE TRAVELLING BEHIND ALSO TRAVELLING NORTHBOUND. V2 FAILED TO STOP AND COLLIDED WITH THE REAR OF V3, V3 WAS PUSHED INTO THE REAR OF V4 AND V4 PUSHED INTO THE REAR OF V5.

5 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South South
Manoeuvres.....U Turn
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....4
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....5
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....58
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

ARUN DISTRICT COUNCIL P/6/17/OUT

1 Casualty

Casualty number.....1
Casualty class......Driver or Rider
Gender.............Female
Age.................18

Severity............Slight
Vehicle no..........2
Ped Direction.......

Car passenger........Not a passenger
PSV passenger........Not a passenger
Seat belt usage......
School pupil.........Other
School ....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1600607 Slight B2145 HUNSTON 146M NORTH OF B2166 Accident 161 of 173

Date & time.....Saturday 30/01/2016 03:20
Grid reference.....486847/102805
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description
V1 TRAVELLING NORTHBOUND MOUNTS NEARSIDE VERGE ON RIGHT HAND BEND. LOSES CONTROL AND LEAVES THE ROAD TO THE OFFSIDE, VEHICLE ROLLED AND CAME TO A REST ON ITS ROOF

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North east
Manoeuvres.....Going ahead right hand bend
Skidding.....Overturned
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....18
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1601545 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD

Date & time.....Monday 14/03/2016 20:35
Grid reference.....487816/104154
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEHICLE 2 WAS NEGOTIATING THE BOGNOR BRIDGE ROUNDABOUT AND HEADING EAST HEADING EAST TOWARDS THE A259 TOWARDS BOGNOR REGIS. VEHICLE 1 WAS TRAVELLING SOUTH ON THE A27 AND HAS FAILED TO GIVE WAY TO VEHICLE 2. AS A RESULT VEHICLE 1 HAS COLLIDED WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1601623 Slight A259 BOGNOR ROAD CHICHESTER AT JUNCTION OF A27 OUTSIDE PORTFIELD RA Accident 163 of 173

Date & time.....Wednesday 16/03/2016 07:20
Grid reference.....487830/104142
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
THREE VEHICLE RTC - V1 FTS - INJURY REPORTED BY DRIVER OF V2. V2 WAITING AT JUNCTION BEHIND V3 IN OFFSIDE LANE. V1 HAS APPROACHED V2 AND V3 FROM NEARSIDE LANE AND HAS COLLIDED WITH NEARSIDE OF V2 AND REAR OF V3. V1 HAS STOPPED AT SCENE HOWEVER WHEN APPROACHED FOR DETAILS HE HAS RETURNED TO HIS VEHICLE AND DRIVEN OFF. SECTION 170 NON-COMPLIANT. V3 DETAILS NOT KNOWN AT HIS STAGE.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....60
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....60
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602250 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD

Date & time.....Saturday 09/04/2016 13:00
Grid reference.....487810/104156
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description
V2 WAS IN LANE 2 ON ROUNDABOUT INTENDING TO CARRY ON AHEAD. V1, WHICH WAS IN LANE 1, HAS PULLED IN FRONT OF V2 AND TURNED RIGHT AND THEN CONTINUED DRIVING INTO A259 TOWARDS CHICHESTER. V2 BRAKED TO AVOID CONTACT WITH V1. VI HAS NOT STOPPED AT SCENE TO EXCHANGE DETAILS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Changing lane to right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....33
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....31
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602388 Serious U VINNETROW ROAD CHICHESTER 800M SOUTH OF A27 OUTSIDE JUST SOUTH OF VINNETROW BUSINESS PARK

Date & time.....Sunday 24/04/2016 21:34
Grid reference.....488073/103393
District.....Chichester
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description

V1 TRAVELLING SOUTH HAS APPROACHED RIGHT HAND BEND, LOST DIRECTIONAL CONTROL LEAVING ROAD TO NEARSIDE, UPENDING IN DITCH PRESENTING NEARSIDE TO WALL OF BUILDING BEFORE ROTATING APPPARENTLY OVER THE FRONT END IN TO SAFETY RAILINGS OF A SUB STATION AND ARMCO BEFORE COMING TO REST ON ITS SIDE IN THE ROADWAY

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead right hand bend
Skidding.....Yes & Overturned
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Serious
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602515 Serious U HARBOUR VIEW ROAD PAGHAM 107M SOUTH OF U SUSSEX DRIVE Accident 166 of 173

Date & time.....Sunday 01/05/2016 01:39
Grid reference.....489093/98079
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights not lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..Ped
Number of vehicles...1
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Impaired by drugs (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
FEMALE PEDESTRIAN FELL INTO CARRIAGEWAY FOR REASON UNKNOWN. TWO MALES WENT TO HER AID. WHILE DEALING WITH HER, THEY WERE STRUCK BY A VEHICLE THAT FAILED TO STOP. ONE OF THE PEDESTRIANS SUSTAINED LIFE THREATENING INJURIES.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..Other object
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....Yes
Breath test.....Positive
Journey purpose.....Unknown

2 Casualties

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....32
Severity.....Serious
Vehicle no.....1
Ped Direction.....Standing still

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, not crossing
Pedestrian movement..In carriageway - not crossing
Roadworker injured...Not applicable

Casualty number.....2
Casualty class.....Pedestrian
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....1
Ped Direction.....Standing still

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, not crossing
Pedestrian movement..In carriageway - not crossing
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602580 Slight A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 167 of 173

Date & time.....Monday 02/05/2016 09:50
Grid reference.....487778/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description

VEHICLE 1 IS TRAVELLING AROUND ROUNDABOUT IN LANE 1 AT WALKING SPEED UNSURE OF WHAT TURNING IS REQUIRED. VEHICLE 3 IS A WITNESS WHO SPOTS THE HAZARD AND AVIODS THE SLOW CAR AS HE PASSES IT. VEHICLE 3 THEN HEADS UP A27 EASTBOUND. VEHICLE 2 COMES FROM VINNETROW ROAD AND GOES AROUND ROUNDABOUT IN LANE 2 INTENDING TO TAKE THEIR THIRD EXIT ALSO EASTBOUND ON THE A27. VEHICLE 1 CONTINUES AROUND THE ROUNDABOUT COLLIDING WITH VEHICLE 2 AS VEHICLE 2 GOES TO LEAVE THE ROUNDABOUT. VEHICLE 3 IS WITNESS ONLY.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....58
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....67
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602743 Slight U GOSSAMER LANE BOGNOR REGIS AT JUNCTION OF U ALDWICK ROAD Accident 168 of 173

Date & time.....Monday 09/05/2016 18:50
Grid reference.....491176/98880
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
PEDAL CYCLIST ENTERED ROUNDABOUT TRAVELLING SOUTH TO NORTH,VEHICLE ENTERED ROUNDABOUT TRAVELLING EAST TO WEST STRUCK PEDAL CYLIST AS THEY ENTERED ROUNDABOUT CAUSING CYLIST TO FALL OFF BIKE CAUSING INJURY, HENCE REPORT BEING SUBMITTED. DRIVER ADMITTED FAULT AT SCENE AND DETAILS WERE EXCHANGED.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602791 Slight A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 OUTSIDE ON ROUNDABOUT Accident 169 of 173

Date & time.....Saturday 07/05/2016 21:15
Grid reference.....487813/104151
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2 IN LANE TWO ON ROUNDABOUT TOWARDS BOGNOR TO EXIT LANE TWO, V1 LANE ONE ON ROUNDABOUT SAME DIRECTION, AS V2 EXITED TOWARDS BOGNOR V1 CONTINUED ON ROUNDABOUT TO NEXT EXIT IN LANE ONE AND COLLIDED WITH V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....27
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

3 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....23
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1602836 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 170 of 173

Date & time.....Saturday 14/05/2016 15:49
Grid reference.....487788/104096
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
VEH 2 WAS IN THE INSIDE LANE OF THE ROUNDABOUT HEADING WESTBOUND TOWARDS WHYKE ROAD ROUNDABOUT. VEH 1 CUT ACROSS VEH 2 JUST BEFORE VEH 2 LEFT THE ROUNDABOUT. VEH 2 WAS HIT BY VEH 1 AND SPUN INTO A LAMPOST. VEH 1 STOPPED ON THE ROUNDABOUT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South east West
Manoeuvres.....Turning left
Skidding.....Yes
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1603063 Serious B2145 WHYKE ROAD CHICHESTER 150M SOUTH OF A27 CHICHESTER BYPASS OUTSIDE WATERSPORTS CENTRE Accident 171 of 173

Date & time.....Sunday 22/05/2016 17:55
Grid reference.....486888/103499
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
IT WOULD APPEAR THAT V2 WAS TRAVELLING SOUTH ON THE B2145 WHEN V1 EMERGED FROM THE WATERSPORTS CENTRE , HAVING FAILED TO OBSERVE THE MOTORCYCLE APPROACHING.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Serious
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1603121 Slight A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 172 of 173

Date & time.....Thursday 26/05/2016 15:20
Grid reference.....487771/104105
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description

FTS SLIGHT INJURY RTC. V2 TRAVELLING WEST ON WESTBOUND CARRIAGEWAY A27 ROUNDABOUT JUNCTION WITH A259 BOGNOR ROAD. V1 IN OUTSIDE LANE TRAVELLING SAME DIRECTION. V2 FILTERING THROUGH TRAFFIC. V1 HAS CLIPPED MOTORCYCLIST LEG, MOTORCYCLIST HAS PUT FEET DOWNTO PREVENT HIMSELF FROM FALLING. V1 HAS THEN DRIVEN OVER THE RIGHT FOOT OF MOTORCYCLIST. CAUSING SLIGHT INJURY. V1 HAS MADE NO ATTEMPT TO STOP AND EXCHANGE DETAILS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

Accident Reference:1603220 Slight U HEWARTS LANE BOGNOR REGIS 25M WEST OF U ROSE GREEN ROAD OUTSIDE 30 Accident 173 of 173

Date & time.....Thursday 02/06/2016 09:00
Grid reference.....490594/99357
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

V1 WAS TRAVELLING WEST ON HEWARTS LANE, ALDWICK, BOGNOR REGIS. V1 PASSED THE JUNCTION OF ROSE GREEN RD ON THE NEAR SIDE. APPROX 20 METRES PAST JUNCTION THERE WAS A PARKED VAN, DETAILS NOT KNOWN. V1 APPLIED THE REAR BRAKE TO THE MOTORCYCLE AS THERE WAS ONCOMING TRAFFIC AND NEEDED TO GIVE WAY. THE REAR WHEEL TO V1 LOCKED CAUSING V1 TO MOUNT THE KERB AND COLLIDE WITH A HEDGE. NO DAMAGE TO HEDGE OR OTHER VEHICLES. V1 HAS MINOR DAMAGE. RIDER OF V1 HAS GAZING TO RIGHT LEG.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/6/17/OUT

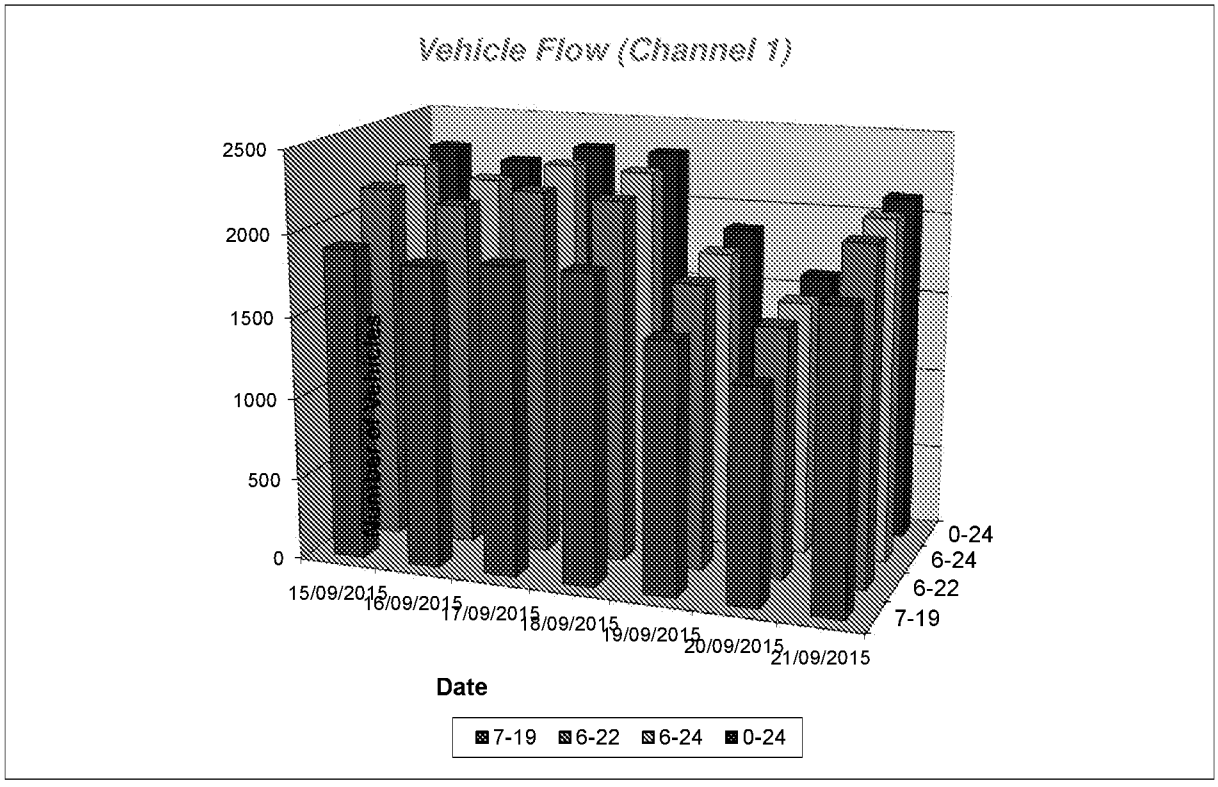
APPENDIX C – BASE TRAFFIC SURVEYS

Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Vehicle Flow **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday	5 Day Ave	7 Day Ave
1	12	7	12	7	26	16	5	9	12
2	2	5	5	7	9	15	4	5	7
3	5	2	2	12	6	6	1	4	5
4	0	4	3	5	4	2	2	3	3
5	6	1	1	3	0	3	2	3	2
6	16	20	9	7	9	10	14	13	12
7	28	31	44	28	21	18	20	30	27
8	68	62	61	54	21	11	55	60	47
9	91	81	80	82	62	19	71	81	69
10	88	100	87	97	82	54	104	95	87
11	99	94	99	92	121	96	90	95	99
12	122	107	129	134	127	118	127	124	123
13	151	126	143	128	157	148	118	133	139
14	180	158	124	135	136	151	145	148	147
15	151	163	181	161	144	127	161	163	155
16	209	180	189	221	125	148	171	194	178
17	225	234	243	231	191	161	222	231	215
18	289	308	301	306	183	145	311	303	263
19	231	225	241	235	176	130	231	233	210
20	126	108	150	146	83	90	113	129	117
21	67	69	85	91	64	72	71	77	74
22	52	62	63	55	47	38	43	55	51
23	48	47	51	49	41	21	31	45	41
24	22	27	29	38	39	14	18	27	27

7-19	1804	1838	1878	1876	1525	1308	1806	1860	1734
6-22	2177	2108	2260	2196	1748	1528	2053	2158	2003
6-24	2199	2135	2289	2234	1787	1542	2071	2233	2071
0-24	2288	2221	2332	2324	1874	1613	2130	2288	2112



Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Average Speed **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	41.3	40.1	36.8	40.1	39.5	38.3	42.0
2	43.0	41.0	35.4	41.6	38.6	39.0	44.2
3	38.0	38.0	40.5	31.1	42.2	39.7	43.0
4	-	40.5	41.3	34.5	31.0	35.5	40.5
5	36.3	33.0	28.0	33.0	-	36.3	40.5
6	29.1	31.6	34.7	29.7	35.8	34.8	34.8
7	32.2	31.1	31.7	35.0	37.6	38.0	37.5
8	34.7	33.4	37.2	35.8	33.6	39.4	35.1
9	35.9	36.2	34.6	37.3	38.9	38.8	36.4
10	36.3	36.3	35.8	36.6	37.2	38.2	36.2
11	35.8	33.9	35.4	35.7	38.3	37.4	35.3
12	34.7	34.1	34.4	34.4	37.0	36.0	34.6
13	36.6	35.6	32.2	35.3	36.1	36.5	34.6
14	37.1	34.3	36.4	36.6	37.5	37.3	34.5
15	37.8	33.5	35.4	35.6	37.4	36.7	34.8
16	37.0	34.9	36.8	36.9	37.1	36.1	34.7
17	35.8	35.9	36.6	36.7	33.9	38.1	35.4
18	35.0	34.3	36.4	35.1	36.7	33.1	32.9
19	34.8	34.6	35.7	35.5	34.1	35.0	36.1
20	36.9	34.3	35.7	35.8	37.3	36.0	36.9
21	38.9	32.4	36.9	38.1	36.1	35.0	37.6
22	36.9	35.8	37.5	36.8	38.2	36.2	37.2
23	38.3	36.2	38.1	39.2	37.4	37.8	39.0
24	39.8	37.7	39.5	38.1	39.0	39.8	39.4

10-12	35.2	34.0	34.8	34.3	37.8	36.6	34.8
0-24	36.2	34.7	35.8	36.1	36.6	36.4	35.3

7 Day Ave	35.6

Channel 1 - Eastbound 85th Percentile

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	53.7	48.6	43.9	53.6	48.2	43.4	43.8
2	48.5	53.6	54.0	48.7	48.9	43.1	53.3
3	43.6	38.3	43.4	43.9	43.7	53.7	-
4	-	43.3	48.3	43.8	48.5	43.9	48.5
5	38.3	-	-	38.0	-	43.5	43.3
6	33.3	38.8	38.2	38.5	38.4	38.1	38.3
7	38.8	43.6	38.6	43.9	48.1	43.8	43.0
8	43.0	44.0	43.4	38.4	43.8	43.4	43.5
9	43.8	38.9	38.4	43.7	43.5	43.5	43.2
10	43.8	43.2	43.7	43.5	43.8	43.5	43.9
11	38.7	38.7	38.3	38.5	43.6	43.2	43.6
12	43.0	39.0	38.6	38.5	43.8	43.3	43.8
13	43.4	43.2	38.2	43.4	43.0	43.1	38.9
14	43.9	38.5	43.2	43.4	43.2	43.6	38.3
15	43.8	38.1	38.6	43.3	43.1	43.2	38.5
16	43.4	44.0	43.1	43.1	43.1	43.9	38.1
17	44.0	43.7	43.5	43.2	43.3	43.1	43.6
18	43.9	43.0	43.9	44.0	43.1	43.4	38.4
19	38.1	43.6	43.3	43.1	43.0	43.3	44.0
20	43.9	43.1	43.8	43.4	43.5	43.9	43.1
21	43.4	43.1	43.4	43.4	43.7	43.8	43.9
22	48.5	43.8	43.3	43.5	43.5	43.3	43.6
23	48.8	43.3	43.9	43.2	43.8	43.7	43.3
24	48.1	43.0	48.6	43.5	48.1	48.3	48.1

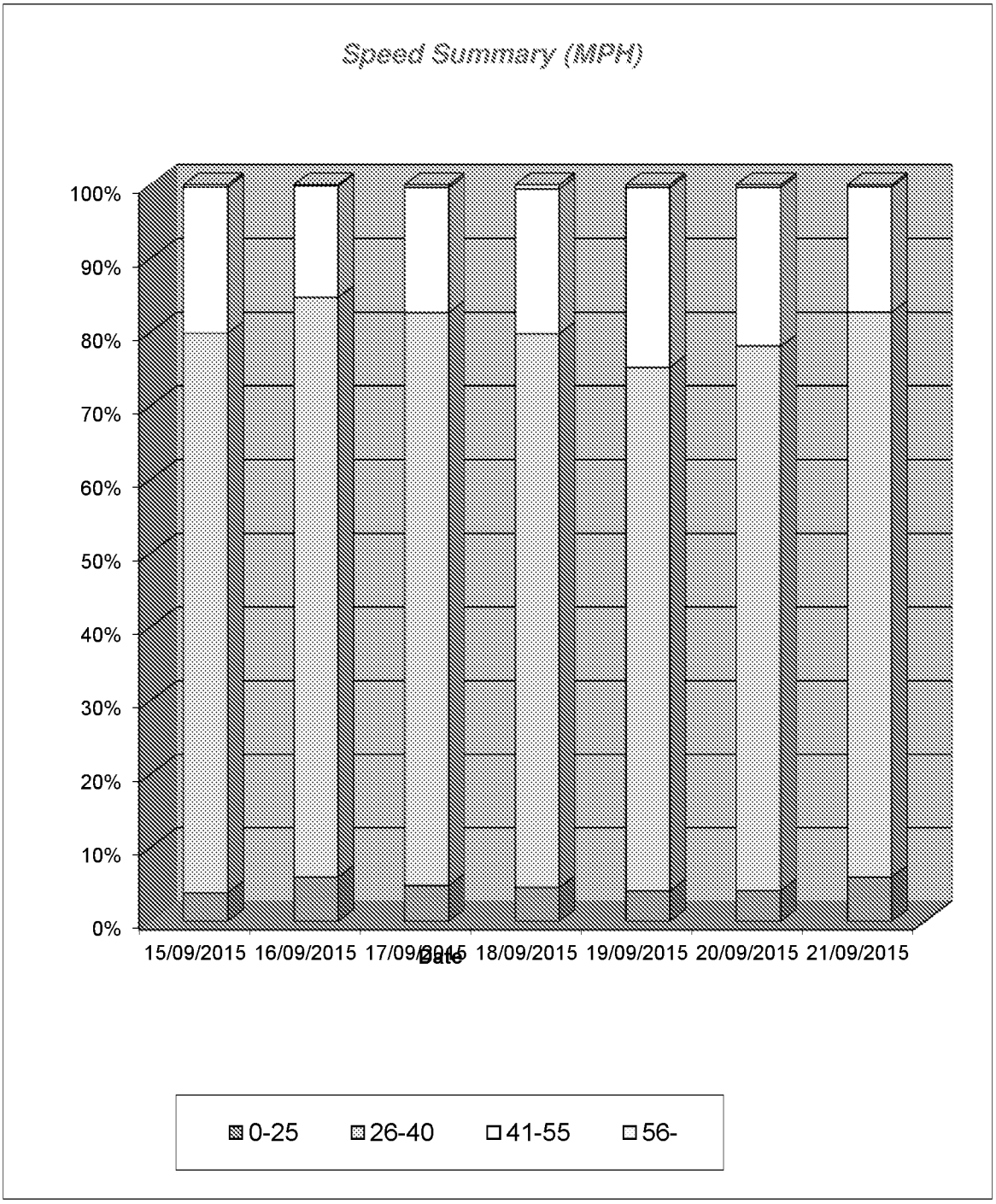
10-12	43.8	38.3	38.6	38.3	43.2	43.1	43.6
0-24	43.3	43.3	43.1	43.5	43.5	43.3	44.0

7 Day Ave	43.4

Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Speed Summary **Week 1**

Speed (MPH)	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
0-25	88	134	113	107	77	67	128
26-40	1739	1748	1815	1748	1333	1193	1634
41-55	454	336	395	456	457	347	362
56-	7	3	9	13	7	6	6
TOTAL	2288	2221	2332	2324	1874	1613	2130

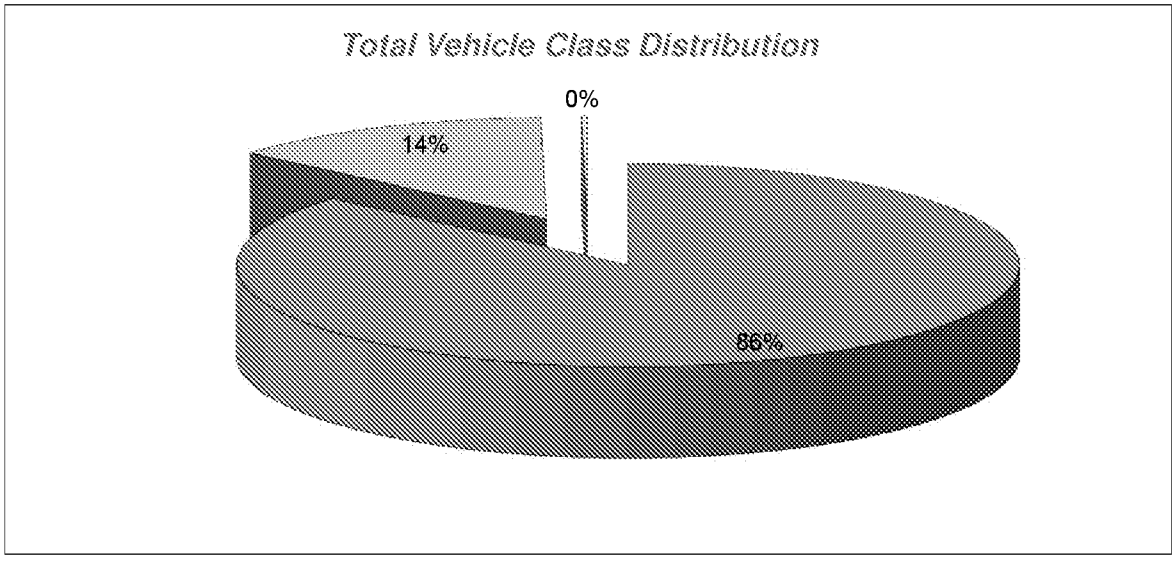


Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/09/2015				
7-19	1622	277	5	1904
6-22	1857	315	5	2177
6-24			5	2247
0-24	1957	326	5	2288
16/09/2015				
7-19	1581	253	4	1838
6-22	1816	287	5	2108
6-24			5	2182
0-24	1907	309	5	2221
17/09/2015				
7-19	1625	249	4	1878
6-22	1972	293	5	2220
6-24			5	2390
0-24	2016	309	5	2332
18/09/2015				
7-19	1613	261	2	1876
6-22	1885	298	3	2186
6-24			3	2283
0-24	2008	312	4	2324
19/09/2015				
7-19	1332	189	4	1525
6-22	1518	216	5	1740
6-24			5	1820
0-24	1637	232	5	1874
20/09/2015				
7-19	1150	153	5	1308
6-22	1347	174	5	1526
6-24			5	1661
0-24	1417	191	5	1613
21/09/2015				
7-19	1535	267	4	1808
6-22	1748	300	4	2053
6-24			4	2182
0-24	1818	308	4	2130

Average				
7-19	1484	236	4	1734
6-22	1726	289	5	2003
6-24			5	2071
0-24	1823	284	5	2112

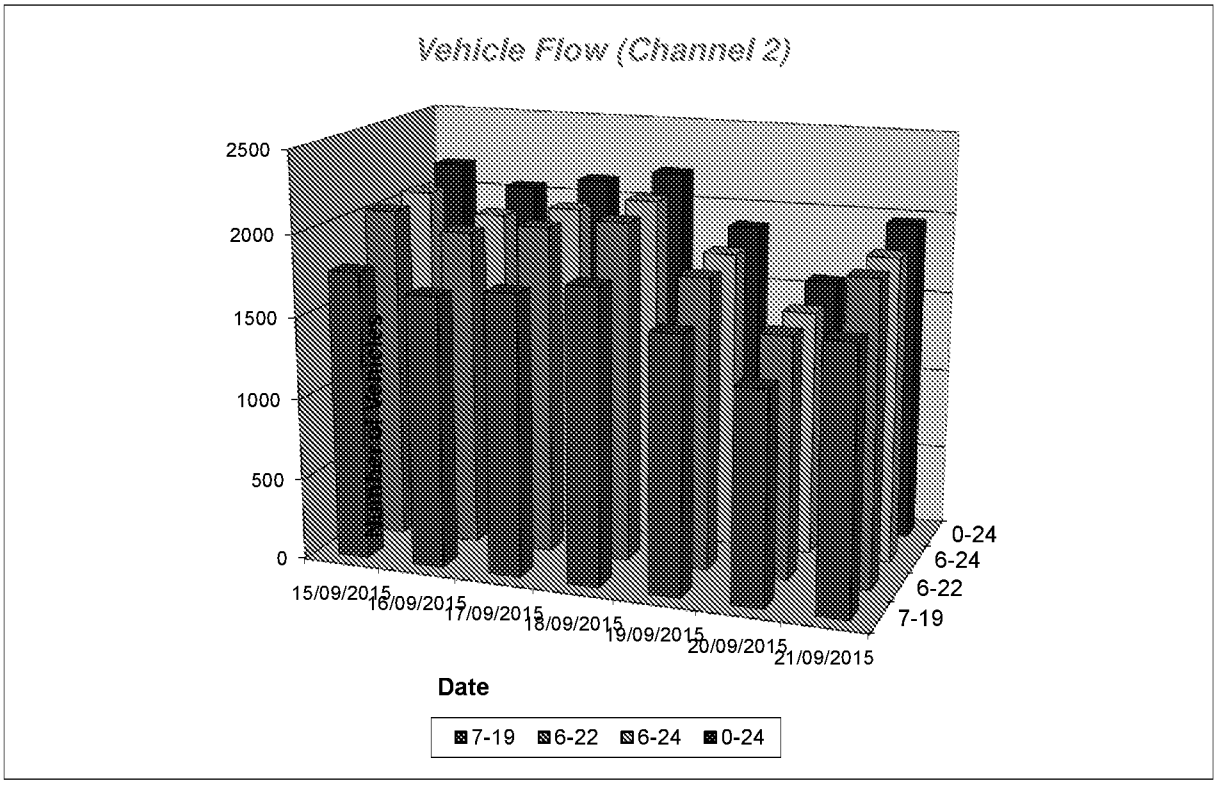


Pagham ATC 1, Sefter Road

Channel 2 - Westbound Vehicle Flow **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday	5 Day Ave	7 Day Ave
1	2	5	1	0	8	12	2	2	4
2	1	1	1	5	4	7	1	2	3
3	1	0	0	1	1	3	1	1	1
4	2	4	3	3	1	2	4	3	3
5	11	3	9	12	6	8	11	9	9
6	84	80	82	69	50	47	83	80	71
7	141	143	146	146	84	66	140	143	124
8	226	226	225	230	95	50	218	225	181
9	239	234	206	219	130	67	222	224	188
10	166	164	163	164	168	123	163	164	159
11	121	120	139	152	181	141	123	131	140
12	154	151	132	150	167	167	129	143	150
13	128	111	147	124	149	156	108	124	132
14	125	96	121	120	131	149	127	118	124
15	152	115	125	137	130	96	122	130	125
16	118	105	126	119	94	96	100	114	108
17	111	102	118	132	104	94	95	112	108
18	113	123	99	132	120	95	113	116	114
19	114	114	118	118	98	63	89	111	102
20	82	85	88	72	76	59	47	75	73
21	35	29	32	27	40	39	35	32	34
22	20	26	24	30	16	20	25	25	23
23	23	9	14	22	25	16	7	15	17
24	6	9	8	18	13	5	10	10	10

7-19	1787	1681	1713	1797	1567	1297	1609	1711	1621
6-22	2345	1944	2093	2072	1783	1481	1838	1885	1884
6-24	2357	1953	2101	2090	1796	1486	1848	2010	1911
0-24	2175	2055	2127	2202	1891	1581	1975	2107	2001



Pagham ATC 1, Sefter Road

Channel 2 - Westbound Average Speed **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	33.0	42.0	43.0	-	42.1	42.2	45.5
2	38.0	43.0	38.0	42.0	43.0	32.3	38.0
3	33.0	-	-	38.0	43.0	43.0	38.0
4	28.0	35.5	36.3	36.3	38.0	43.0	38.0
5	34.1	39.7	40.2	33.6	28.8	39.2	36.0
6	30.3	31.9	35.8	33.7	35.0	33.0	35.0
7	32.5	34.3	34.5	35.5	34.2	35.9	35.5
8	34.0	34.9	35.6	36.2	38.5	36.6	34.3
9	27.9	35.0	29.5	35.7	39.2	39.5	36.3
10	36.4	38.4	36.9	35.7	37.8	38.8	36.9
11	36.6	37.0	35.9	36.6	38.5	38.2	35.7
12	36.0	34.6	34.9	37.3	37.5	37.7	35.8
13	37.3	36.5	35.8	37.5	37.3	37.5	35.3
14	38.0	35.8	39.1	39.1	37.8	37.8	36.0
15	38.2	34.7	36.9	36.6	39.1	38.0	36.3
16	39.3	36.7	39.2	36.9	38.3	39.5	36.7
17	37.5	36.5	38.3	37.4	38.6	39.3	36.3
18	37.0	35.5	37.8	36.6	37.8	37.6	36.7
19	34.6	37.4	36.0	38.5	38.0	39.5	37.6
20	34.0	32.1	36.4	37.1	38.2	38.2	39.5
21	36.7	32.8	39.2	37.4	38.9	37.4	36.9
22	36.8	34.1	38.8	36.0	40.8	41.5	38.2
23	38.2	35.8	38.7	38.9	40.0	36.8	38.7
24	39.7	42.4	39.9	39.0	36.8	42.0	42.0
10-12	36.3	35.8	35.4	36.8	38.0	37.9	35.8
0-24	35.1	35.5	36.0	36.7	38.0	38.0	36.1

7 Day Ave	36.5

Channel 2 - Westbound 85th Percentile

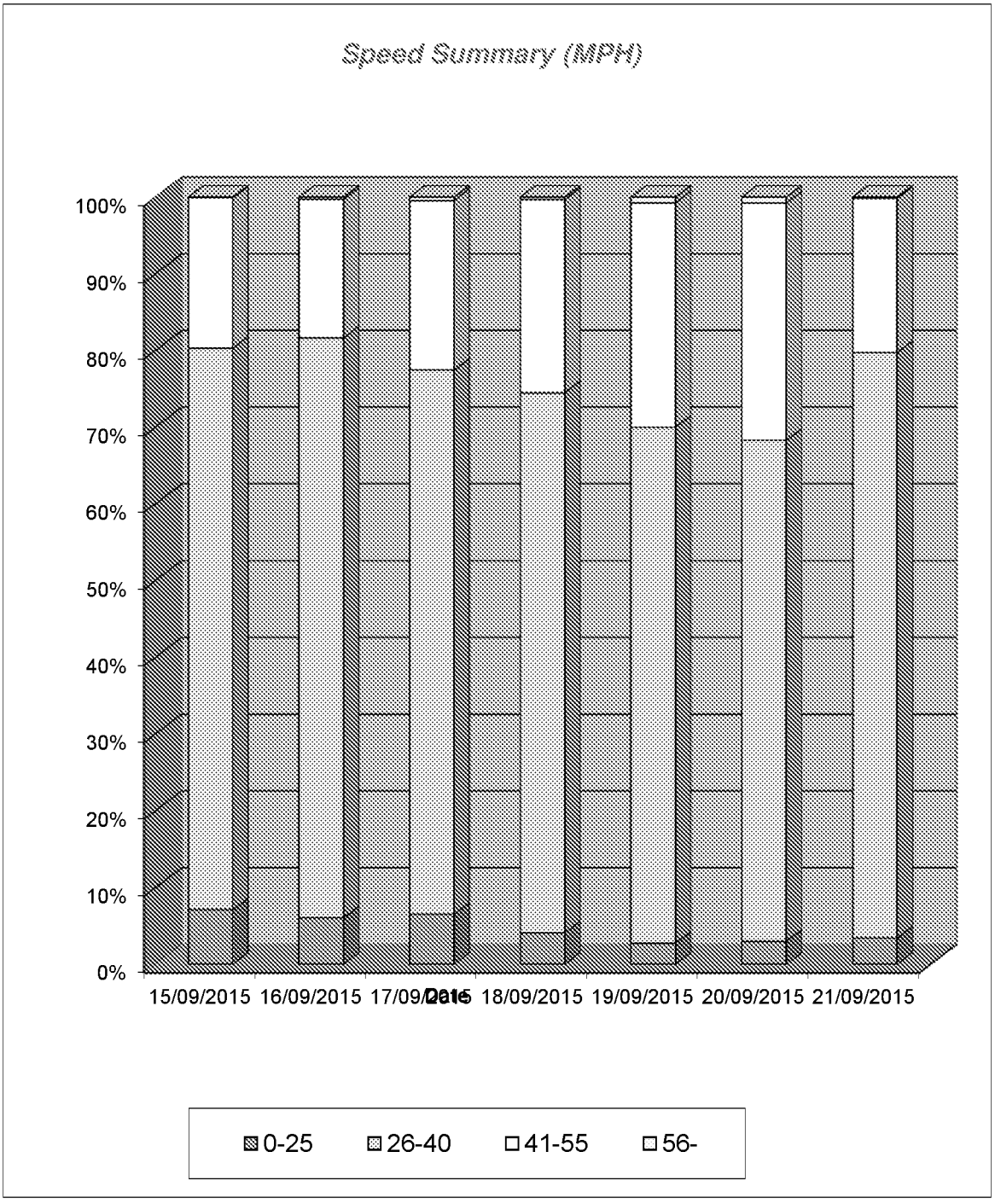
Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	33.1	48.9	-	-	53.7	48.2	53.3
2	-	-	-	58.4	53.1	38.5	-
3	-	-	-	-	-	48.4	-
4	28.5	43.3	38.0	43.9	-	43.1	43.0
5	38.9	48.3	48.7	43.1	38.5	43.3	43.7
6	38.5	43.2	43.5	43.6	43.2	43.6	43.8
7	38.4	43.5	43.6	43.3	43.2	43.8	43.3
8	38.8	38.2	43.2	43.1	43.3	43.5	43.7
9	38.8	43.6	38.5	43.2	43.8	43.2	43.4
10	43.7	43.4	43.7	43.1	43.1	43.9	43.8
11	43.7	43.9	43.8	43.4	43.5	43.4	43.7
12	44.0	38.5	38.4	44.0	43.8	43.3	43.4
13	43.3	43.2	43.9	43.5	43.8	43.8	43.1
14	43.5	43.7	43.7	43.5	43.3	43.2	43.4
15	43.4	38.7	43.1	44.0	49.0	43.4	43.3
16	43.7	43.6	43.6	43.2	48.8	43.2	43.7
17	43.2	43.8	43.7	43.4	43.7	43.9	43.3
18	43.4	43.2	43.0	43.4	43.9	43.6	43.8
19	43.5	43.8	43.4	48.3	43.9	48.4	43.2
20	43.8	38.2	43.4	43.5	43.4	43.4	48.6
21	43.5	39.0	48.3	43.1	48.1	43.9	49.0
22	43.4	38.1	44.0	43.5	49.0	48.6	43.2
23	48.5	43.1	48.8	44.0	43.8	43.9	48.9
24	43.2	48.8	43.7	48.6	43.7	48.5	48.1
10-12	43.8	43.4	43.4	43.9	43.8	43.3	44.0
0-24	43.7	43.1	43.3	43.4	43.2	43.3	43.6

7 Day Ave	43.4

Pagham ATC 1, Sefter Road

Channel 2 - Westbound Speed Summary **Week 1**

Speed (MPH)	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
0-25	155	125	139	91	53	48	68
26-40	1592	1553	1509	1550	1271	1032	1507
41-55	426	371	470	554	553	489	397
56-	2	6	9	7	14	12	3
TOTAL	2175	2055	2127	2202	1891	1581	1975

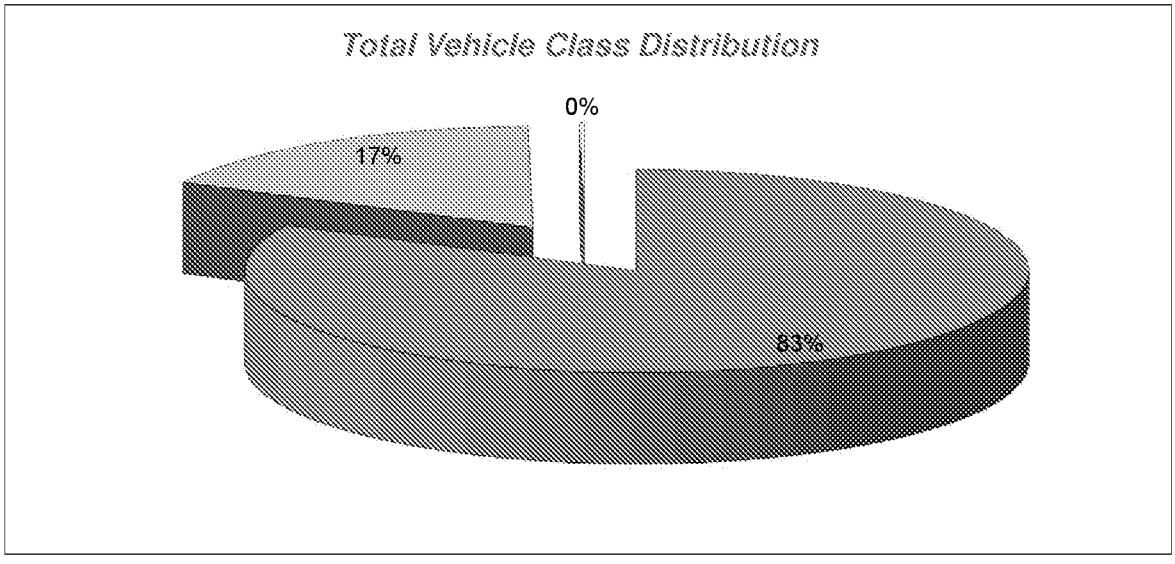


Pagham ATC 1, Sefter Road

Channel 2 - Westbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/09/2015				
7-19	1442	322	3	1767
6-22	1688	352	4	2045
6-24	[illegible]	[illegible]	4	2074
0-24	1797	374	4	2175
16/09/2015				
7-19	1355	302	4	1661
6-22	1588	336	6	1944
6-24	[illegible]	[illegible]	6	1962
0-24	1689	360	6	2055
17/09/2015				
7-19	1384	322	3	1719
6-22	1655	370	4	2029
6-24	[illegible]	[illegible]	4	2031
0-24	1737	386	4	2127
18/09/2015				
7-19	1456	338	3	1797
6-22	1694	375	3	2072
6-24	[illegible]	[illegible]	3	2112
0-24	1808	393	3	2202
19/09/2015				
7-19	1319	245	3	1567
6-22	1536	273	4	1783
6-24	[illegible]	[illegible]	4	1821
0-24	1600	287	4	1891
20/09/2015				
7-19	1082	231	3	1297
6-22	1223	255	3	1481
6-24	[illegible]	[illegible]	3	1592
0-24	1304	274	3	1581
21/09/2015				
7-19	1381	322	6	1709
6-22	1593	347	6	1956
6-24	[illegible]	[illegible]	6	1973
0-24	1608	361	6	1975

Average				
7-19	1330	297	4	1631
6-22	1580	330	4	1884
6-24	[illegible]	[illegible]	4	1911
0-24	1649	348	4	2001

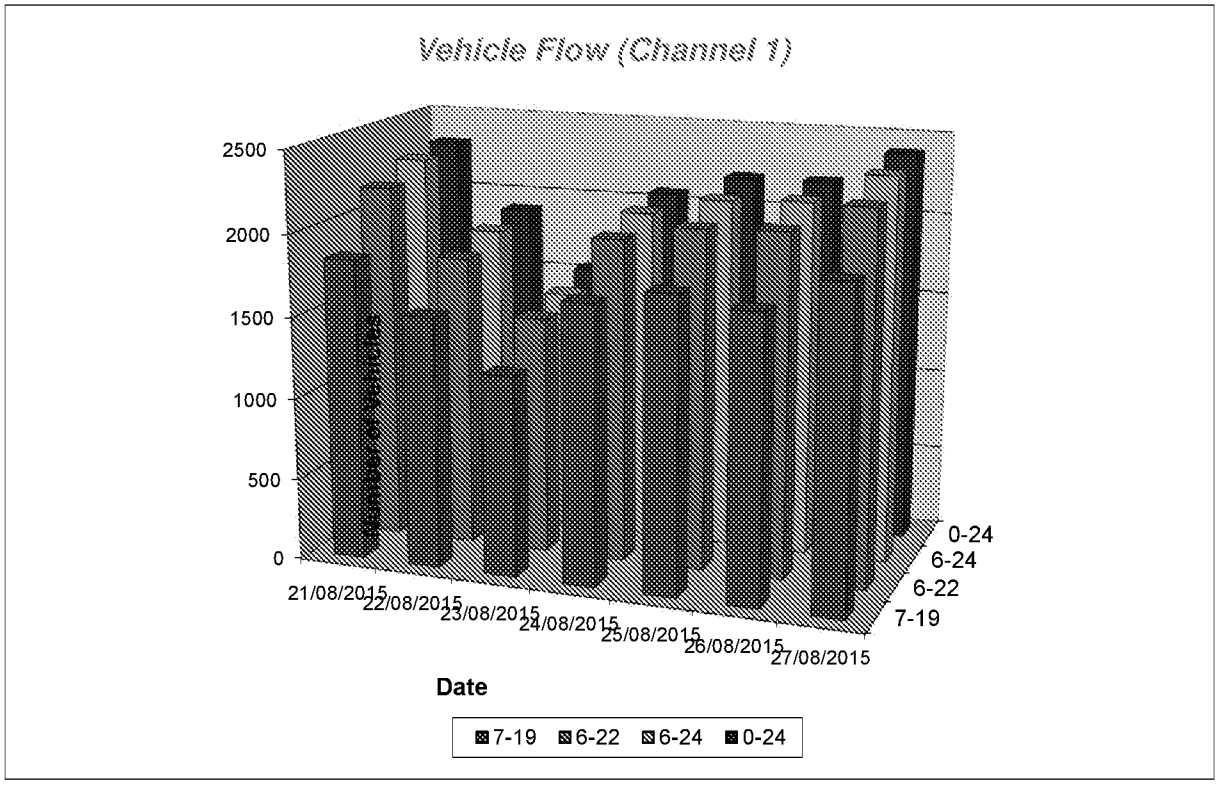


Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Vehicle Flow **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday	5 Day Ave	7 Day Ave
1	8	18	30	13	9	15	16	12	16
2	3	8	6	6	10	3	3	5	6
3	1	5	5	2	3	3	6	3	4
4	1	3	5	2	13	0	4	4	4
5	12	0	1	2	1	0	1	3	2
6	10	10	7	9	17	13	19	14	12
7	22	18	13	22	30	34	33	28	25
8	63	32	15	44	64	50	59	55	47
9	79	64	22	77	67	73	72	74	65
10	79	97	55	99	80	74	87	84	82
11	131	129	84	78	118	93	105	105	105
12	136	146	111	101	123	117	133	122	124
13	135	144	132	119	171	119	132	135	136
14	139	149	123	128	159	128	146	140	139
15	171	169	118	120	160	161	155	153	151
16	180	152	153	167	165	180	197	178	171
17	248	149	167	260	194	223	254	236	214
18	262	165	137	281	257	286	312	280	243
19	218	138	109	226	236	230	287	239	209
20	135	102	101	106	108	173	150	134	125
21	114	94	71	89	84	102	81	94	91
22	71	38	41	55	51	44	54	55	51
23	67	46	29	41	52	62	57	56	51
24	29	29	15	25	27	21	40	28	27

7-19	1841	1534	1236	1700	1794	1734	1939	1802	1681
6-22	2183	1768	1452	1972	2087	2087	2287	2113	1872
6-24	2312	1903	1550	2072	2187	2204	2403	2238	2082
0-24	2314	1905	1550	2072	2189	2204	2403	2238	2082



Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Average Speed **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	38.0	38.8	39.3	38.0	39.7	30.6	41.4
2	36.3	36.8	38.8	38.0	38.0	41.3	38.0
3	38.0	42.0	42.0	45.5	44.7	41.3	39.7
4	43.0	39.7	40.0	38.0	22.3	-	30.5
5	16.9	-	43.0	43.0	48.0	-	23.0
6	32.5	34.5	32.3	36.3	35.6	36.1	32.6
7	35.5	37.4	32.6	35.4	37.7	31.3	30.6
8	37.0	35.4	39.3	33.7	34.3	33.9	34.2
9	37.3	36.7	34.2	22.1	35.0	36.6	35.8
10	35.8	36.6	34.9	25.9	35.0	32.9	34.8
11	36.0	36.8	34.1	24.9	35.0	33.1	34.9
12	35.1	35.0	33.9	24.1	34.7	33.5	34.7
13	36.1	36.8	34.4	31.9	33.1	35.0	35.3
14	35.6	35.4	36.7	31.5	32.7	33.8	36.5
15	37.1	37.7	36.3	32.7	29.3	31.1	35.0
16	36.5	36.3	35.3	33.8	32.5	31.2	35.2
17	37.3	33.3	37.1	32.6	33.7	34.2	36.4
18	36.0	36.3	36.1	34.5	36.3	36.2	35.8
19	35.2	36.0	35.8	35.3	33.5	35.7	35.0
20	36.8	34.9	33.0	33.5	35.4	32.9	34.1
21	32.9	31.6	35.9	36.8	36.6	36.1	34.5
22	35.6	35.5	38.0	35.2	37.3	35.8	36.5
23	37.2	37.2	39.6	37.9	36.5	36.2	37.3
24	37.1	37.7	39.3	39.2	38.7	39.4	41.1
10-12	35.9	35.9	34.0	24.5	34.8	33.3	34.8
0-24	36.0	35.9	35.7	32.4	34.2	34.2	35.4

7 Day Ave	34.8

Channel 1 - Eastbound 85th Percentile

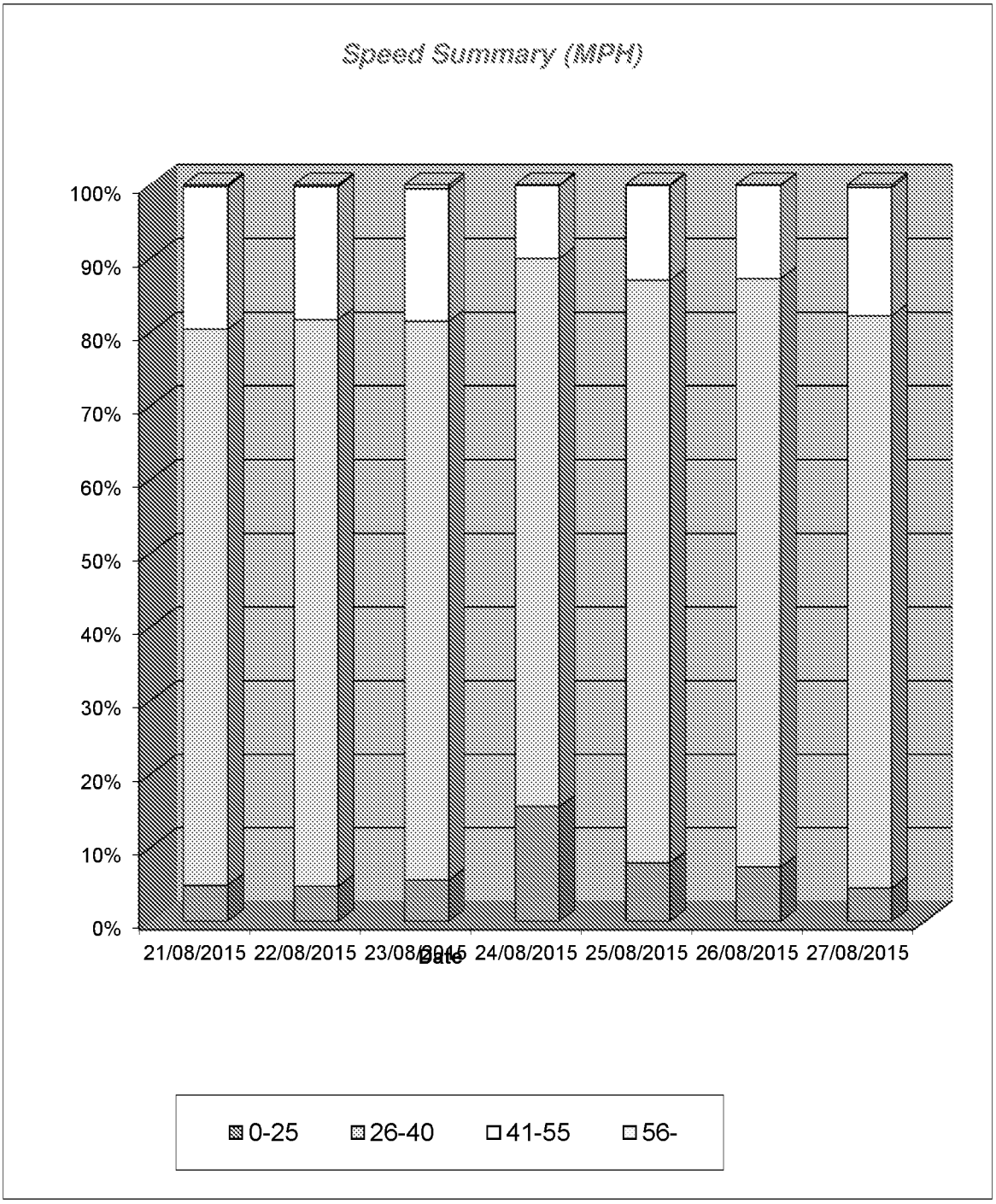
Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	38.7	43.6	43.9	43.6	48.2	43.1	48.3
2	43.5	38.3	49.0	48.7	43.9	43.7	43.8
3	-	48.3	58.4	53.9	48.7	48.9	48.3
4	-	48.8	43.3	38.8	38.5	-	38.2
5	28.3	-	-	48.0	-	-	-
6	43.8	43.8	38.2	38.5	38.1	38.5	43.3
7	43.0	43.6	43.6	43.9	43.8	43.1	43.3
8	43.8	44.0	48.4	38.4	43.5	38.8	43.0
9	43.8	43.9	48.4	33.7	43.8	43.4	43.5
10	43.7	43.2	43.7	33.5	43.6	38.5	43.2
11	43.0	43.7	38.3	33.5	38.8	38.5	43.9
12	43.4	39.0	38.6	33.5	43.0	38.2	38.6
13	43.9	43.2	38.2	38.4	38.2	38.3	43.8
14	43.8	43.5	43.2	38.4	38.1	38.1	43.9
15	43.4	43.1	43.6	38.3	38.1	38.6	43.3
16	44.0	44.0	43.1	38.1	38.3	38.2	38.5
17	43.9	38.7	43.5	38.2	38.1	38.9	43.1
18	43.1	43.0	43.9	44.0	43.0	43.1	43.6
19	43.9	43.6	43.3	43.1	43.5	43.4	43.4
20	43.4	43.1	43.8	43.4	43.7	43.3	44.0
21	43.5	38.1	43.4	43.4	43.5	43.9	43.1
22	43.8	43.8	43.3	43.5	43.8	43.8	43.9
23	43.1	43.3	48.9	43.2	43.1	43.3	43.6
24	43.6	43.0	43.6	43.5	48.2	48.7	53.3
10-12	43.5	43.3	36.6	33.5	38.7	38.3	38.1
0-24	43.6	43.3	43.1	38.5	38.4	43.0	43.2

7 Day Ave	41.9

Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Speed Summary **Week 1**

Speed (MPH)	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
0-25	113	91	86	323	174	162	108
26-40	1747	1466	1177	1542	1740	1762	1868
41-55	449	344	279	205	283	279	418
56-	5	4	8	2	2	1	9
TOTAL	2314	1905	1550	2072	2199	2204	2403

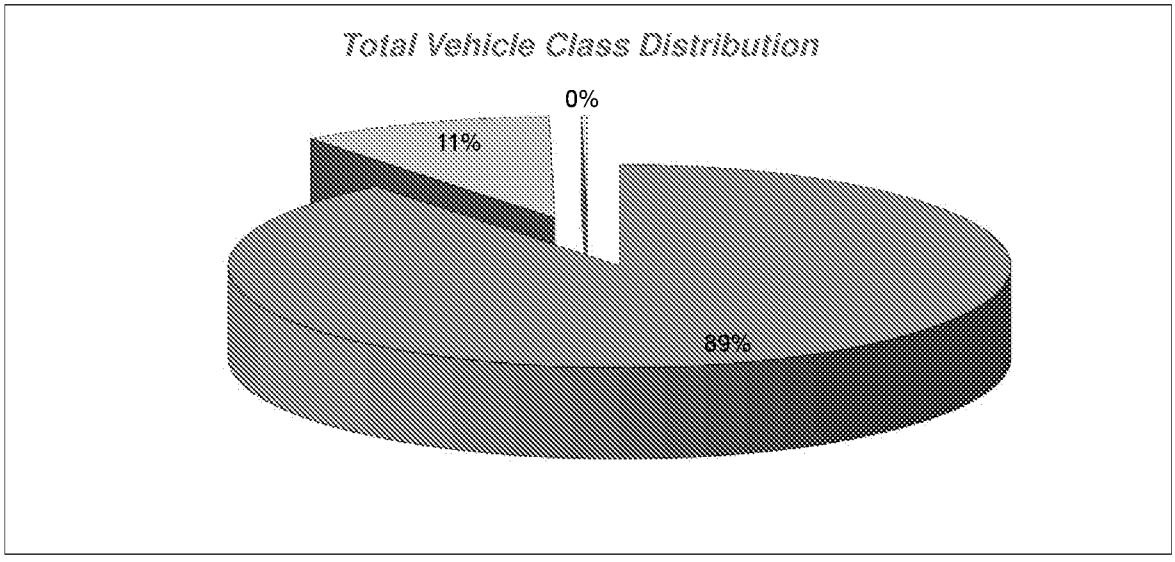


Pagham ATC 1, Sefter Road

Channel 1 - Eastbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/08/2015				
7-19	1645	192	4	1841
6-22	1950	228	5	2183
6-24	[illegible]	[illegible]	7	2279
0-24	2070	235	9	2314
22/08/2015				
7-19	1404	128	2	1534
6-22	1637	147	2	1786
6-24	[illegible]	[illegible]	2	1861
0-24	1746	157	2	1905
23/08/2015				
7-19	1121	105	0	1226
6-22	1346	110	2	1452
6-24	[illegible]	[illegible]	2	1496
0-24	1435	113	2	1550
24/08/2015				
7-19	1484	212	4	1700
6-22	1734	234	4	1972
6-24	[illegible]	[illegible]	4	2038
0-24	1831	237	4	2072
25/08/2015				
7-19	1567	223	4	1794
6-22	1813	250	4	2067
6-24	[illegible]	[illegible]	4	2146
0-24	1933	261	5	2199
26/08/2015				
7-19	1504	229	1	1734
6-22	1822	263	2	2087
6-24	[illegible]	[illegible]	2	2179
0-24	1931	270	3	2204
27/08/2015				
7-19	1713	221	5	1939
6-22	2009	243	7	2257
6-24	[illegible]	[illegible]	7	2354
0-24	2134	261	8	2403

Average				
7-19	1451	167	3	1681
6-22	1757	211	4	1972
6-24	[illegible]	[illegible]	4	2048
0-24	1869	219	5	2092

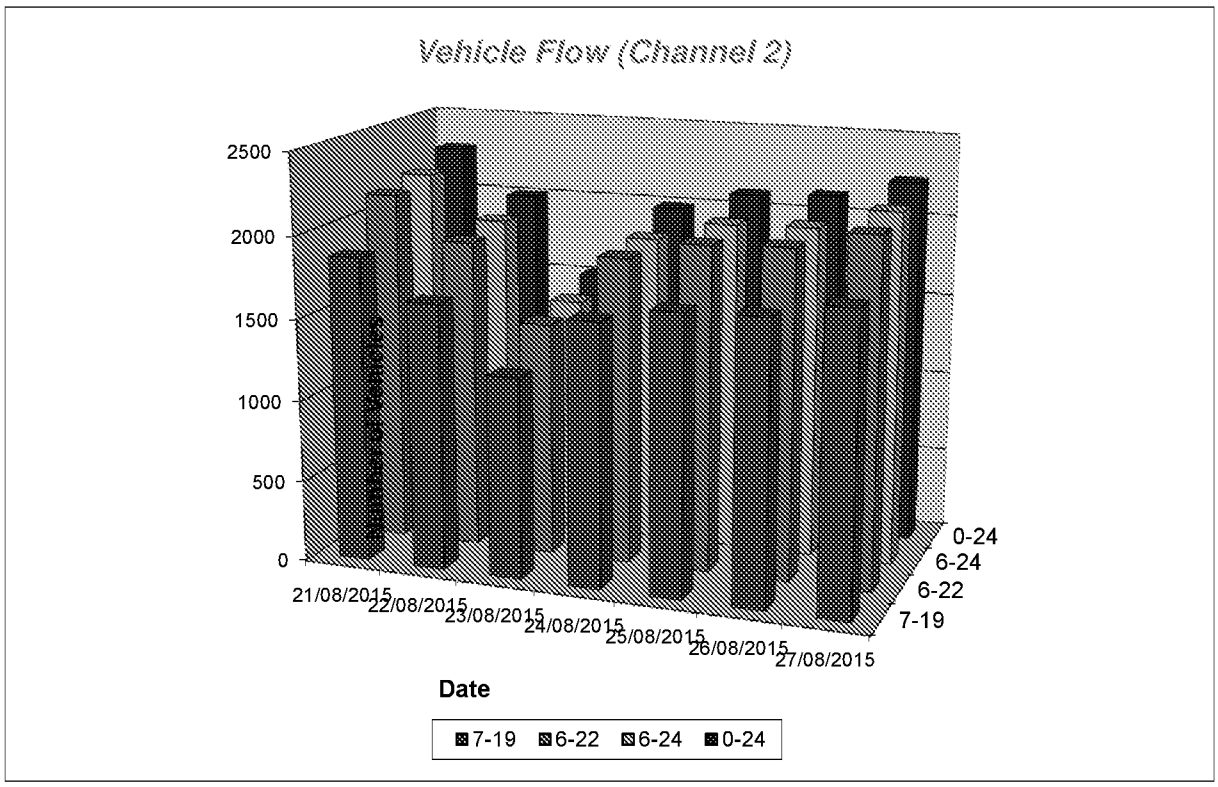


Pagham ATC 1, Sefter Road

Channel 2 - Westbound | Vehicle Flow | **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday	5 Day Ave	7 Day Ave
1	5	8	8	8	3	3	2	4	5
2	1	3	6	4	5	3	1	3	3
3	1	2	2	2	2	1	4	2	2
4	2	4	1	1	5	3	4	3	3
5	8	5	4	8	4	7	7	7	6
6	74	50	41	77	75	85	70	78	67
7	122	91	54	114	120	123	124	121	107
8	208	112	63	211	212	222	218	214	178
9	207	133	54	209	232	205	223	215	180
10	194	162	119	145	190	133	160	164	158
11	159	199	155	105	133	136	166	140	150
12	167	198	123	129	128	148	153	145	149
13	144	137	125	134	137	122	143	138	135
14	124	130	136	134	123	135	135	130	131
15	138	114	95	135	123	124	126	129	122
16	160	94	110	100	99	111	126	119	114
17	124	125	84	113	105	116	133	116	114
18	124	131	86	103	106	118	115	113	112
19	118	94	81	88	113	145	109	115	107
20	81	72	67	82	96	87	87	87	82
21	47	57	51	37	41	47	65	47	49
22	35	46	29	34	26	33	33	32	34
23	35	25	19	13	22	18	30	24	23
24	11	17	12	6	8	5	10	8	10

7-19	1887	1639	1231	1806	1701	1715	1807	1739	1651
6-22	2182	1898	1423	1972	1984	2005	2118	2036	1923
6-24	2193	1915	1435	1978	1992	2013	2128	2045	1933
0-24	2289	2009	1525	1992	2108	2130	2244	2153	2042



Pagham ATC 1, Sefter Road

Channel 2 - Westbound Average Speed **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	42.0	40.5	42.4	39.9	41.3	41.3	40.5
2	38.0	43.0	42.2	43.0	43.5	41.3	23.0
3	48.0	48.0	43.0	38.0	33.0	33.0	41.8
4	35.5	41.8	43.0	38.0	39.0	39.7	35.5
5	35.8	32.5	38.0	33.9	48.0	36.2	30.9
6	35.5	39.1	36.7	35.9	37.9	37.0	37.3
7	37.4	35.9	33.7	33.8	37.0	36.9	36.6
8	39.9	39.2	35.6	36.2	38.5	37.3	38.3
9	38.5	40.4	40.6	25.9	38.0	38.5	38.4
10	37.9	40.1	36.8	30.4	38.2	34.6	39.1
11	38.1	38.5	35.2	27.7	37.0	35.2	36.5
12	39.5	38.9	35.4	26.9	36.2	36.7	37.7
13	39.2	39.3	36.5	32.0	35.1	36.0	37.1
14	40.1	40.4	37.6	33.2	35.6	35.7	37.7
15	38.0	39.1	39.6	35.2	31.9	32.6	37.6
16	38.8	38.8	38.5	35.0	33.7	33.8	39.3
17	38.5	38.1	40.2	38.0	34.6	35.6	39.7
18	39.3	38.6	40.0	37.2	37.4	38.6	38.8
19	38.5	37.1	40.8	38.0	38.1	39.2	39.4
20	38.5	39.5	38.0	35.6	36.8	33.8	36.1
21	40.1	37.7	41.0	39.1	38.4	38.4	38.8
22	38.0	39.4	40.1	39.0	37.6	39.1	38.5
23	39.9	39.0	39.3	38.8	39.4	38.3	40.2
24	37.5	38.9	40.1	38.0	38.0	41.0	39.5

10-12	38.6	38.7	38.3	27.2	36.2	36.6	37.1
0-24	38.7	38.9	37.8	33.2	36.8	36.4	36.1

7 Day Ave	37.1

Channel 2 - Westbound 85th Percentile

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	49.0	48.7	48.1	43.4	43.8	48.4	43.3
2	-	48.9	53.2	48.9	66.2	43.1	-
3	-	53.4	48.0	38.1	38.5	-	53.7
4	38.3	43.3	-	-	48.2	43.6	43.8
5	43.5	43.3	53.5	43.3	58.2	48.8	43.3
6	43.9	48.2	48.6	43.1	43.3	43.5	48.7
7	48.5	43.5	43.2	43.2	48.8	43.2	43.4
8	48.4	48.2	43.5	43.1	43.1	43.9	43.8
9	43.8	48.6	43.7	33.4	43.5	43.4	43.7
10	43.8	48.4	43.8	39.0	43.8	38.3	43.4
11	43.7	43.9	38.4	38.5	43.8	43.8	43.1
12	43.7	48.5	43.9	33.5	43.3	43.2	43.4
13	49.0	48.2	43.7	39.0	44.0	43.4	43.3
14	48.3	48.7	43.1	38.2	43.8	43.2	43.7
15	43.5	43.7	43.6	38.4	38.7	38.9	43.3
16	48.4	43.6	43.7	43.4	38.9	38.6	43.8
17	43.7	43.8	48.0	43.3	38.9	43.4	43.2
18	48.2	43.2	48.4	43.5	43.4	43.4	48.6
19	43.4	43.8	48.4	43.1	43.1	48.9	49.0
20	43.5	48.2	48.3	43.5	44.0	43.6	43.2
21	48.8	44.0	49.0	49.0	43.8	48.9	43.9
22	43.5	43.1	48.8	48.6	43.7	43.5	43.1
23	48.4	48.1	48.7	43.9	43.4	43.3	44.0
24	38.5	43.8	53.4	53.7	48.0	43.9	48.6

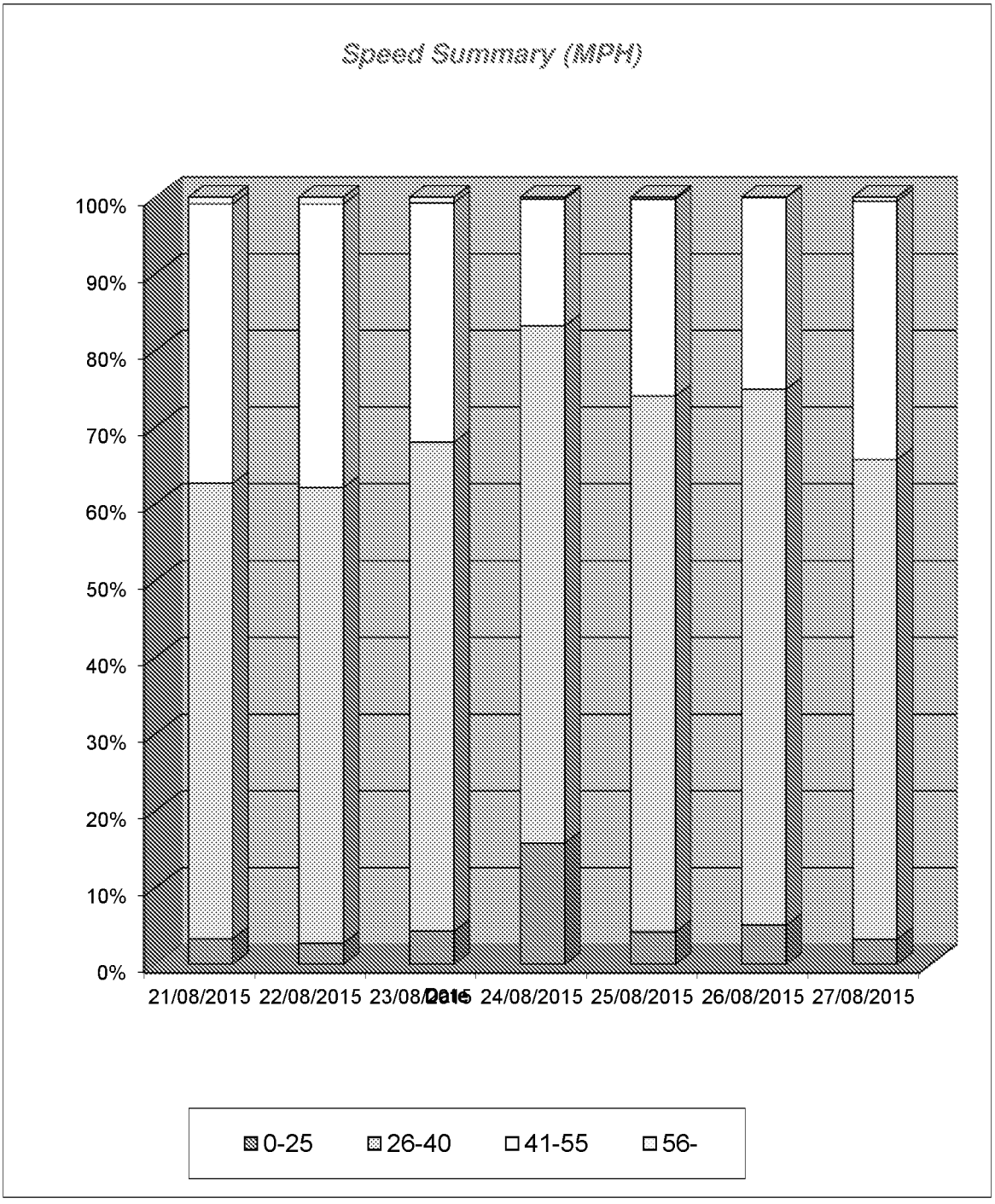
10-12	43.7	43.4	43.7	38.4	43.7	43.3	43.6
0-24	43.5	48.1	43.4	43.1	43.5	43.2	43.6

7 Day Ave	44.1

Pagham ATC 1, Sefter Road

Channel 2 - Westbound Speed Summary **Week 1**

Speed (MPH)	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
0-25	77	56	66	315	89	109	74
26-40	1358	1192	972	1343	1472	1488	1402
41-55	834	743	476	329	541	532	756
56-	20	18	11	5	6	1	12
TOTAL	2289	2009	1525	1992	2108	2130	2244

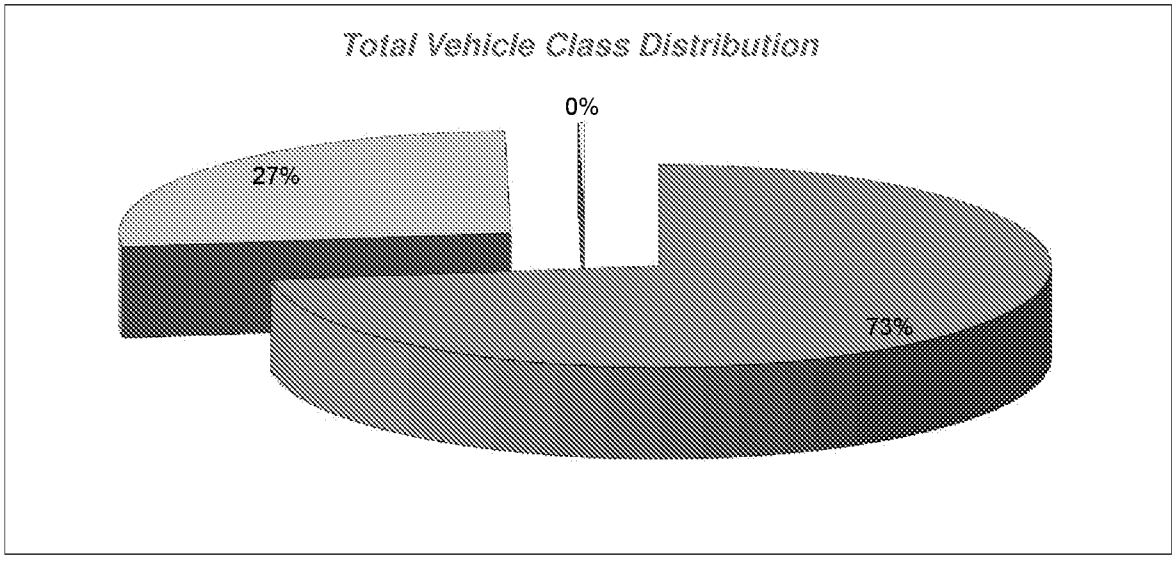


Pagham ATC 1, Sefter Road

Channel 2 - Westbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/08/2015				
7-19	1325	537	5	1867
6-22	1537	608	7	2152
6-24	[illegible]	[illegible]	7	2198
0-24	1646	636	7	2289
22/08/2015				
7-19	1190	434	5	1629
6-22	1407	482	6	1895
6-24	[illegible]	[illegible]	6	1937
0-24	1490	513	6	2009
23/08/2015				
7-19	697	533	1	1231
6-22	1055	378	2	1432
6-24	[illegible]	[illegible]	2	1483
0-24	1131	392	2	1525
24/08/2015				
7-19	1208	396	1	1605
6-22	1427	444	2	1873
6-24	[illegible]	[illegible]	2	1892
0-24	1531	459	2	1992
25/08/2015				
7-19	1238	458	5	1701
6-22	1456	526	6	1984
6-24	[illegible]	[illegible]	6	2014
0-24	1547	555	6	2108
26/08/2015				
7-19	1257	456	2	1715
6-22	1471	621	3	2095
6-24	[illegible]	[illegible]	3	2028
0-24	1559	568	3	2130
27/08/2015				
7-19	1189	611	7	1807
6-22	1458	701	9	2118
6-24	[illegible]	[illegible]	9	2166
0-24	1500	735	9	2244

Average				
7-19	1186	461	4	1651
6-22	1393	524	5	1922
6-24	[illegible]	[illegible]	5	1955
0-24	1486	551	5	2042

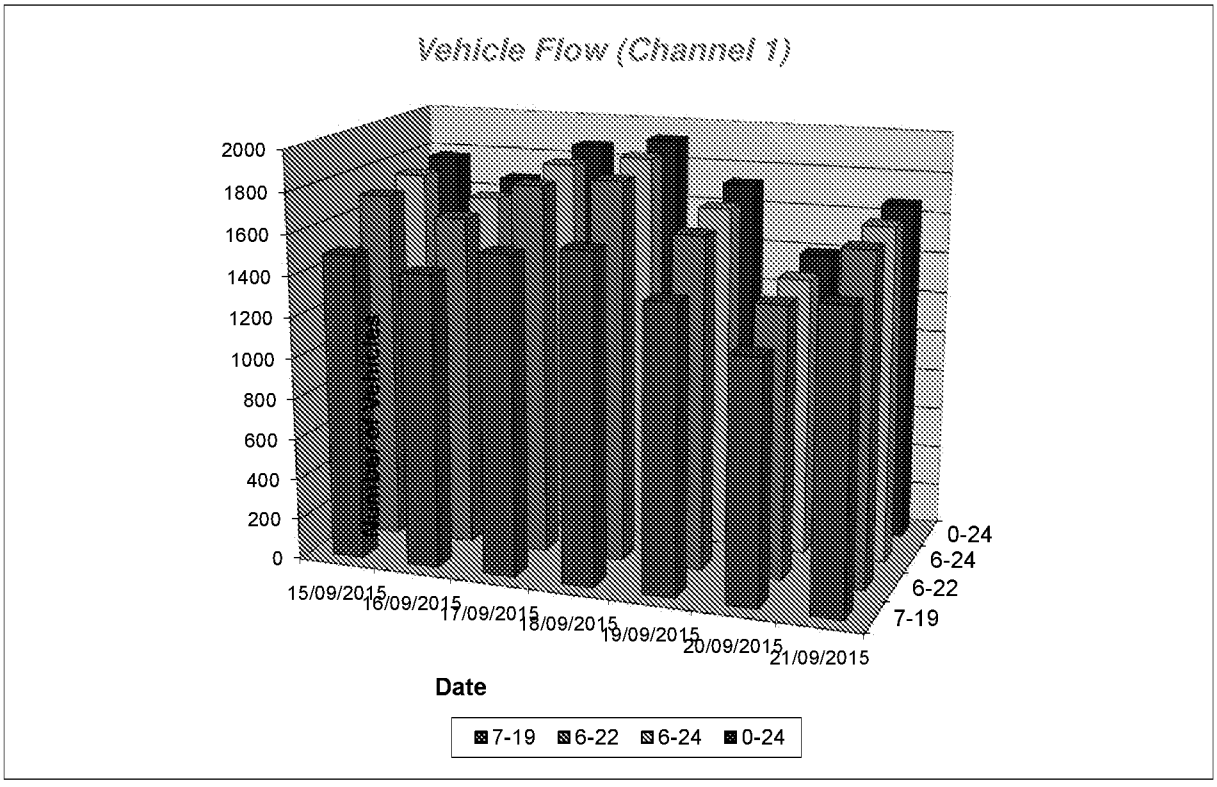


Pagham ATC 2, Hook Lane

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday	5 Day Ave	7 Day Ave
1	3	3	4	2	22	13	4	3	7
2	1	1	1	2	9	7	3	2	3
3	3	1	0	2	5	2	2	2	2
4	2	0	2	8	2	2	2	3	3
5	5	6	7	4	5	8	5	5	6
6	15	19	18	11	8	7	14	15	13
7	50	52	61	48	31	11	43	51	42
8	79	93	79	77	53	26	83	82	70
9	139	130	139	132	85	57	147	137	118
10	131	143	140	174	125	116	168	151	142
11	141	143	149	159	171	157	125	143	149
12	159	121	145	145	144	150	124	139	141
13	134	118	133	108	149	114	122	123	125
14	109	104	118	154	113	112	111	119	117
15	136	121	137	141	117	99	127	132	125
16	131	139	153	132	122	94	127	136	128
17	104	92	109	122	99	83	94	104	100
18	119	118	136	127	118	93	111	122	117
19	113	110	119	133	100	83	111	117	110
20	80	72	96	95	101	75	60	81	83
21	51	41	53	69	48	31	38	50	47
22	34	28	39	36	47	28	24	32	34
23	20	18	25	33	30	21	20	23	24
24	18	12	13	13	25	13	10	13	15

7-19	1495	1432	1557	1804	1398	1184	1450	1538	1446
6-22	1716	1635	1808	1852	1623	1328	1613	1732	1651
6-24	1763	1651	1822	1865	1648	1341	1623	1756	1690
0-24	1777	1685	1878	1927	1729	1402	1675	1788	1724



Pagham ATC 2, Hook Lane

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	39.7	39.7	35.5	33.0	36.3	36.8	43.0
2	38.0	43.0	13.0	30.5	38.0	33.7	34.7
3	41.3	13.0	-	38.0	38.0	35.5	38.0
4	28.0	-	43.0	31.1	40.5	35.5	23.0
5	34.0	37.2	38.0	34.2	38.0	38.0	35.0
6	35.3	37.2	36.3	39.4	39.6	34.4	38.4
7	35.3	35.7	35.0	36.4	34.5	33.9	34.9
8	35.7	35.0	35.9	35.7	36.7	36.1	35.7
9	34.1	35.3	35.4	35.2	36.7	35.9	34.7
10	34.2	33.8	33.2	33.2	34.1	35.9	33.6
11	33.2	33.2	33.9	34.0	34.4	34.4	33.1
12	33.1	32.9	33.7	33.8	34.4	34.4	33.2
13	34.9	32.6	33.9	35.4	36.1	35.1	34.1
14	34.7	34.3	35.2	34.7	34.8	33.9	33.8
15	33.0	33.6	33.7	35.7	34.3	34.6	34.9
16	34.9	34.0	34.3	35.3	35.1	34.6	35.4
17	35.2	34.9	36.7	33.9	36.8	35.8	35.4
18	34.4	35.2	35.4	35.6	34.9	35.1	34.7
19	35.3	34.6	36.2	35.4	35.4	36.6	35.0
20	35.6	35.1	34.2	35.6	34.6	34.3	35.6
21	35.6	37.6	34.8	33.2	32.0	34.8	35.9
22	32.4	34.4	36.6	36.6	33.3	34.2	36.8
23	34.8	35.8	35.8	37.5	36.1	37.0	33.0
24	36.6	35.5	33.4	36.8	34.0	37.6	39.0

10-12	33.2	33.1	33.8	33.9	34.4	34.4	33.1
0-24	34.4	34.3	34.7	34.9	35.0	35.0	34.6

7 Day Ave	34.7

Channel 1 - Northbound 85th Percentile

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	43.7	43.6	48.9	33.1	48.5	43.4	53.8
2	-	-	-	48.6	43.2	38.1	43.3
3	48.6	-	-	43.7	48.9	38.7	43.2
4	28.3	-	43.4	43.9	43.7	43.9	33.5
5	38.3	48.8	38.3	38.8	48.5	43.5	43.3
6	43.8	48.8	48.2	48.0	39.7	48.1	48.3
7	43.0	43.6	43.2	43.5	43.1	38.8	43.0
8	43.8	44.0	43.6	43.9	43.8	43.4	43.5
9	38.8	43.9	43.4	38.4	43.5	43.5	38.2
10	38.7	43.2	38.4	38.7	38.8	43.5	38.9
11	38.0	38.7	38.7	38.5	43.6	38.2	38.6
12	38.4	39.0	38.3	38.5	38.8	38.3	38.8
13	38.9	38.2	38.6	43.5	38.0	38.1	38.9
14	43.8	43.5	43.2	43.4	43.2	38.6	38.3
15	38.4	38.1	38.2	43.4	38.1	38.2	43.5
16	39.0	39.0	38.6	43.3	43.1	38.9	43.1
17	43.9	38.7	43.1	38.1	43.3	38.1	43.6
18	38.1	38.0	43.5	43.2	43.1	38.4	38.4
19	43.9	38.6	43.9	44.0	38.0	43.3	39.0
20	43.4	43.1	38.3	38.1	43.5	38.9	38.1
21	43.5	43.1	38.8	38.4	33.7	38.8	43.9
22	38.8	43.8	43.4	43.4	38.5	43.3	43.6
23	38.1	43.3	43.3	43.5	43.8	43.7	38.3
24	43.6	43.0	38.9	38.2	43.1	48.3	48.1

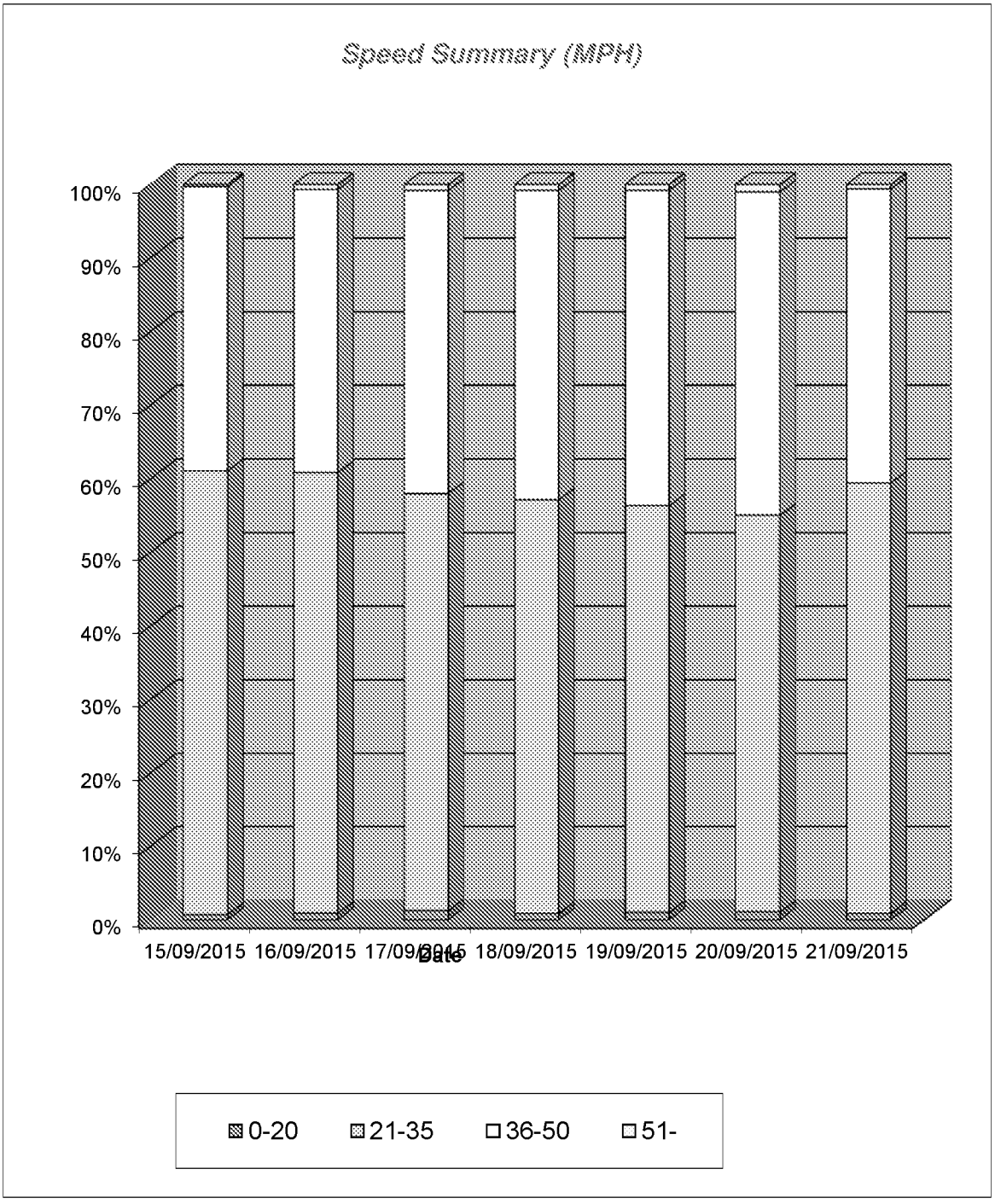
10-12	38.5	38.3	38.6	38.5	38.2	38.1	38.5
0-24	38.6	38.3	43.4	43.6	43.5	43.3	39.0

7 Day Ave	41.4

Pagham ATC 2, Hook Lane

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
0-20	13	16	24	17	18	15	15
21-35	1073	1010	1065	1085	957	757	981
36-50	686	648	772	810	741	616	669
51-	5	11	15	15	13	14	10
TOTAL	1777	1685	1876	1927	1729	1402	1675

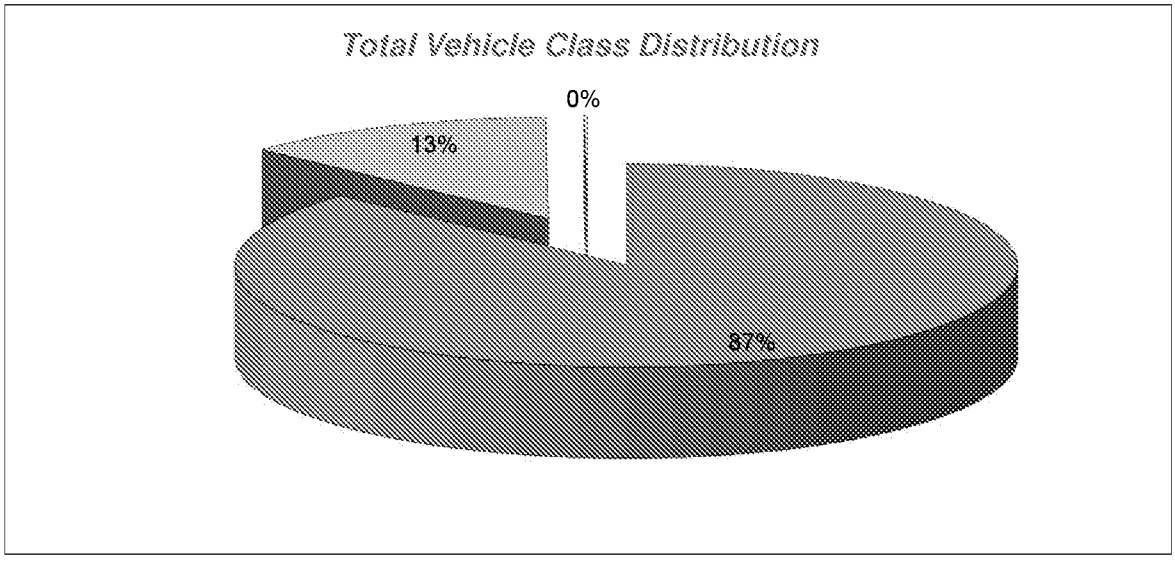


Pagham ATC 2, Hook Lane

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/09/2015				
7-19	1297	196	2	1495
6-22	1482	235	2	1719
6-24	1541	234	2	1777
0-24	1541	234	2	1777
16/09/2015				
7-19	1231	200	1	1432
6-22	1400	224	1	1625
6-24	1455	229	1	1685
0-24	1455	229	1	1685
17/09/2015				
7-19	1338	217	2	1557
6-22	1558	248	2	1808
6-24	1594	248	2	1844
0-24	1622	252	2	1876
18/09/2015				
7-19	1376	228	1	1604
6-22	1597	254	1	1852
6-24	1641	256	1	1898
0-24	1662	264	1	1927
19/09/2015				
7-19	1229	165	2	1396
6-22	1438	186	2	1623
6-24	1483	193	2	1678
0-24	1534	193	2	1729
20/09/2015				
7-19	1060	120	4	1184
6-22	1185	138	4	1329
6-24	1251	140	4	1395
0-24	1256	142	4	1402
21/09/2015				
7-19	1239	218	3	1459
6-22	1378	240	3	1615
6-24	1421	251	3	1675
0-24	1428	244	3	1675

Average				
7-19	1291	192	2	1485
6-22	1433	216	2	1651
6-24	1478	218	2	1698
0-24	1500	223	2	1724

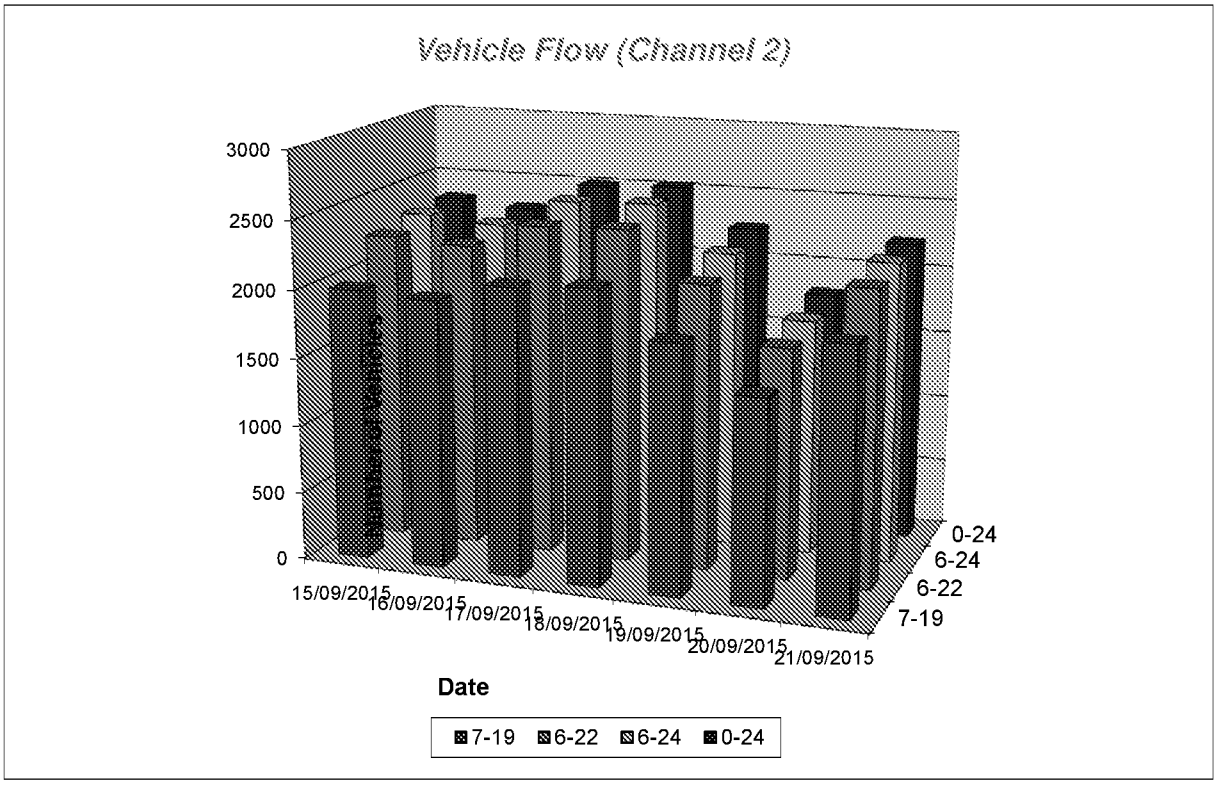


Pagham ATC 2, Hook Lane

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday	5 Day Ave	7 Day Ave
1	3	6	4	6	35	24	4	5	12
2	4	1	4	5	17	12	4	4	7
3	4	0	0	3	6	9	1	2	3
4	0	2	0	4	1	5	1	1	2
5	2	2	5	1	4	3	2	2	3
6	5	4	6	5	7	5	6	5	5
7	23	25	25	18	12	8	17	22	18
8	70	90	74	74	41	22	65	75	62
9	105	93	111	98	88	58	103	102	94
10	107	119	114	146	126	73	112	120	114
11	148	147	178	145	160	134	133	150	149
12	179	169	179	169	173	170	162	172	172
13	160	184	173	211	212	228	191	184	194
14	180	173	155	186	159	162	163	171	168
15	159	174	188	188	171	134	158	173	167
16	269	211	237	238	162	139	239	239	214
17	221	211	242	248	185	155	203	225	209
18	229	231	253	251	173	129	225	238	213
19	166	162	203	189	166	92	160	176	163
20	115	118	139	127	119	89	106	121	116
21	76	73	79	95	84	64	73	79	76
22	57	57	67	54	60	31	48	57	53
23	36	28	53	47	54	37	39	41	42
24	21	18	22	29	43	16	13	21	23

7-19	1993	1964	2107	2143	1818	1498	1914	2024	1919
6-22	2364	2327	2417	2427	2093	1688	2138	2383	2165
6-24	2364	2327	2417	2427	2093	1688	2138	2384	2250
0-24	2339	2298	2511	2537	2258	1799	2228	2383	2281



Pagham ATC 2, Hook Lane

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	39.7	30.5	34.2	33.8	33.1	33.0	33.0
2	34.2	38.0	38.0	35.0	35.4	33.0	34.2
3	33.0	-	-	33.0	31.3	33.0	43.0
4	-	30.5	-	28.0	38.0	37.0	28.0
5	30.5	33.0	35.0	33.0	39.2	29.7	33.0
6	30.0	34.2	33.0	34.0	33.7	35.0	36.3
7	32.1	31.6	31.2	31.9	33.0	31.1	29.8
8	31.9	31.8	32.1	32.7	31.2	31.9	32.9
9	31.9	33.3	33.0	32.5	33.2	32.1	32.1
10	32.2	31.7	32.3	32.2	32.6	32.2	30.9
11	30.8	31.4	31.4	31.8	31.9	31.7	30.5
12	30.0	31.7	31.4	32.3	33.1	31.5	32.2
13	31.7	31.0	30.8	31.0	32.4	31.6	31.0
14	32.8	31.6	31.9	31.3	32.3	31.9	31.7
15	31.7	31.5	30.3	32.2	29.9	32.2	31.6
16	31.1	31.7	32.4	31.9	33.6	31.8	31.9
17	30.6	31.3	32.6	32.7	32.7	32.5	31.9
18	32.0	31.6	32.3	33.3	32.7	32.4	31.6
19	32.2	31.9	33.0	33.7	32.2	32.7	32.6
20	31.0	31.2	32.5	33.0	32.2	31.3	32.5
21	31.6	31.8	32.0	32.9	30.4	32.9	32.2
22	30.5	29.9	31.8	31.9	31.9	32.5	32.0
23	32.4	33.9	32.3	32.5	30.8	33.4	30.1
24	34.7	33.3	31.2	33.5	31.4	31.8	33.8

10-12	30.4	31.5	31.4	32.0	32.5	31.6	31.4
0-24	31.5	31.6	32.0	32.4	32.3	32.1	31.8

7 Day Ave	32.0

Channel 2 - Southbound 85th Percentile

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	48.1	43.7	38.1	43.7	43.4	38.2	38.3
2	38.0	-	48.1	38.3	38.7	38.2	38.3
3	38.3	-	-	33.4	38.1	38.5	-
4	-	38.4	-	38.4	-	38.4	-
5	33.5	33.3	43.2	-	43.7	38.1	33.0
6	38.9	38.3	43.0	38.1	38.5	38.3	43.7
7	38.5	38.2	38.7	38.6	43.2	38.6	33.8
8	38.4	38.5	38.5	38.3	38.2	33.8	38.3
9	38.8	38.2	38.6	38.1	38.3	38.5	38.7
10	38.8	38.6	38.2	33.2	38.8	38.2	38.4
11	38.7	33.4	38.5	38.1	38.1	38.9	33.8
12	33.7	33.9	33.7	33.4	38.5	38.4	38.7
13	39.0	33.5	33.8	34.0	38.8	33.3	33.4
14	38.3	38.2	38.4	33.5	38.8	38.8	33.1
15	38.5	33.7	33.9	38.5	33.3	38.2	33.4
16	38.4	38.7	38.7	39.0	39.0	38.4	38.3
17	33.7	38.6	38.1	38.2	38.8	38.2	33.7
18	38.2	38.8	38.6	38.4	38.7	38.9	38.3
19	38.4	38.2	38.7	38.4	38.9	38.6	38.8
20	33.5	38.8	38.0	38.3	38.9	33.4	38.2
21	38.8	38.2	38.4	38.5	33.4	38.4	38.6
22	33.5	34.0	38.4	33.1	38.1	38.9	39.0
23	38.4	38.1	38.3	38.5	34.0	38.6	33.2
24	43.5	38.1	39.0	39.0	33.8	38.9	38.9

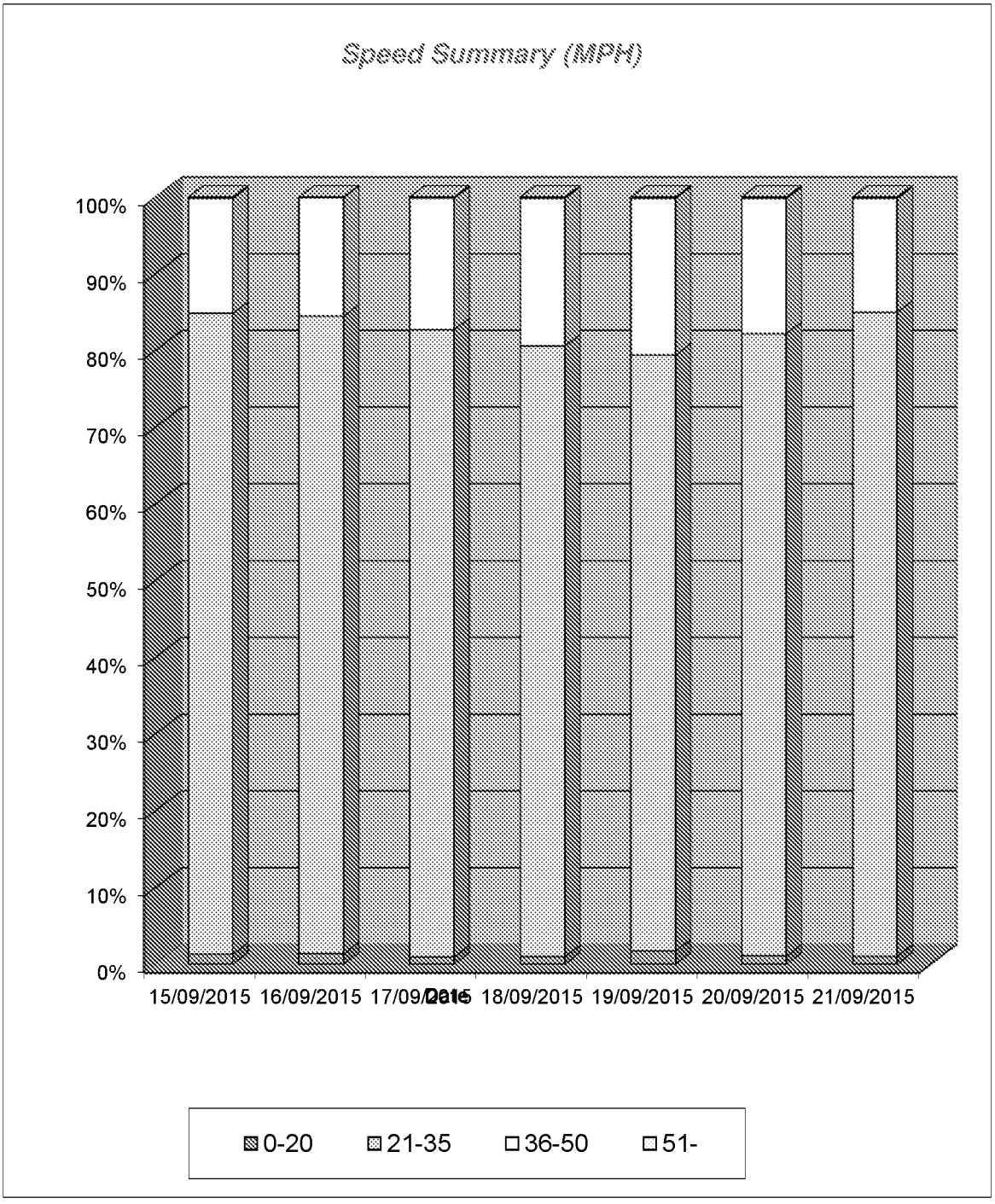
10-12	33.7	33.8	33.9	38.6	38.7	38.5	33.1
0-24	38.5	38.5	38.4	38.7	38.0	38.9	38.6

7 Day Ave	38.5

Pagham ATC 2, Hook Lane

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
0-20	32	32	25	26	40	20	24
21-35	1953	1909	2052	2019	1753	1459	1870
36-50	350	356	431	488	461	317	330
51-	4	1	3	4	4	3	4
TOTAL	2339	2298	2511	2537	2258	1799	2228

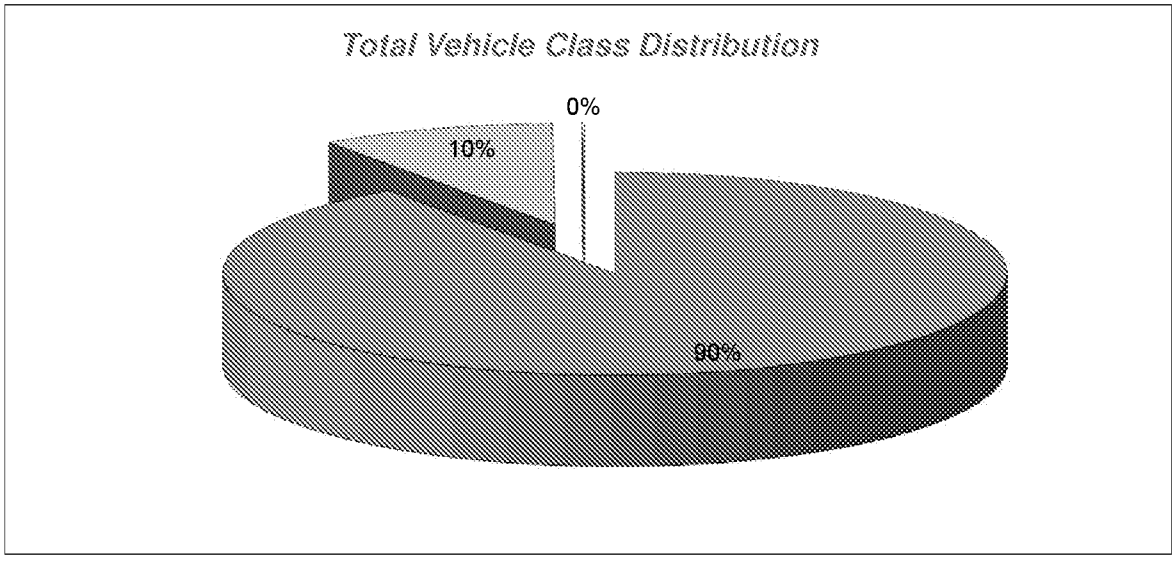


Pagham ATC 2, Hook Lane

Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/09/2015				
7-19	1771	219	3	1993
6-22	2026	241	3	2284
6-24	[illegible]	[illegible]	3	2321
0-24	2089	247	3	2339
16/09/2015				
7-19	1745	217	2	1964
6-22	1997	238	2	2237
6-24	[illegible]	[illegible]	2	2283
0-24	2049	247	2	2298
17/09/2015				
7-19	1887	237	3	2127
6-22	2156	264	3	2417
6-24	[illegible]	[illegible]	3	2492
0-24	2236	270	3	2511
18/09/2015				
7-19	1924	216	3	2143
6-22	2198	236	3	2437
6-24	[illegible]	[illegible]	3	2513
0-24	2290	244	3	2537
19/09/2015				
7-19	1654	161	1	1816
6-22	1917	173	1	2091
6-24	[illegible]	[illegible]	1	2188
0-24	2072	185	1	2258
20/09/2015				
7-19	1402	92	2	1496
6-22	1679	107	3	1789
6-24	[illegible]	[illegible]	3	1741
0-24	1682	114	3	1799
21/09/2015				
7-19	1694	218	2	1914
6-22	1918	237	3	2158
6-24	[illegible]	[illegible]	3	2210
0-24	1984	241	3	2228

Average				
7-19	1722	194	2	1919
6-22	1988	214	3	2185
6-24	[illegible]	[illegible]	3	2256
0-24	2058	221	3	2281

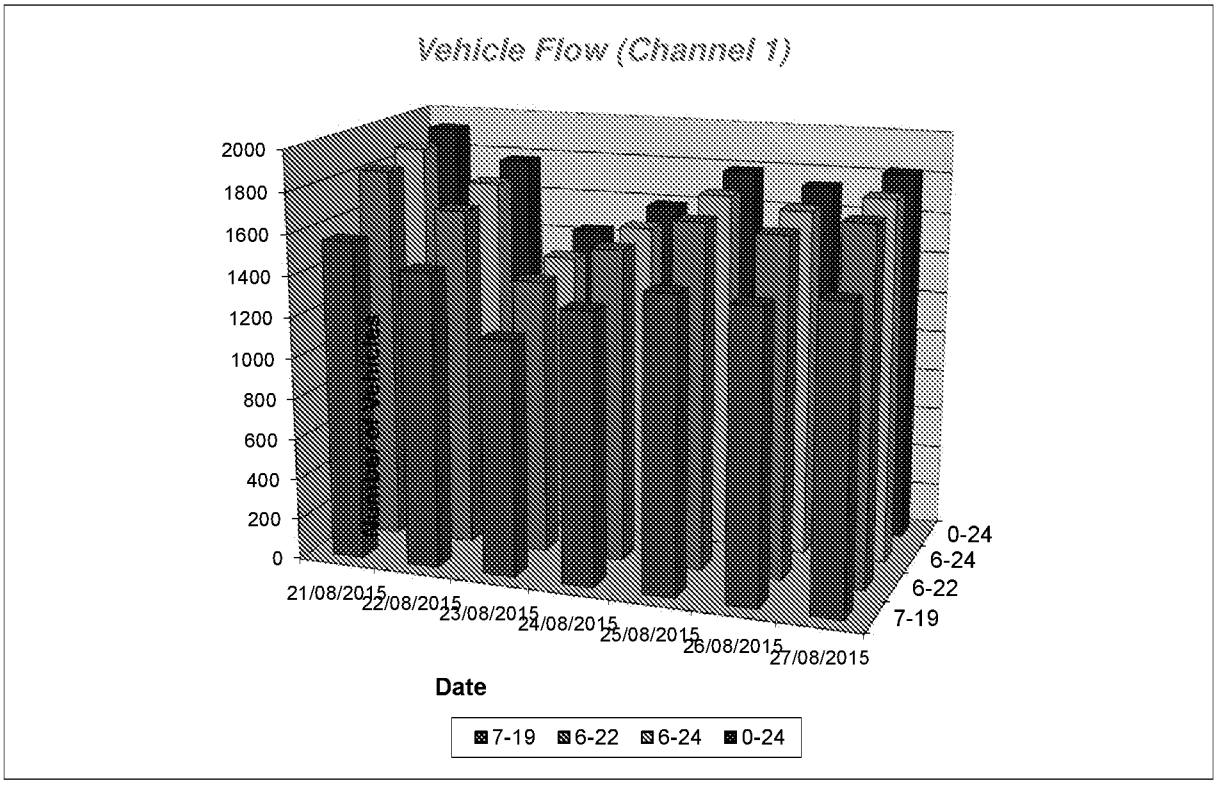


Pagham ATC 2, Hook Lane

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday	5 Day Ave	7 Day Ave
1	9	17	26	5	14	11	10	10	13
2	4	9	15	5	6	5	1	4	6
3	5	5	4	1	2	6	5	4	4
4	3	3	6	2	4	1	3	3	3
5	4	6	5	5	2	3	9	5	5
6	18	11	3	17	21	20	24	20	16
7	47	15	15	43	52	49	44	47	38
8	89	53	24	78	84	80	83	83	70
9	121	97	43	95	118	116	134	117	103
10	160	125	100	123	151	116	149	140	132
11	155	148	102	100	149	135	170	142	137
12	133	157	123	128	155	140	122	138	137
13	122	143	136	122	117	140	148	130	133
14	114	116	118	122	119	136	114	121	120
15	156	130	123	130	111	126	120	129	128
16	127	123	95	115	114	113	113	116	114
17	120	123	98	99	113	106	106	109	109
18	135	113	90	114	97	108	110	113	110
19	128	115	100	100	109	97	96	106	106
20	95	78	62	79	92	84	108	92	85
21	77	64	68	48	55	62	76	64	64
22	49	61	46	31	50	45	41	43	46
23	31	39	18	19	40	25	26	28	28
24	23	28	21	10	15	13	15	15	18

7-19	1580	1443	1152	1336	1437	1413	1465	1440	1399
6-22	1828	1661	1343	1527	1695	1653	1734	1686	1632
6-24	1903	1717	1423	1581	1780	1737	1827	1774	1727
0-24	1925	1779	1441	1591	1780	1737	1827	1774	1727



Pagham ATC 2, Hook Lane

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	34.7	35.5	34.0	42.0	35.5	37.1	40.5
2	36.8	33.0	34.7	35.0	40.5	33.0	33.0
3	34.0	34.0	31.8	33.0	38.0	33.0	34.0
4	43.0	43.0	43.0	20.5	31.8	23.0	41.3
5	39.2	39.7	38.0	35.0	38.0	43.0	36.3
6	36.1	38.5	36.3	36.8	34.2	34.8	35.5
7	33.6	32.7	38.3	35.3	34.6	34.9	33.9
8	35.9	35.3	35.3	34.4	34.8	34.7	35.8
9	34.5	34.2	34.7	34.1	34.4	34.5	34.5
10	33.8	34.3	33.0	33.7	34.3	33.6	33.7
11	34.6	33.8	34.5	32.2	33.8	33.9	33.2
12	34.5	35.6	34.4	34.2	33.3	33.5	33.0
13	33.9	35.0	34.0	33.8	33.2	33.5	33.4
14	34.2	35.3	34.6	33.2	33.5	34.3	32.5
15	34.7	35.3	33.7	33.5	35.3	34.0	33.2
16	35.4	35.6	36.1	35.0	35.0	34.5	33.9
17	35.3	33.5	35.8	34.6	34.8	35.8	34.4
18	35.5	35.3	34.1	34.2	34.6	36.1	35.9
19	35.0	34.4	35.2	35.2	34.4	34.9	35.6
20	35.6	37.3	35.0	35.5	36.4	34.8	35.6
21	33.2	33.6	35.6	34.4	35.1	34.5	35.2
22	34.9	33.3	34.1	38.3	35.3	33.9	34.5
23	33.8	35.4	34.9	36.4	35.5	35.4	36.1
24	36.3	35.3	34.7	39.5	34.3	36.1	35.3

10-12	34.6	34.7	34.4	33.3	33.8	33.7	33.1
0-24	34.7	34.9	34.7	34.3	34.5	34.4	34.3

7 Day Ave	34.5

Channel 1 - Northbound 85th Percentile

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	38.7	43.6	39.0	48.7	48.9	48.7	48.2
2	38.5	38.3	38.4	43.9	58.7	48.9	-
3	53.6	43.3	33.3	-	43.5	48.5	43.3
4	48.3	43.8	48.2	28.0	33.4	-	48.3
5	48.3	48.8	53.2	38.5	38.1	48.8	38.0
6	43.8	48.6	38.6	48.9	43.8	43.4	43.5
7	43.0	39.0	48.4	48.4	43.5	43.5	43.2
8	43.8	43.9	43.4	38.7	43.8	43.5	43.9
9	43.8	38.2	43.7	38.5	43.6	43.2	43.6
10	38.7	38.7	38.3	38.5	38.8	38.3	38.8
11	38.0	39.0	43.6	38.5	38.0	38.1	38.9
12	38.4	38.2	38.2	38.4	38.2	38.6	38.3
13	43.9	38.5	38.2	38.4	38.1	38.2	38.5
14	43.8	43.1	43.6	38.3	38.1	38.9	38.1
15	43.4	44.0	38.1	38.1	38.3	38.1	38.6
16	44.0	43.7	43.5	43.2	38.1	38.4	43.4
17	43.9	38.0	38.9	39.0	38.0	43.3	39.0
18	43.1	38.6	38.3	38.1	38.5	43.9	43.1
19	43.9	38.1	38.8	43.4	38.7	38.8	43.9
20	43.4	43.1	43.4	43.4	43.5	43.3	43.6
21	38.5	38.8	43.3	38.5	43.8	38.7	43.3
22	38.8	38.3	38.9	43.2	43.1	38.3	38.1
23	38.1	43.0	43.6	43.5	43.2	43.1	43.5
24	43.6	43.3	38.6	53.3	38.7	43.0	43.2

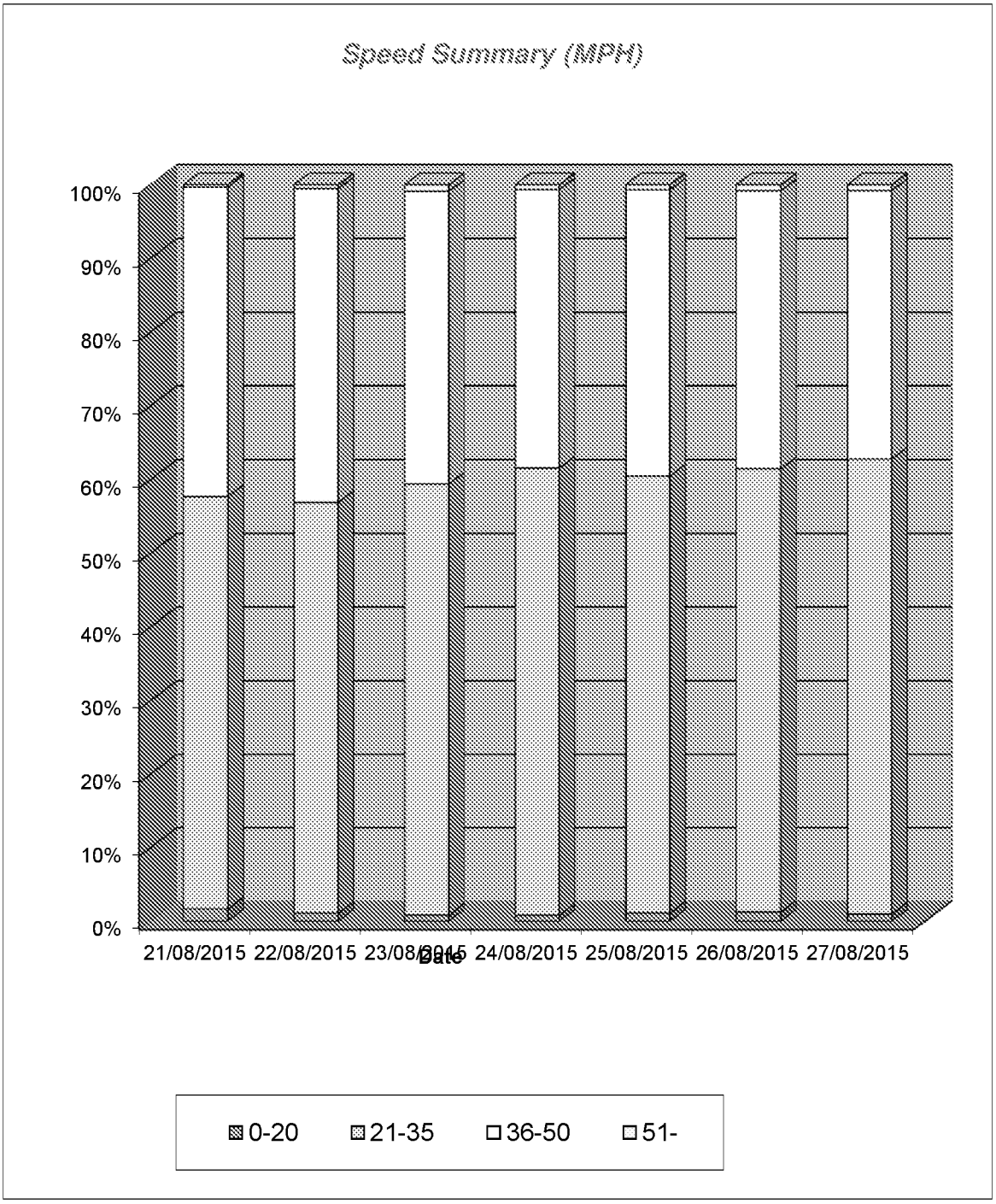
10-12	38.5	38.4	38.4	38.6	38.5	38.3	39.0
0-24	43.6	43.9	38.6	38.2	38.1	38.3	38.0

7 Day Ave	39.3

Pagham ATC 2, Hook Lane

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
0-20	32	19	12	13	20	22	18
21-35	1079	994	844	967	1063	1046	1130
36-50	808	757	572	601	695	655	665
51-	6	9	13	10	12	14	14
TOTAL	1925	1779	1441	1591	1790	1737	1827

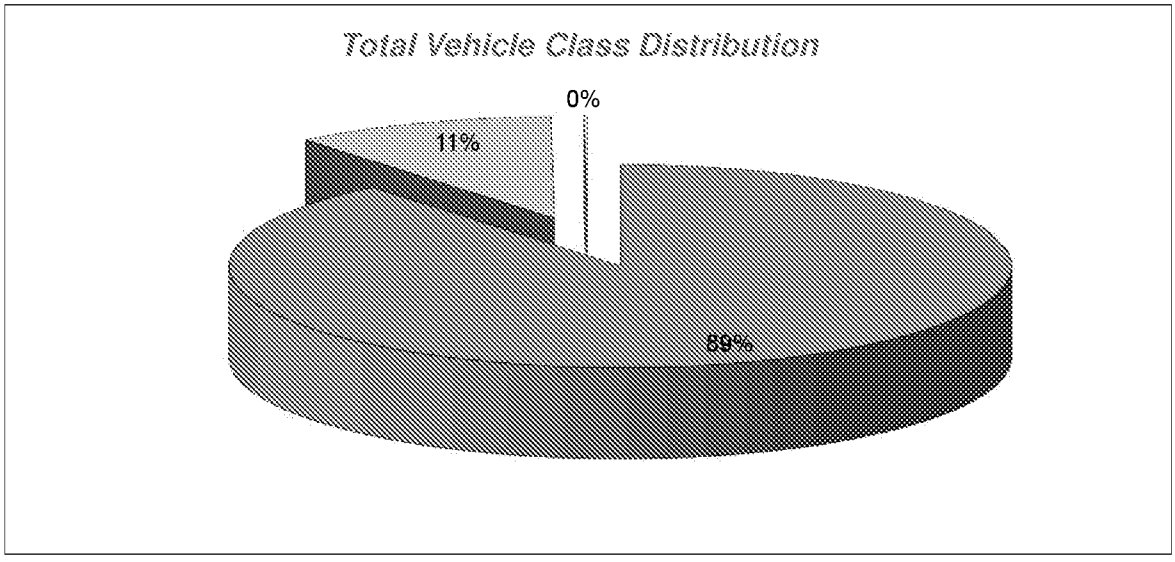


Pagham ATC 2, Hook Lane

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/08/2015				
7-19	1335	190	4	1560
6-22	1611	213	4	1828
6-24	[illegible]	[illegible]	4	1882
0-24	1696	225	4	1925
22/08/2015				
7-19	1283	159	1	1443
6-22	1478	181	1	1661
6-24	[illegible]	[illegible]	1	1728
0-24	1587	191	1	1779
23/08/2015				
7-19	1074	77	1	1152
6-22	1244	98	1	1343
6-24	[illegible]	[illegible]	1	1382
0-24	1334	106	1	1441
24/08/2015				
7-19	1173	152	1	1326
6-22	1388	168	1	1557
6-24	[illegible]	[illegible]	1	1555
0-24	1418	172	1	1591
25/08/2015				
7-19	1281	152	4	1437
6-22	1474	207	5	1686
6-24	[illegible]	[illegible]	6	1741
0-24	1573	211	6	1790
26/08/2015				
7-19	1254	157	2	1413
6-22	1465	186	2	1653
6-24	[illegible]	[illegible]	2	1691
0-24	1543	192	2	1737
27/08/2015				
7-19	1386	177	0	1563
6-22	1528	205	1	1734
6-24	[illegible]	[illegible]	1	1775
0-24	1615	211	1	1827

Average				
7-19	1324	156	2	1399
6-22	1531	180	2	1633
6-24	[illegible]	[illegible]	2	1679
0-24	1538	187	2	1727

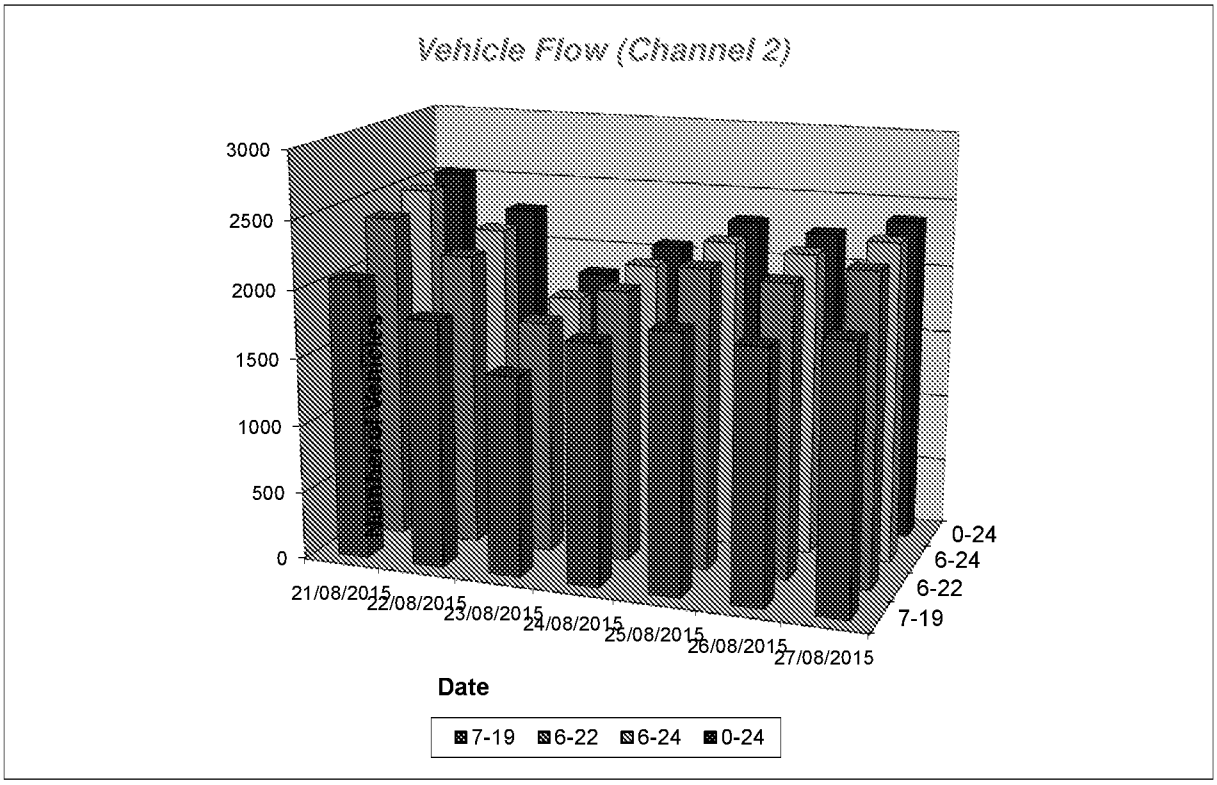


Pagham ATC 2, Hook Lane

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday	5 Day Ave	7 Day Ave
1	17	19	26	5	16	14	9	12	15
2	6	15	12	6	10	4	6	6	8
3	4	3	9	1	4	4	5	4	4
4	0	2	6	3	0	3	2	2	2
5	2	0	1	3	4	3	6	4	3
6	6	8	5	9	6	6	5	6	6
7	17	13	4	12	21	19	10	16	14
8	49	30	31	52	51	45	64	52	46
9	117	78	42	92	89	90	105	96	88
10	132	128	85	112	136	132	138	130	123
11	152	157	126	107	162	137	153	142	142
12	194	191	147	138	187	141	154	163	165
13	192	208	188	164	193	212	177	188	191
14	168	196	156	168	169	138	155	160	164
15	189	149	135	158	151	151	166	163	157
16	191	167	165	187	161	178	188	181	177
17	231	175	169	191	200	228	210	212	201
18	241	200	125	222	219	233	232	229	210
19	207	140	102	176	175	159	198	183	165
20	144	123	103	113	139	127	155	136	129
21	104	116	79	59	86	93	105	89	92
22	69	88	57	44	64	63	67	61	65
23	62	51	33	36	46	52	44	46	46
24	44	30	19	26	21	28	33	30	29

7-19	2383	1819	1471	1767	1893	1844	1940	1901	1828
6-22	2387	2158	1714	1995	2293	2148	2277	2304	2127
6-24	2538	2287	1825	2084	2310	2260	2387	2316	2242
0-24	2538	2287	1825	2084	2310	2260	2387	2316	2242



Pagham ATC 2, Hook Lane

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	31.2	34.6	34.0	33.0	34.2	34.1	31.3
2	28.8	33.7	33.8	33.0	32.0	33.0	33.0
3	30.5	31.3	34.7	28.0	36.8	28.0	34.0
4	-	33.0	38.8	28.0	-	33.0	35.5
5	33.0	-	33.0	36.3	35.5	38.0	35.5
6	33.0	31.8	33.0	28.0	32.2	25.5	29.0
7	32.7	32.6	34.2	35.1	33.0	30.4	33.0
8	30.9	30.0	31.1	30.5	31.8	31.7	32.5
9	33.8	32.1	32.2	31.6	32.3	31.0	31.9
10	32.0	33.3	31.6	31.7	31.3	31.2	30.8
11	32.1	33.5	32.2	31.8	31.4	31.6	29.7
12	32.1	33.2	32.0	30.7	31.3	32.1	30.1
13	32.6	32.7	32.4	31.6	31.1	30.7	30.2
14	32.1	33.0	31.4	32.8	31.2	30.8	31.0
15	32.6	32.9	33.0	30.9	31.3	31.0	30.3
16	33.2	34.2	32.8	32.3	31.7	32.1	31.2
17	33.4	32.1	32.3	32.6	31.0	32.4	31.1
18	32.9	31.7	33.2	32.7	31.7	32.6	32.3
19	33.3	32.1	32.5	33.9	33.6	32.9	31.4
20	31.9	33.4	32.1	32.7	32.6	32.7	31.7
21	31.7	32.1	33.1	32.0	31.4	32.2	31.0
22	31.9	32.7	31.3	33.1	30.7	33.2	30.1
23	32.0	33.1	31.0	32.7	32.3	32.6	30.7
24	32.1	30.3	33.0	33.6	33.0	32.1	34.2

10-12	32.1	33.3	32.1	31.2	31.4	31.9	29.8
0-24	32.6	32.6	32.4	32.2	31.7	31.9	31.1

7 Day Ave	32.1

Channel 2 - Southbound 85th Percentile

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	33.3	38.4	38.2	38.9	38.7	38.4	33.3
2	38.5	38.3	38.0	38.1	38.5	43.1	38.0
3	38.9	33.3	43.7	-	38.2	33.3	43.7
4	-	33.2	53.5	28.3	-	38.6	38.8
5	38.5	-	-	38.1	43.2	43.8	43.3
6	38.4	38.5	38.2	33.2	43.3	33.5	33.7
7	38.8	38.2	38.5	43.1	43.8	33.2	38.4
8	38.8	33.6	38.7	33.4	38.1	38.9	38.8
9	38.7	38.4	38.8	34.0	38.5	33.4	38.7
10	38.7	38.9	33.4	38.5	38.8	33.3	38.4
11	39.0	38.5	38.9	33.5	33.8	33.8	33.1
12	38.3	38.2	38.7	34.0	33.3	33.2	33.4
13	38.5	38.7	38.1	38.2	39.0	33.4	33.3
14	38.4	38.7	33.6	38.4	33.8	33.2	33.7
15	38.7	38.6	38.7	33.4	38.7	38.9	33.3
16	38.2	38.8	38.0	38.3	38.9	38.6	38.8
17	38.4	38.2	38.4	38.5	38.9	38.4	38.2
18	38.5	33.8	38.4	38.1	38.4	38.4	38.6
19	38.8	38.2	38.3	38.5	38.1	38.9	39.0
20	38.5	39.0	39.0	39.0	39.0	38.6	38.2
21	38.4	38.1	38.8	38.6	33.8	38.9	38.9
22	38.5	38.1	38.7	38.9	33.7	38.5	33.1
23	33.2	38.8	38.4	38.7	38.4	38.3	34.0
24	38.6	38.4	38.7	43.4	38.0	38.9	43.6

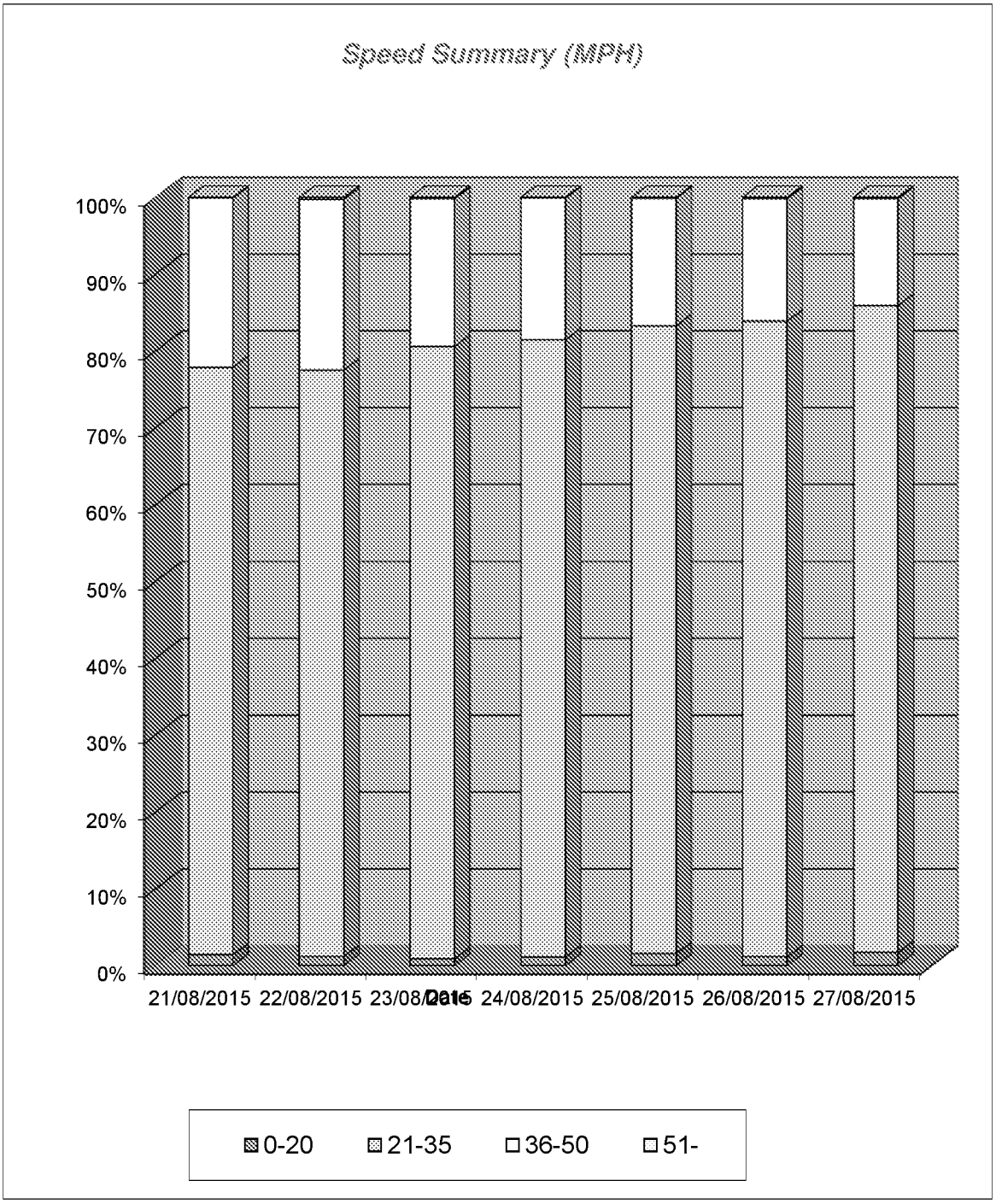
10-12	38.5	38.3	38.3	33.7	33.3	38.3	33.6
0-24	38.9	38.1	38.4	38.6	38.5	38.2	38.6

7 Day Ave	38.5

Pagham ATC 2, Hook Lane

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
0-20	37	28	17	24	37	27	42
21-35	1940	1745	1454	1674	1887	1869	2009
36-50	559	508	351	384	383	360	332
51-	2	6	3	2	3	4	4
TOTAL	2538	2287	1825	2084	2310	2260	2387

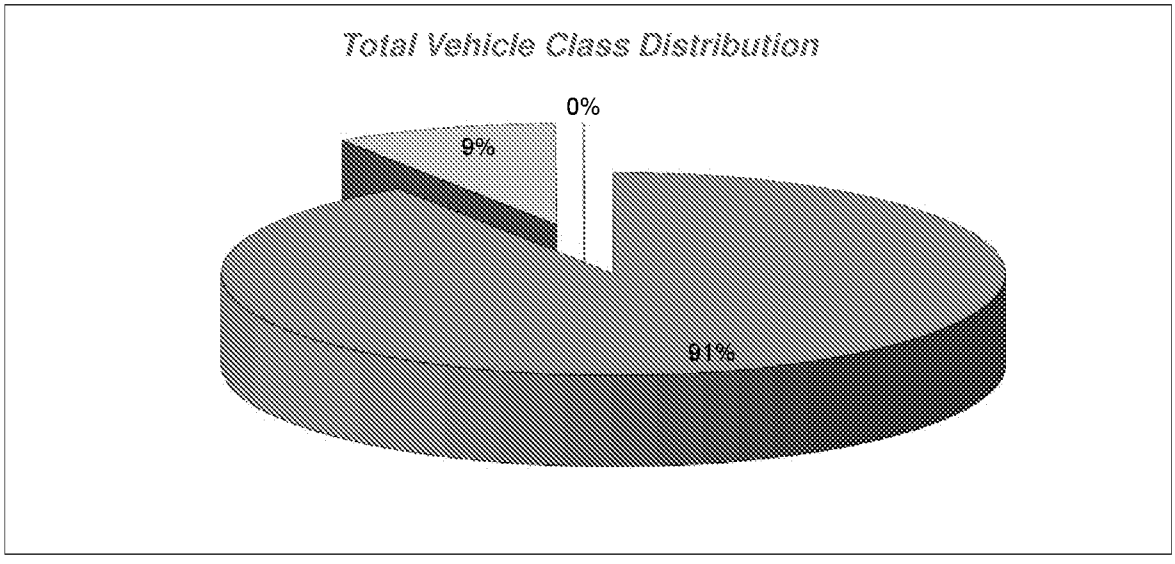


Pagham ATC 2, Hook Lane

Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/08/2015				
7-19	1848	212	3	2063
6-22	2150	243	4	2397
6-24	[illegible]	[illegible]	[illegible]	2503
0-24	2282	252	4	2538
22/08/2015				
7-19	1675	143	1	1819
6-22	1988	169	2	2159
6-24	[illegible]	[illegible]	2	2240
0-24	2105	180	2	2287
23/08/2015				
7-19	1397	74	0	1471
6-22	1673	81	0	1714
6-24	[illegible]	[illegible]	0	1766
0-24	1730	95	0	1825
24/08/2015				
7-19	1576	190	1	1767
6-22	1788	205	1	1995
6-24	[illegible]	[illegible]	1	2057
0-24	1869	214	1	2084
25/08/2015				
7-19	1680	210	3	1893
6-22	1972	227	4	2203
6-24	[illegible]	[illegible]	4	2270
0-24	2073	233	4	2310
26/08/2015				
7-19	1658	185	0	1844
6-22	1936	210	0	2146
6-24	[illegible]	[illegible]	0	2226
0-24	2042	218	0	2260
27/08/2015				
7-19	1733	217	0	1949
6-22	2038	241	0	2277
6-24	[illegible]	[illegible]	0	2354
0-24	2139	248	0	2387

Average				
7-19	1651	176	1	1828
6-22	1920	193	2	2127
6-24	[illegible]	[illegible]	2	2292
0-24	2034	206	2	2242

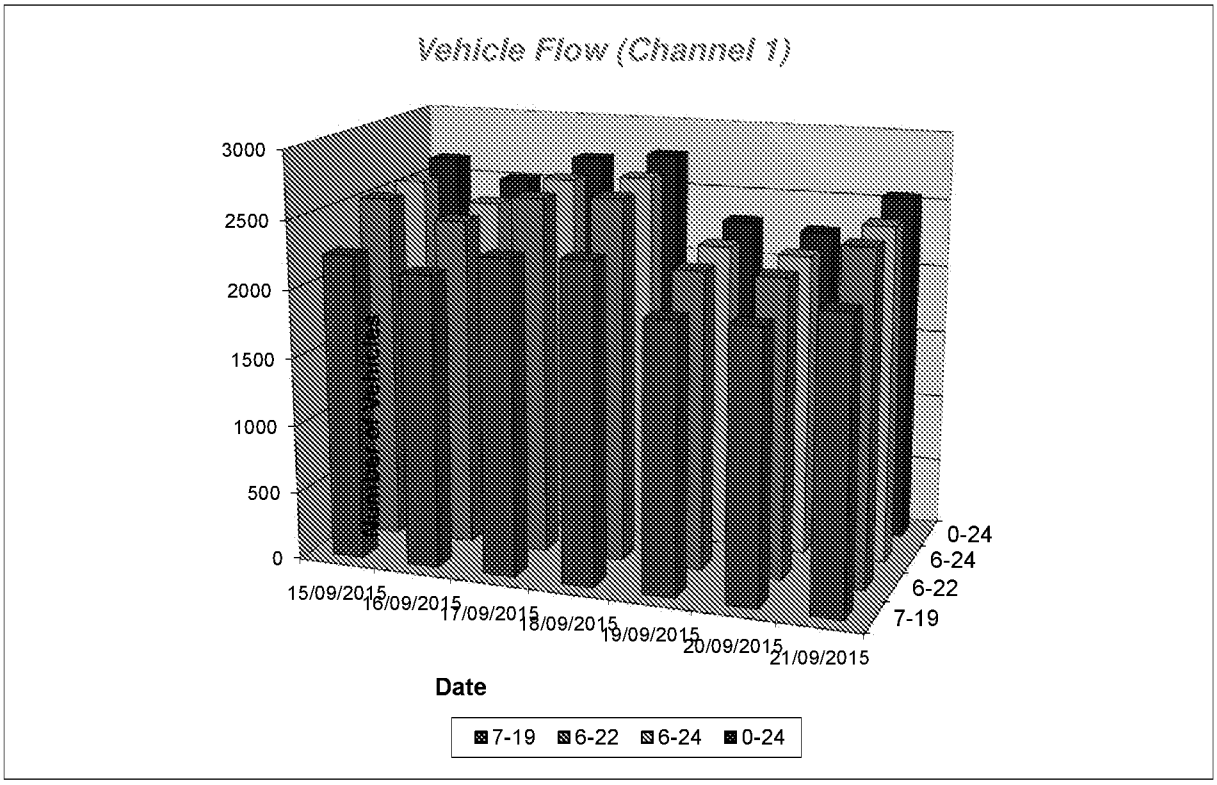


Pagham ATC, Pagham Road

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday	5 Day Ave	7 Day Ave
1	4	4	3	4	24	17	2	3	8
2	3	3	0	2	8	6	0	2	3
3	0	3	2	3	3	6	4	2	3
4	4	4	2	5	3	0	0	3	3
5	12	18	11	17	8	11	17	15	13
6	55	46	46	45	24	18	66	52	43
7	150	141	148	145	44	21	158	148	115
8	288	297	292	282	92	48	281	288	226
9	312	312	360	292	186	96	329	321	270
10	223	227	245	276	215	205	226	239	231
11	195	205	232	245	227	261	197	215	223
12	209	172	165	189	214	217	147	178	186
13	148	154	163	166	200	231	142	155	172
14	140	134	134	141	167	175	134	137	146
15	135	154	147	146	175	181	159	148	157
16	146	127	125	138	127	162	121	131	135
17	167	124	125	137	116	139	124	135	133
18	154	124	153	183	126	141	141	151	146
19	124	114	167	141	130	124	126	134	132
20	86	63	85	90	81	92	70	79	81
21	27	49	37	45	52	64	47	41	46
22	36	18	40	39	34	27	38	34	33
23	22	17	25	25	36	16	20	22	23
24	9	11	13	21	19	14	12	13	14

7-19	2241	2184	2308	2336	1975	1988	2127	2231	2159
6-22	2540	2418	2618	2653	2186	2184	2440	2534	2434
6-24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2586	2471
0-24	2649	2521	2720	2777	2311	2272	2561	2646	2544



Pagham ATC, Pagham Road

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	51.8	47.4	48.0	61.1	45.6	46.7	59.2
2	48.0	41.3	-	50.5	43.6	43.8	-
3	-	46.3	38.0	48.0	51.3	52.6	44.2
4	39.2	44.2	40.5	47.0	43.0	-	-
5	42.0	46.6	46.4	47.6	49.6	49.8	46.2
6	47.9	47.8	46.8	47.8	47.4	47.4	50.1
7	47.0	47.5	45.7	48.2	46.9	46.7	47.4
8	45.1	44.7	45.2	45.5	43.5	46.9	46.6
9	44.1	43.4	43.1	44.5	44.2	46.3	44.0
10	41.9	39.1	42.1	39.6	41.4	42.6	42.6
11	40.1	24.9	40.3	39.5	40.9	42.5	39.9
12	39.7	24.6	41.4	40.5	41.9	42.5	41.3
13	25.9	28.4	40.9	41.6	42.7	42.6	41.9
14	25.0	30.5	42.3	41.9	42.7	41.9	40.6
15	25.5	35.8	42.5	43.5	42.9	42.5	40.8
16	34.0	40.6	41.9	42.7	43.3	44.0	40.8
17	41.8	42.7	42.6	43.0	43.8	43.7	42.0
18	42.9	42.7	43.3	42.7	43.7	42.9	44.8
19	42.2	43.1	45.6	42.8	44.9	43.4	42.3
20	45.0	41.6	45.1	43.4	44.0	41.9	43.1
21	44.5	40.6	45.5	43.5	45.1	43.6	44.5
22	44.5	45.4	45.0	41.8	42.1	44.0	46.8
23	43.7	43.1	42.4	46.8	44.4	45.2	45.1
24	44.9	46.6	43.0	47.0	44.1	42.5	38.6

10-12	39.9	34.8	40.8	39.9	41.4	42.5	40.5
0-24	39.8	38.3	43.1	42.9	43.1	43.2	43.3

7 Day Ave	42.0

Channel 1 - Northbound 85th Percentile

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	53.7	66.1	53.9	85.6	53.5	58.4	65.8
2	53.5	53.6	-	53.6	53.2	48.1	-
3	-	48.3	44.0	53.7	58.9	66.2	48.8
4	53.6	53.3	43.4	53.9	48.7	-	-
5	48.3	53.8	53.3	53.8	58.5	66.4	53.3
6	58.3	58.8	53.2	58.0	53.4	53.5	65.7
7	53.8	53.6	53.2	58.5	53.1	53.1	53.5
8	53.0	54.0	53.6	53.9	53.8	58.8	53.3
9	53.8	48.9	48.4	53.4	53.5	53.4	53.3
10	48.8	48.2	48.4	43.7	48.8	48.5	48.0
11	43.7	28.7	48.7	48.5	48.6	48.5	48.5
12	48.0	29.0	48.3	48.5	48.8	48.2	48.2
13	28.4	33.2	48.6	48.5	48.0	53.3	48.9
14	28.9	38.5	48.2	48.4	48.2	48.1	48.6
15	33.8	43.1	48.2	53.4	48.1	48.6	48.8
16	48.4	49.0	53.6	53.3	53.1	53.2	48.9
17	49.0	48.7	48.1	48.1	53.3	53.9	48.3
18	53.9	48.0	53.5	53.2	53.1	48.1	48.5
19	48.1	48.6	53.9	54.0	53.0	48.4	48.1
20	53.9	48.1	53.3	53.1	48.5	48.3	53.6
21	53.4	48.1	53.8	48.4	53.7	48.9	53.4
22	53.5	53.8	53.4	48.4	48.5	53.8	54.0
23	53.8	58.3	48.3	53.5	53.8	53.3	53.1
24	53.1	53.0	48.9	58.2	53.1	48.7	48.9

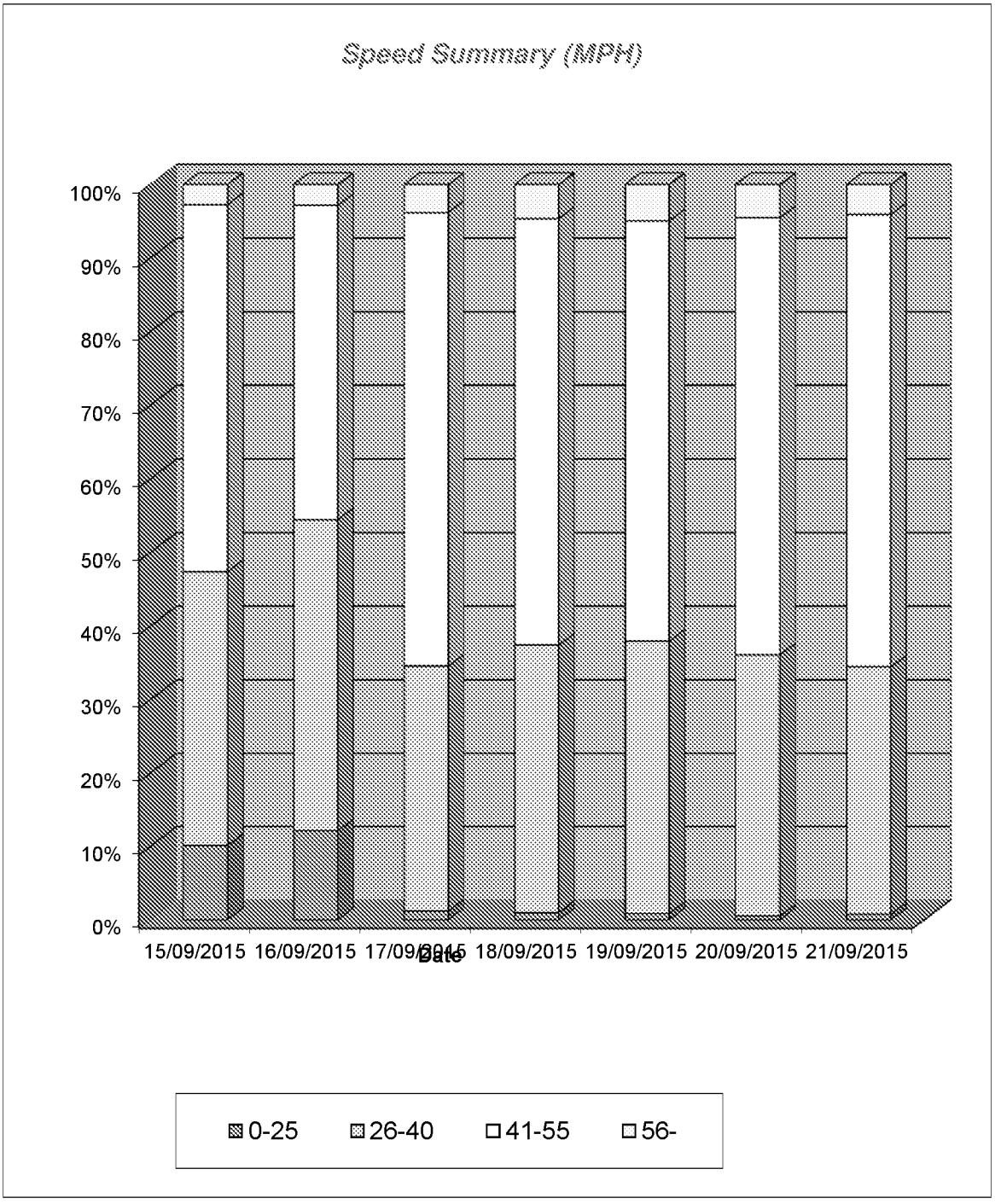
10-12	48.8	28.3	48.6	48.5	48.2	48.3	48.6
0-24	48.3	48.3	53.4	53.6	53.5	48.0	48.1

7 Day Ave	50.5

Pagham ATC, Pagham Road

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
0-25	269	307	33	28	20	12	20
26-40	987	1067	908	1012	858	809	863
41-55	1321	1076	1676	1609	1319	1349	1574
56-	72	71	103	128	114	102	104
TOTAL	2649	2521	2720	2777	2311	2272	2561

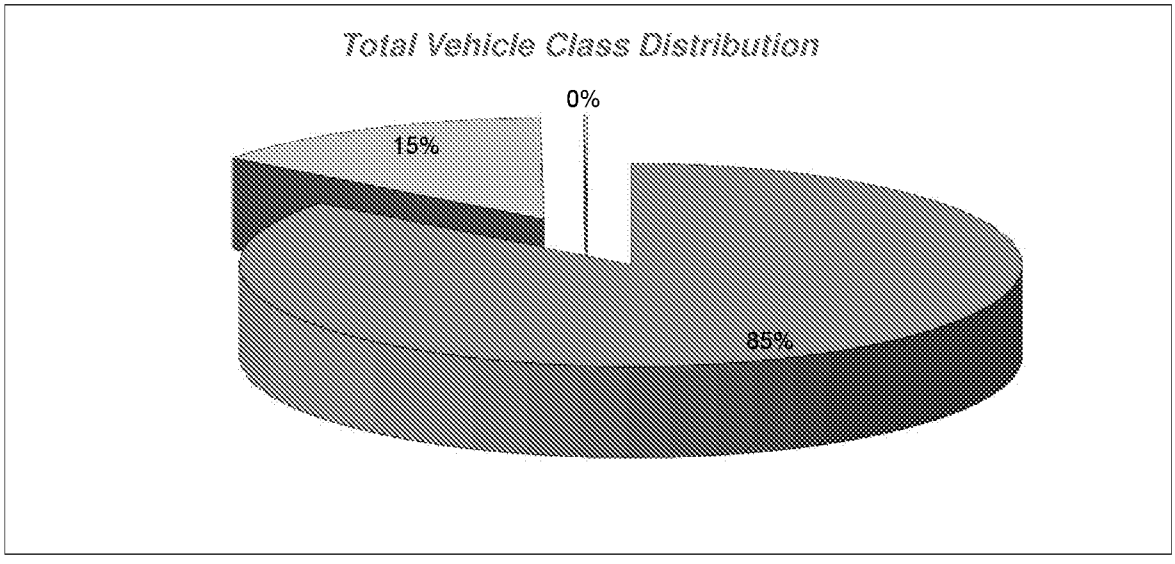


Pagham ATC, Pagham Road

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/09/2015				
7-19	1910	328	3	3241
6-22	2158	383	3	2548
6-24	[illegible]	[illegible]	3	2571
0-24	2261	385	3	2649
16/09/2015				
7-19	1755	384	5	2144
6-22	1988	420	5	2416
6-24	[illegible]	[illegible]	5	2443
0-24	2077	439	5	2521
17/09/2015				
7-19	1892	414	2	2308
6-22	2175	461	2	2618
6-24	[illegible]	[illegible]	2	2656
0-24	2243	475	2	2720
18/09/2015				
7-19	1972	360	4	2336
6-22	2237	414	4	2655
6-24	[illegible]	[illegible]	4	2701
0-24	2348	427	4	2777
19/09/2015				
7-19	1736	235	4	1975
6-22	1935	253	4	2188
6-24	[illegible]	[illegible]	4	2241
0-24	2043	263	5	2311
20/09/2015				
7-19	1812	166	2	1980
6-22	2002	180	2	2184
6-24	[illegible]	[illegible]	2	2214
0-24	2083	187	2	2272
21/09/2015				
7-19	1779	345	3	2127
6-22	2065	381	4	2448
6-24	[illegible]	[illegible]	4	2472
0-24	2151	406	4	2561

Average				
7-19	1837	319	3	2159
6-22	2075	353	3	2434
6-24	[illegible]	[illegible]	3	2471
0-24	2172	369	4	2544

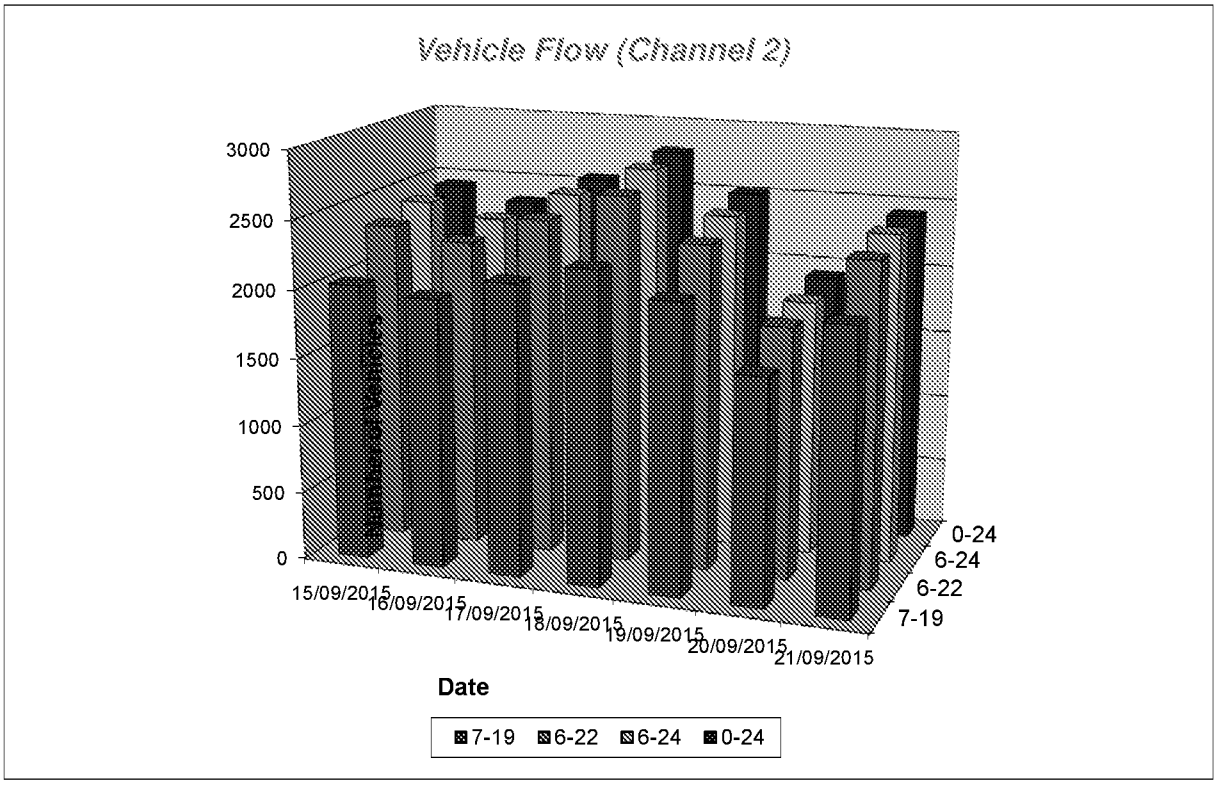


Pagham ATC, Pagham Road

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday	5 Day Ave	7 Day Ave
1	7	12	8	9	28	29	3	8	14
2	8	5	1	9	15	9	7	6	8
3	2	4	0	2	4	8	0	2	3
4	1	0	3	7	2	3	1	2	2
5	4	0	0	1	5	0	0	1	1
6	2	3	1	3	4	3	5	3	3
7	19	19	16	19	13	2	15	18	15
8	56	60	54	53	14	14	59	56	44
9	100	97	100	105	62	48	104	101	88
10	98	103	110	127	102	69	97	107	101
11	101	100	108	119	166	108	116	108	117
12	137	138	177	176	209	150	156	157	163
13	154	158	155	213	221	178	158	168	177
14	148	147	161	207	242	211	178	168	185
15	173	185	202	204	213	208	193	191	197
16	253	197	228	232	221	163	230	226	218
17	244	250	254	255	235	174	239	246	236
18	332	317	322	326	235	184	319	329	291
19	231	221	261	260	182	132	194	233	212
20	139	125	139	172	114	91	140	143	131
21	84	83	115	119	81	59	92	99	90
22	73	59	63	88	60	44	61	69	64
23	52	40	57	56	53	28	39	49	46
24	23	25	25	36	40	17	25	27	27

7-19	2327	1973	2132	2277	2102	1639	2043	2090	2028
6-22	2382	2298	2488	2677	2376	1835	2351	2416	2329
6-24	2441	2348	2560	2758	2521	1932	2431	2484	2402
0-24	2441	2348	2560	2798	2521	1932	2431	2516	2433



Pagham ATC, Pagham Road

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	52.3	54.2	53.9	53.3	48.0	47.3	53.0
2	49.9	46.0	48.0	48.8	51.8	51.9	53.4
3	66.8	46.8	-	69.2	52.4	48.6	-
4	58.0	-	48.0	46.6	59.2	51.3	53.0
5	44.2	-	-	43.0	52.0	-	-
6	45.5	48.0	58.0	38.8	47.4	49.7	48.5
7	51.9	49.8	46.4	47.2	51.5	48.0	50.0
8	45.1	45.4	45.7	47.0	43.7	50.3	46.6
9	44.4	43.3	43.2	44.8	42.8	48.1	44.6
10	44.1	43.8	42.3	42.1	43.6	46.2	45.3
11	43.7	25.6	42.2	40.4	44.4	46.3	45.1
12	41.5	25.1	42.4	41.3	43.3	43.8	42.3
13	28.3	27.4	41.1	42.6	42.8	44.8	42.9
14	27.0	30.1	42.0	43.3	43.9	43.2	40.7
15	26.5	38.8	42.4	44.0	43.7	44.2	40.5
16	36.4	43.5	43.8	44.2	43.0	44.3	41.8
17	43.7	43.4	44.5	43.7	44.2	44.0	44.9
18	43.9	45.9	46.1	45.1	44.8	45.3	45.7
19	45.7	44.9	44.7	45.5	45.9	45.7	45.0
20	46.0	43.3	46.3	45.2	43.7	45.1	44.9
21	47.5	44.3	44.4	44.6	44.9	44.7	44.1
22	46.6	45.4	44.9	47.6	47.8	49.3	46.7
23	48.3	48.4	46.5	46.0	49.2	52.8	46.7
24	50.5	48.5	49.0	45.6	47.9	49.3	51.3

10-12	42.4	39.3	42.3	40.9	43.6	44.9	43.5
0-24	40.5	40.2	44.0	44.1	44.4	45.1	44.0

7 Day Ave	43.2

Channel 2 - Southbound 85th Percentile

Hr Ending	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
1	66.0	66.1	66.3	58.8	58.6	53.7	58.9
2	53.2	48.5	-	53.7	66.4	58.4	66.0
3	86.5	48.7	-	85.9	66.2	53.0	-
4	-	-	53.5	58.7	65.9	58.2	-
5	48.0	-	-	-	58.7	-	-
6	53.3	53.9	-	58.4	65.6	58.2	66.4
7	58.5	58.4	58.1	58.4	66.3	53.5	58.3
8	53.9	53.3	53.2	53.9	53.7	65.9	53.3
9	48.5	48.3	48.0	53.1	48.5	58.1	53.2
10	53.4	53.2	48.7	48.6	53.2	53.3	53.3
11	48.8	33.5	48.5	48.3	53.2	53.6	53.0
12	48.8	28.2	48.6	48.1	48.3	48.8	48.7
13	33.7	33.6	48.2	48.2	48.8	48.5	48.8
14	33.7	33.4	48.5	48.1	48.1	48.2	48.3
15	29.0	43.9	48.7	48.4	48.5	48.9	48.7
16	43.3	48.5	48.8	49.0	48.8	48.4	48.4
17	48.5	48.2	48.4	48.5	53.8	53.3	53.8
18	53.4	53.7	53.9	53.5	53.3	53.8	53.7
19	53.7	53.7	48.7	54.0	54.0	53.2	48.4
20	53.2	48.6	53.1	53.2	48.8	48.4	53.1
21	53.4	53.8	53.6	53.4	53.7	53.2	53.4
22	53.5	53.2	53.7	53.4	53.9	58.9	53.3
23	58.8	53.8	53.0	53.3	58.9	58.6	58.7
24	58.5	58.2	58.4	53.5	53.4	53.4	58.3

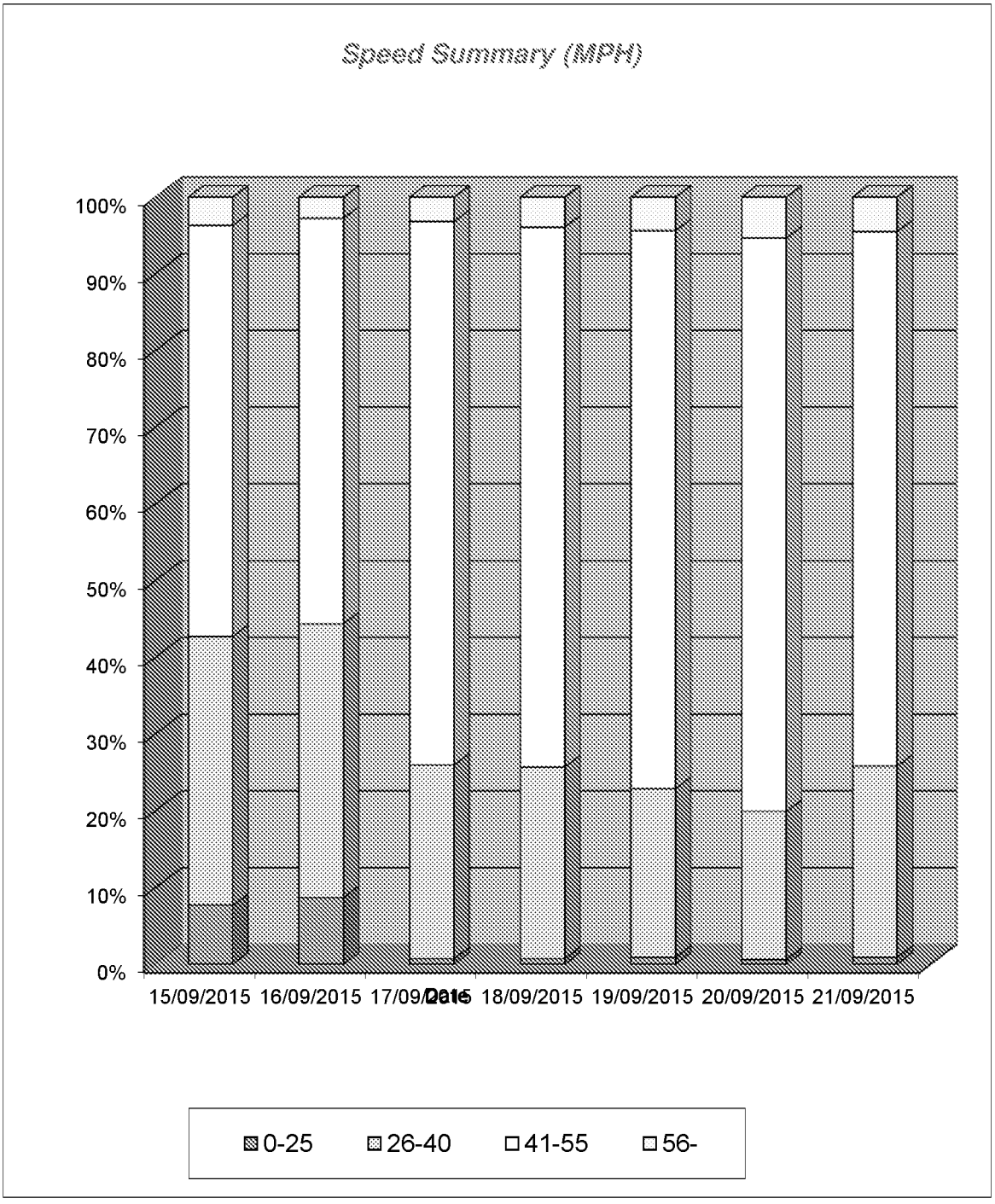
10-12	48.4	34.0	48.4	48.1	48.1	53.4	53.8
0-24	48.2	48.1	49.0	49.0	53.8	53.6	48.6

7 Day Ave	50.0

Pagham ATC, Pagham Road

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	15/09/2015 Tuesday	16/09/2015 Wednesday	17/09/2015 Thursday	18/09/2015 Friday	19/09/2015 Saturday	20/09/2015 Sunday	21/09/2015 Monday
0-25	188	205	20	22	24	13	23
26-40	855	837	645	698	553	372	605
41-55	1308	1242	1814	1969	1834	1444	1694
56-	90	64	81	109	110	103	109
TOTAL	2441	2348	2560	2798	2521	1932	2431

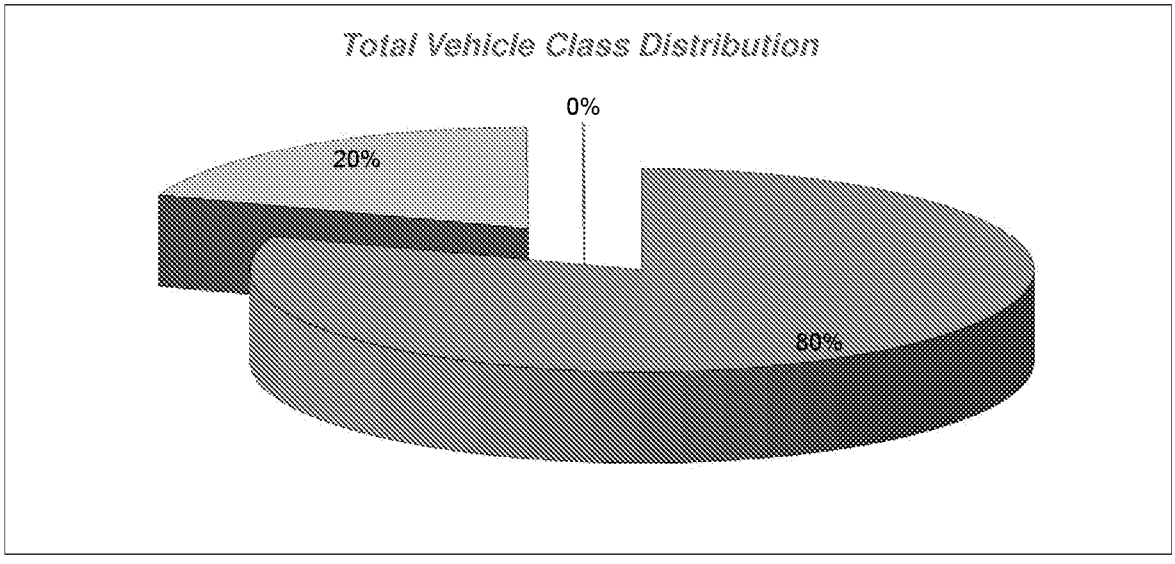


Pagham ATC, Pagham Road

Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/09/2015				
7-19	1575	450	2	2027
6-22	1822	518	2	2342
6-24	[illegible]	[illegible]	2	2417
0-24	1909	530	2	2441
16/09/2015				
7-19	1535	436	2	1973
6-22	1778	482	2	2259
6-24	[illegible]	[illegible]	2	2324
0-24	1849	497	2	2348
17/09/2015				
7-19	1690	442	0	2132
6-22	1953	512	0	2465
6-24	[illegible]	[illegible]	0	2547
0-24	2035	525	0	2560
18/09/2015				
7-19	1792	483	2	2277
6-22	2108	562	4	2674
6-24	[illegible]	[illegible]	4	2787
0-24	2210	584	4	2798
19/09/2015				
7-19	1783	338	1	2192
6-22	1984	385	1	2370
6-24	[illegible]	[illegible]	1	2463
0-24	2107	412	2	2521
20/09/2015				
7-19	1408	231	0	1639
6-22	1570	265	0	1835
6-24	[illegible]	[illegible]	0	1889
0-24	1647	285	0	1932
21/09/2015				
7-19	1609	433	1	2043
6-22	1883	465	3	2351
6-24	[illegible]	[illegible]	3	2416
0-24	1932	496	3	2431

Average				
7-19	1625	402	1	2028
6-22	1888	453	2	2328
6-24	[illegible]	[illegible]	2	2402
0-24	1956	476	2	2433

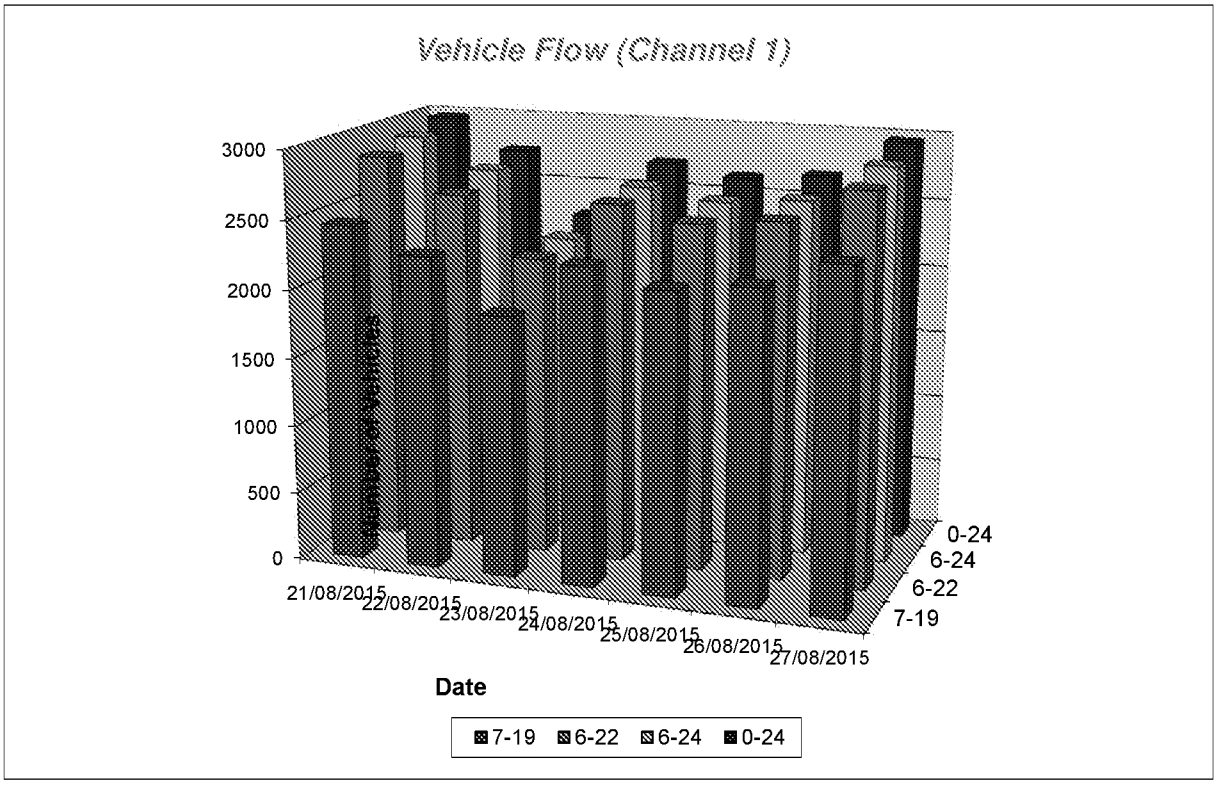


Pagham ATC 3, Pagham Road

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday	5 Day Ave	7 Day Ave
1	6	18	27	8	10	8	11	9	13
2	2	7	11	3	4	1	2	2	4
3	4	4	3	3	3	3	4	3	3
4	2	5	2	4	1	1	0	2	2
5	10	4	6	11	15	14	14	13	11
6	45	19	14	51	44	48	47	47	38
7	138	53	21	134	150	125	128	135	107
8	259	131	54	259	255	241	265	256	209
9	272	191	67	286	284	298	274	283	239
10	259	278	144	206	211	184	225	217	215
11	281	259	198	240	201	185	256	233	231
12	214	228	224	207	202	219	212	211	215
13	215	166	175	196	190	211	206	204	194
14	167	150	226	200	156	194	236	191	190
15	178	178	205	192	172	180	177	180	183
16	149	180	146	144	154	142	150	148	152
17	166	193	151	136	121	128	158	142	150
18	169	169	158	114	119	135	143	136	144
19	127	154	149	115	110	126	141	124	132
20	131	144	140	98	83	102	121	107	117
21	77	76	70	53	54	60	76	64	67
22	46	57	57	34	54	39	54	48	49
23	35	52	22	15	29	25	48	30	32
24	23	32	10	9	20	17	19	18	19

7-19	3456	2977	1897	2293	2175	2243	2443	2322	2255
6-22	3846	3507	2188	2814	2515	2589	3022	2674	2584
6-24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2782	2645
0-24	2975	2748	2280	2718	2642	2686	2967	2798	2717



Pagham ATC 3, Pagham Road

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	45.5	47.3	44.8	54.2	46.2	46.8	48.5
2	49.2	47.3	45.0	62.2	42.4	43.0	50.5
3	48.0	40.5	54.7	44.7	43.0	57.2	48.0
4	40.5	41.0	54.2	41.8	58.0	48.0	-
5	49.0	49.9	43.4	43.9	49.0	47.5	51.4
6	44.4	43.7	40.8	45.3	47.6	46.8	47.5
7	47.4	46.3	47.4	46.1	47.0	46.2	48.2
8	44.8	45.1	44.7	44.1	45.8	45.6	45.8
9	44.3	43.0	44.4	39.1	44.6	43.3	44.2
10	42.1	40.4	41.8	39.3	41.7	40.3	42.3
11	39.3	40.3	40.3	35.5	41.0	40.4	40.8
12	41.3	40.6	40.1	38.7	38.6	40.5	40.2
13	40.3	40.3	41.1	39.8	38.3	40.4	41.0
14	40.7	41.4	41.3	41.4	39.1	40.7	41.0
15	40.1	40.5	41.2	41.6	39.1	39.0	41.2
16	40.3	40.5	41.6	39.6	40.2	38.5	40.1
17	41.6	40.5	40.6	40.3	42.0	40.9	43.2
18	41.3	41.4	42.3	41.6	42.9	42.6	43.1
19	43.6	39.9	41.5	41.8	43.6	43.0	43.5
20	41.9	42.1	43.2	42.7	43.3	43.4	43.6
21	44.5	42.8	44.0	42.7	43.5	42.1	43.8
22	39.1	39.7	41.7	44.8	41.8	42.4	43.5
23	41.9	42.5	42.8	44.3	44.2	46.2	43.1
24	41.7	46.8	45.5	44.7	40.5	44.3	46.0

10-12	40.2	40.4	40.2	37.0	39.8	40.5	40.3
0-24	42.1	41.4	41.7	40.8	42.2	42.0	42.8

7 Day Ave	41.9

Channel 1 - Northbound 85th Percentile

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	58.7	58.6	54.0	66.2	53.9	53.7	58.2
2	66.0	48.3	53.4	86.4	66.2	-	53.5
3	53.6	48.3	58.3	48.8	48.5	86.0	58.3
4	48.3	53.8	65.7	53.0	-	-	-
5	53.3	66.3	65.7	48.5	53.1	58.8	58.3
6	53.8	48.6	53.6	58.9	58.8	53.4	58.0
7	58.0	59.0	58.4	53.4	53.5	53.5	58.5
8	53.8	53.9	53.4	53.7	53.8	53.5	53.2
9	53.8	48.2	53.7	43.5	48.6	48.2	48.9
10	48.7	48.7	48.3	43.5	48.8	48.3	48.6
11	48.0	49.0	48.6	43.5	48.0	48.1	48.8
12	48.4	48.2	43.2	43.4	43.2	48.6	48.9
13	48.9	48.5	48.2	48.4	43.1	48.2	48.3
14	48.8	48.1	48.6	48.3	43.1	48.9	48.5
15	48.4	49.0	48.1	48.1	43.3	43.1	48.1
16	49.0	48.7	48.5	48.2	48.1	43.4	48.6
17	48.9	48.0	48.9	49.0	48.0	48.3	48.4
18	48.1	48.6	53.3	48.1	48.5	48.9	49.0
19	48.9	48.1	48.8	48.4	48.7	53.8	53.1
20	48.4	48.1	53.4	48.4	48.5	53.3	53.9
21	53.5	53.8	53.3	53.5	48.8	48.7	53.6
22	48.8	48.3	48.9	53.2	48.1	53.3	53.3
23	53.1	48.0	48.6	53.5	48.2	58.1	53.1
24	48.6	58.3	53.6	53.3	43.7	53.0	53.5

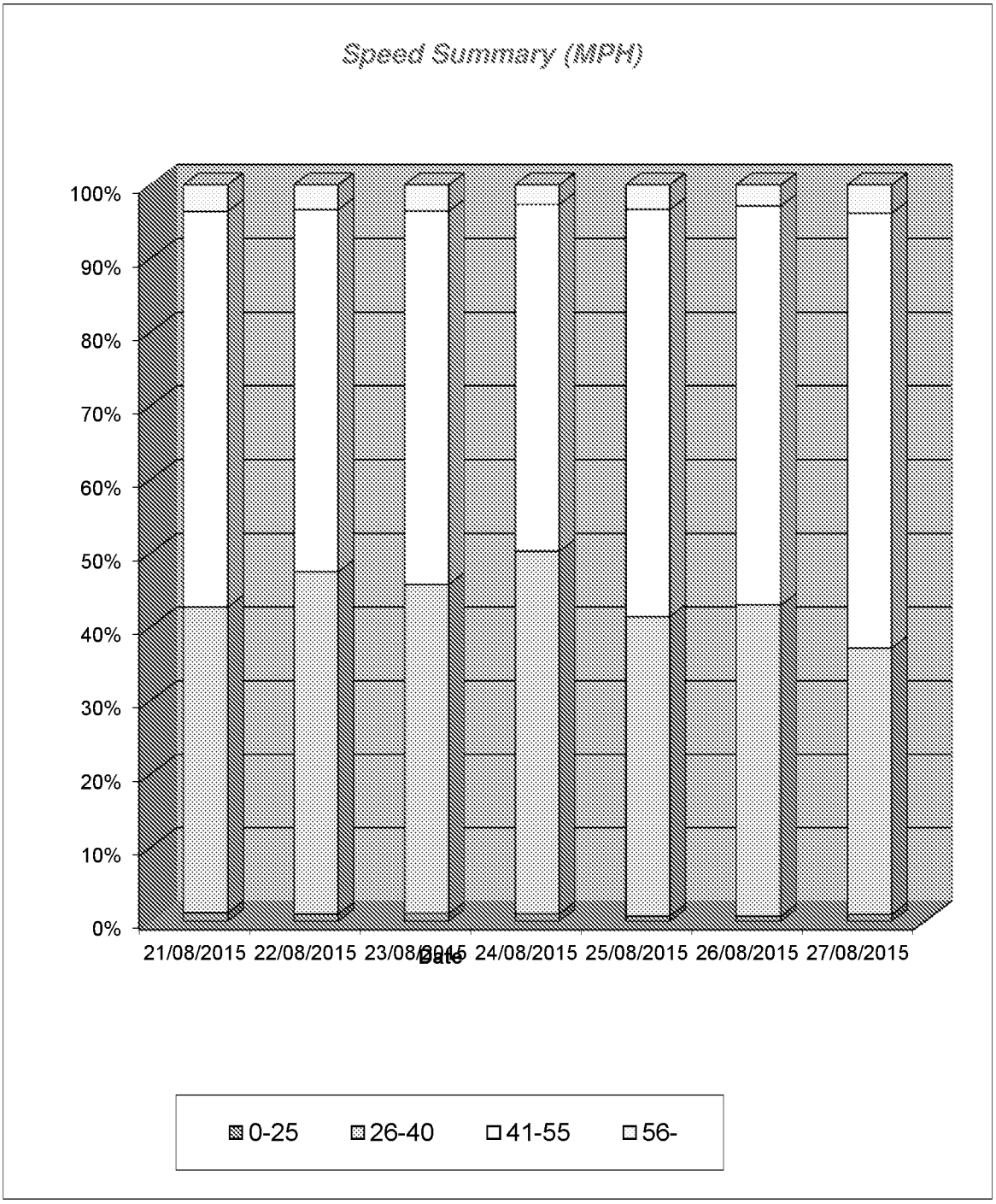
10-12	48.5	48.4	48.4	43.6	48.5	48.3	48.2
0-24	48.6	48.9	48.6	48.2	48.1	48.3	48.1

7 Day Ave	48.4

Pagham ATC 3, Pagham Road

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
0-25	34	27	24	28	19	19	28
26-40	1237	1279	1020	1339	1076	1136	1075
41-55	1597	1350	1155	1279	1459	1454	1750
56-	107	92	81	72	88	77	114
TOTAL	2975	2748	2280	2718	2642	2686	2967

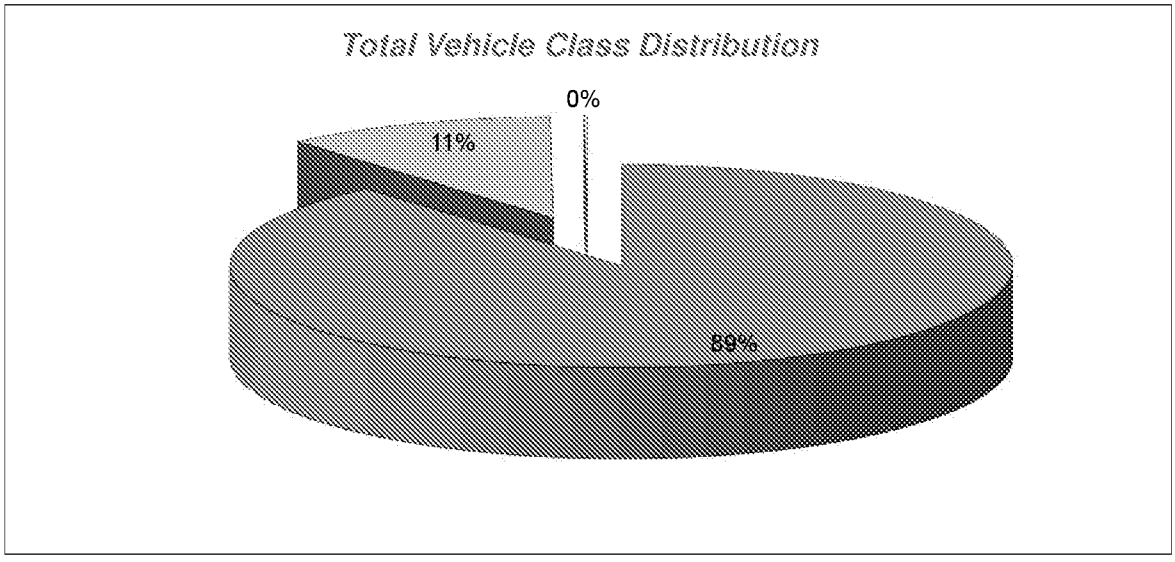


Pagham ATC 3, Pagham Road

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/08/2015				
7-19	2155	292	5	2456
6-22	2512	330	6	2848
6-24	[illegible]	[illegible]	6	2908
0-24	2626	343	6	2975
22/08/2015				
7-19	2066	203	8	2277
6-22	2387	232	8	2607
6-24	[illegible]	[illegible]	8	2691
0-24	2499	241	8	2748
23/08/2015				
7-19	1736	159	2	1897
6-22	2006	176	3	2185
6-24	[illegible]	[illegible]	3	2217
0-24	2086	181	3	2280
24/08/2015				
7-19	2003	290	2	2295
6-22	2288	326	2	2614
6-24	[illegible]	[illegible]	2	2638
0-24	2380	336	2	2718
25/08/2015				
7-19	1904	269	2	2175
6-22	2293	312	2	2518
6-24	[illegible]	[illegible]	2	2565
0-24	2312	328	2	2642
26/08/2015				
7-19	1978	261	3	2243
6-22	2269	297	3	2569
6-24	[illegible]	[illegible]	3	2611
0-24	2373	310	3	2686
27/08/2015				
7-19	2109	333	1	2443
6-22	2442	379	1	2822
6-24	[illegible]	[illegible]	1	2889
0-24	2577	389	1	2967

Average				
7-19	1984	258	3	2255
6-22	2336	293	4	2634
6-24	[illegible]	[illegible]	4	2646
0-24	2409	304	4	2717

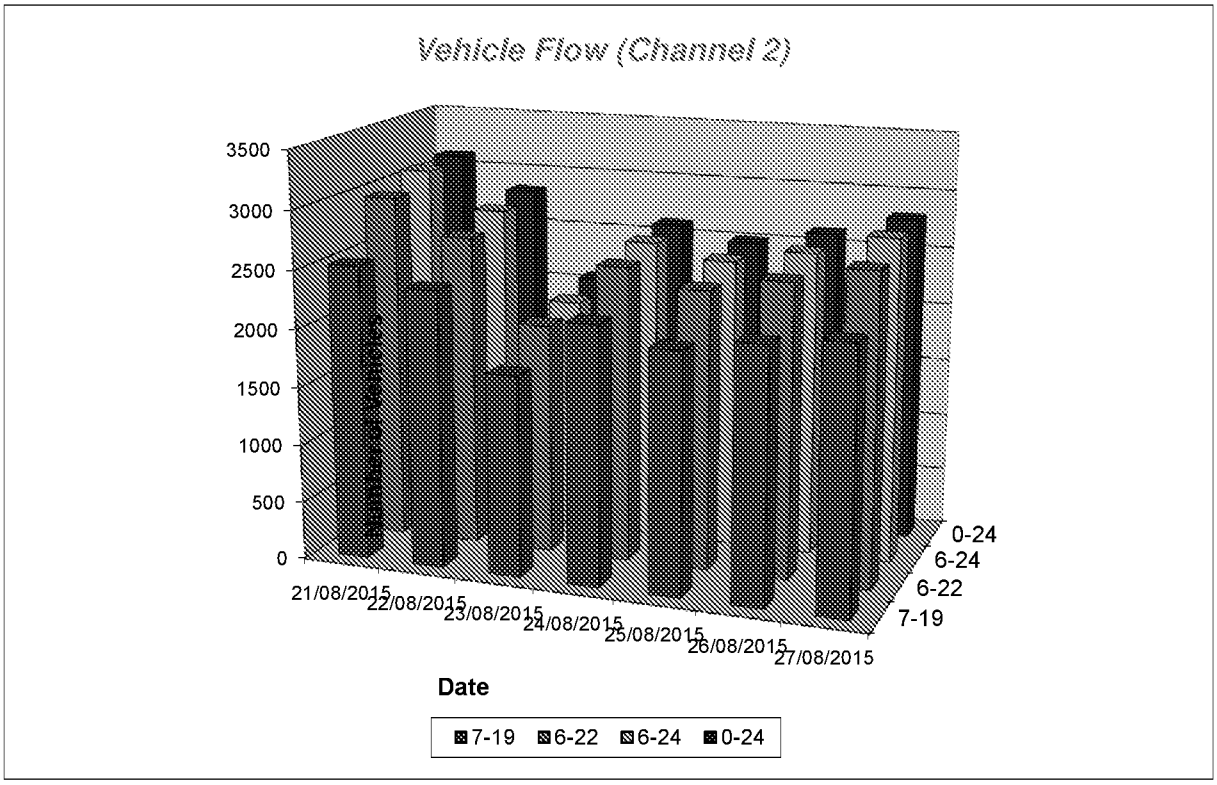


Pagham ATC 3, Pagham Road

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday	5 Day Ave	7 Day Ave
1	11	27	25	5	10	12	11	10	14
2	5	12	12	8	5	3	3	5	7
3	5	8	7	7	2	4	8	5	6
4	2	4	5	1	1	7	1	2	3
5	1	2	6	1	3	1	0	1	2
6	3	3	2	2	3	2	2	2	2
7	20	12	2	15	9	10	10	13	11
8	41	38	14	34	41	47	42	41	37
9	96	77	30	72	90	84	86	86	78
10	126	119	78	91	92	94	92	96	99
11	163	201	105	133	129	130	157	142	145
12	183	243	181	151	178	148	175	167	180
13	246	257	216	181	150	181	199	191	204
14	218	241	212	217	186	188	186	199	207
15	281	314	182	230	196	214	188	222	229
16	297	260	209	277	217	240	242	255	249
17	289	178	212	265	234	248	295	266	246
18	344	249	140	328	318	348	320	332	292
19	245	202	145	233	231	249	264	244	224
20	173	139	98	132	129	150	174	152	142
21	142	75	89	102	117	114	148	125	112
22	109	71	64	71	73	68	84	81	77
23	68	60	31	47	59	61	76	62	57
24	53	49	18	19	41	35	47	39	37

7-19	2529	2379	1734	2213	2082	2171	2246	2244	2189
6-22	2973	2678	1977	2592	2396	2513	2662	2614	2539
6-24	3068	2729	2001	2641	2455	2586	2733	2715	2627
0-24	3121	2841	2083	2622	2514	2638	2810	2741	2661



Pagham ATC 3, Pagham Road

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	47.8	49.6	45.8	45.0	49.8	47.0	46.6
2	56.5	45.5	48.0	53.0	58.5	44.7	48.0
3	48.0	49.2	43.0	45.1	53.0	48.0	46.8
4	48.0	51.1	48.0	43.0	43.0	48.7	48.0
5	43.0	43.0	43.0	53.0	55.5	48.0	-
6	49.7	42.2	45.5	45.5	51.3	50.5	50.5
7	43.0	47.4	48.0	47.3	43.8	48.0	43.5
8	44.3	42.4	48.0	45.6	41.9	43.1	46.6
9	43.4	40.8	42.2	41.2	42.0	43.8	44.3
10	43.7	40.5	42.6	41.8	43.0	42.4	42.2
11	42.7	39.2	40.4	40.4	42.3	40.2	41.6
12	41.6	39.1	40.9	40.5	40.7	43.3	41.3
13	41.8	40.8	41.9	42.2	41.8	42.0	41.5
14	42.8	42.3	42.3	43.1	40.8	40.8	42.0
15	41.8	42.3	42.5	41.1	40.8	39.9	41.0
16	41.8	41.2	42.5	41.0	40.1	40.8	42.7
17	42.9	43.1	42.3	42.7	42.6	43.2	43.5
18	42.2	42.0	44.2	44.1	42.7	43.2	44.7
19	44.3	40.3	44.1	43.7	44.6	45.1	45.1
20	43.5	43.8	44.7	45.1	46.7	44.3	44.0
21	41.7	42.5	44.0	42.0	43.6	43.8	43.5
22	43.3	40.6	42.6	41.5	43.3	44.0	43.7
23	44.9	44.4	46.1	44.6	44.8	44.7	44.5
24	47.1	46.1	47.4	48.7	43.6	46.9	49.0
10-12	42.1	39.1	40.7	40.5	41.3	41.6	41.4
0-24	42.8	41.6	42.8	42.6	42.5	42.7	43.3

7 Day Ave	42.6

Channel 2 - Southbound 85th Percentile

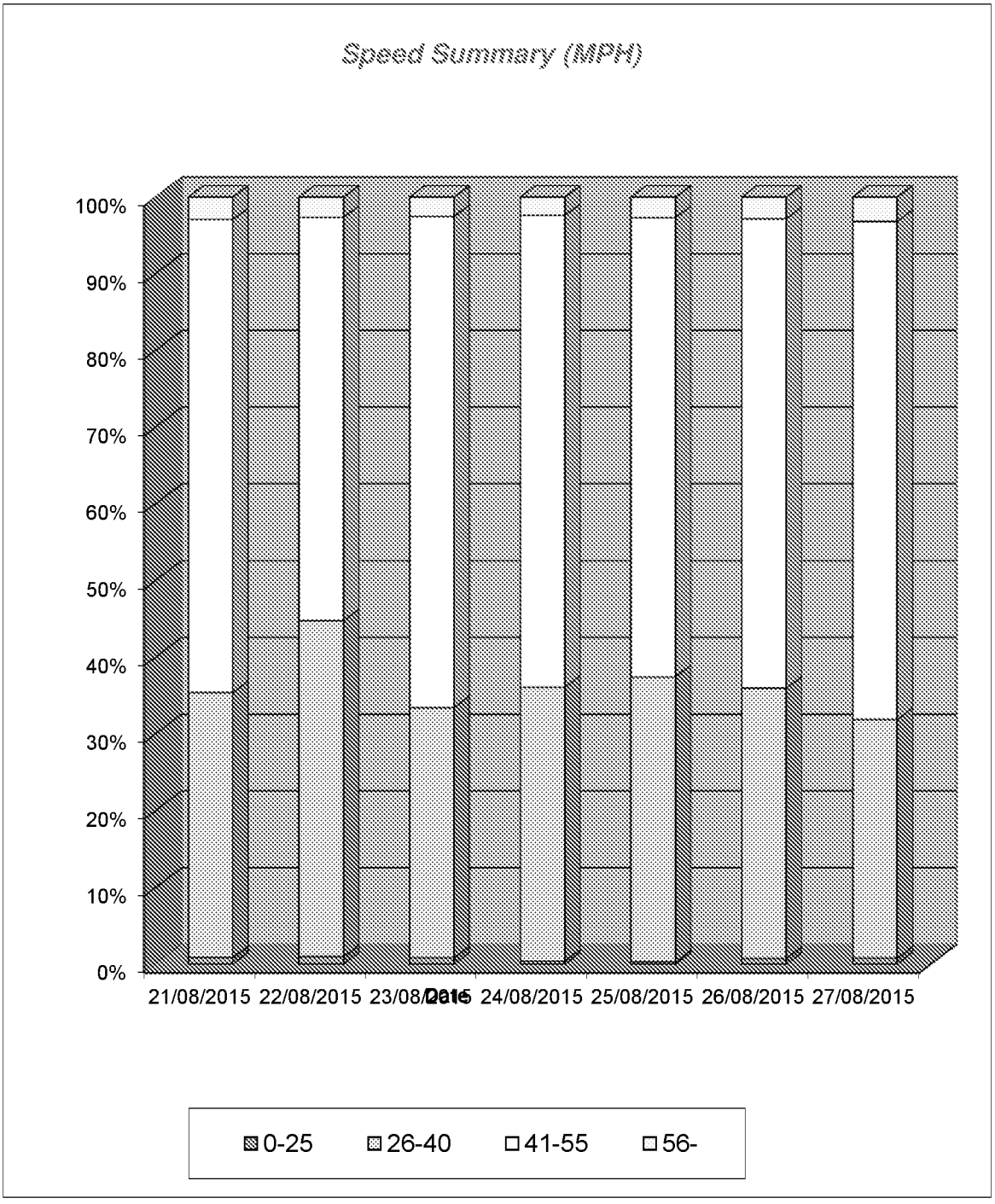
Hr Ending	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
1	53.0	58.4	53.0	48.1	58.5	58.3	53.7
2	65.8	53.3	58.7	66.1	85.7	48.6	53.8
3	53.5	53.3	53.5	53.3	58.2	48.8	53.3
4	48.9	85.7	53.6	-	-	48.8	-
5	-	43.5	48.2	-	66.3	-	-
6	58.4	58.2	48.5	53.1	58.1	58.9	58.4
7	48.8	58.6	48.7	58.4	58.5	58.4	53.8
8	53.8	48.4	58.8	54.0	53.8	48.3	53.7
9	48.7	48.9	48.4	48.5	48.8	48.8	53.4
10	53.7	48.5	48.9	48.5	48.3	48.2	48.1
11	49.0	48.2	48.7	44.0	49.0	48.4	48.4
12	48.3	48.7	48.1	48.2	48.8	48.2	48.3
13	48.5	48.7	48.6	48.4	48.7	48.9	48.7
14	48.4	48.6	48.7	48.4	48.9	48.6	48.3
15	48.7	48.8	48.0	48.3	48.9	43.4	48.8
16	48.2	48.2	48.4	48.5	43.4	48.4	48.2
17	48.4	48.8	48.4	48.1	48.1	48.9	48.6
18	48.5	48.2	48.3	48.5	49.0	48.6	54.0
19	53.8	49.0	49.0	49.0	53.8	53.9	53.2
20	48.5	48.1	53.8	53.6	53.7	53.5	48.9
21	48.4	53.1	48.7	48.9	53.4	48.3	48.1
22	48.5	48.8	48.4	48.7	48.0	48.9	54.0
23	53.2	48.4	53.7	53.4	53.2	53.3	53.6
24	58.6	53.5	58.3	58.7	53.2	53.3	58.6
10-12	48.5	43.1	48.4	48.1	48.5	48.2	48.3
0-24	48.9	48.2	48.9	48.7	48.1	48.0	48.2

7 Day Ave	48.4

Pagham ATC 3, Pagham Road

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	21/08/2015 Friday	22/08/2015 Saturday	23/08/2015 Sunday	24/08/2015 Monday	25/08/2015 Tuesday	26/08/2015 Wednesday	27/08/2015 Thursday
0-25	28	29	18	12	8	21	23
26-40	1077	1243	679	935	934	928	873
41-55	1925	1494	1334	1613	1505	1615	1825
56-	91	75	52	62	67	74	89
TOTAL	3121	2841	2083	2622	2514	2638	2810

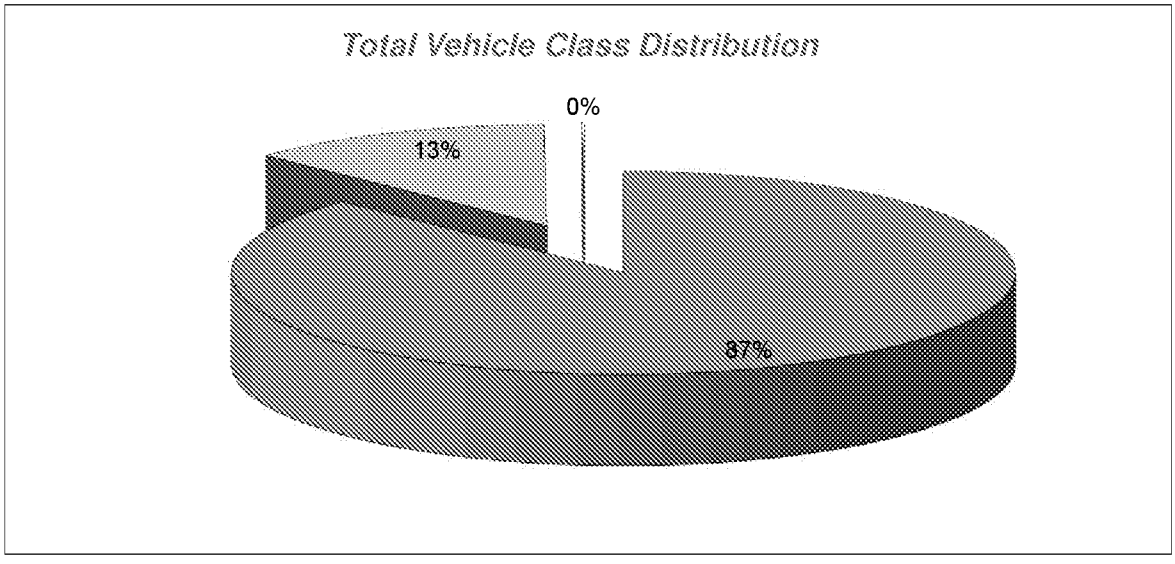


Pagham ATC 3, Pagham Road

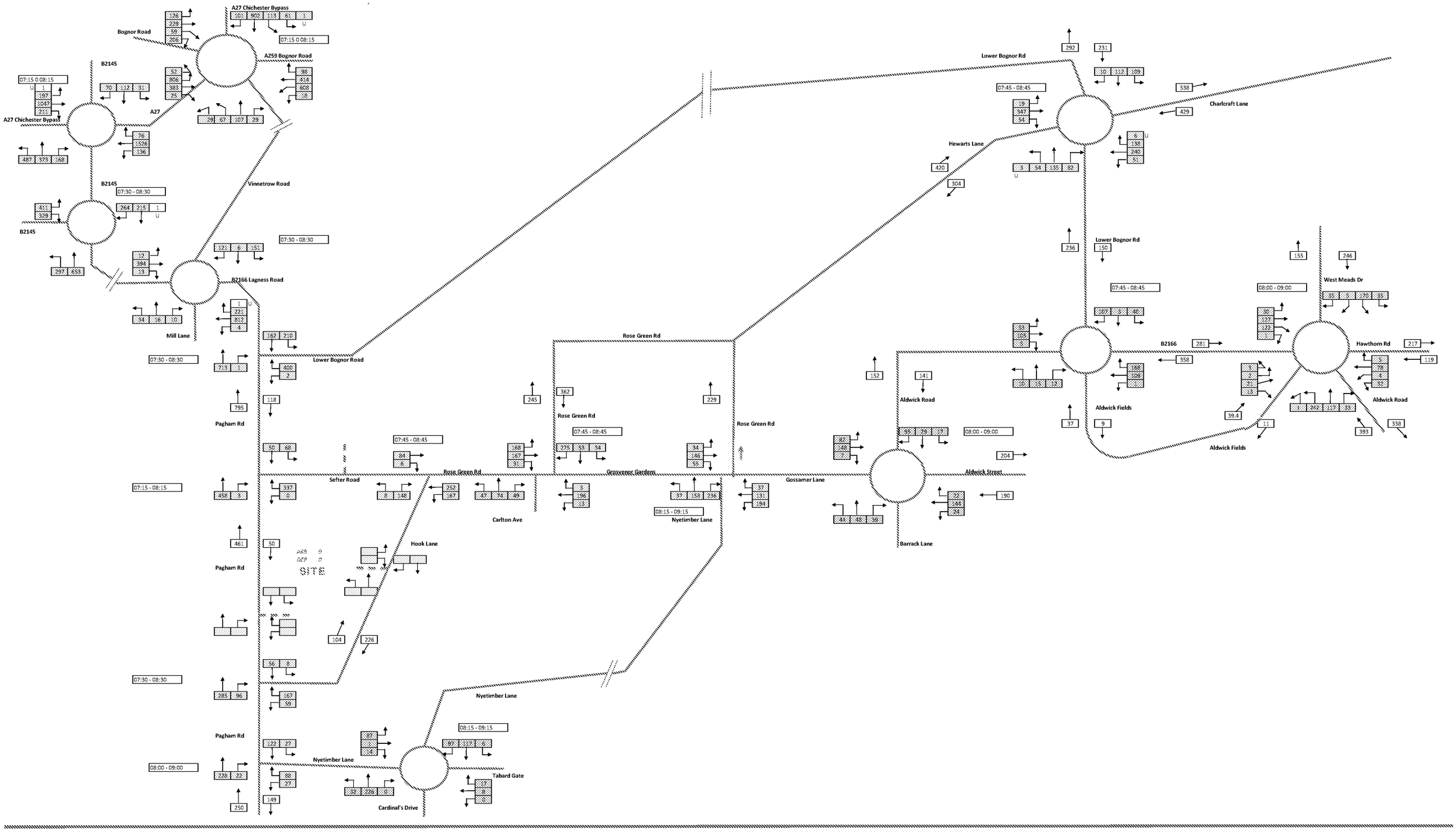
Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/08/2015				
7-19	2191	331	7	2529
6-22	2590	375	8	2973
6-24	[illegible]	[illegible]	8	3694
0-24	2721	392	8	3121
22/08/2015				
7-19	2134	241	4	2379
6-22	2508	272	4	2676
6-24	[illegible]	[illegible]	4	2785
0-24	2547	290	4	2841
23/08/2015				
7-19	1555	168	1	1724
6-22	1792	184	1	1977
6-24	[illegible]	[illegible]	1	2026
0-24	1884	196	1	2083
24/08/2015				
7-19	1899	312	1	2212
6-22	2188	344	2	2532
6-24	[illegible]	[illegible]	2	2598
0-24	2267	353	2	2622
25/08/2015				
7-19	1735	323	4	2062
6-22	2013	369	4	2390
6-24	[illegible]	[illegible]	5	2490
0-24	2130	379	5	2514
26/08/2015				
7-19	1862	308	1	2171
6-22	2174	338	1	2513
6-24	[illegible]	[illegible]	1	2599
0-24	2292	345	1	2638
27/08/2015				
7-19	1907	338	1	2246
6-22	2284	377	1	2662
6-24	[illegible]	[illegible]	1	2785
0-24	2417	392	1	2810

Average				
7-19	1886	289	3	2189
6-22	2306	323	3	2632
6-24	[illegible]	[illegible]	3	2627
0-24	2323	336	3	2661



ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

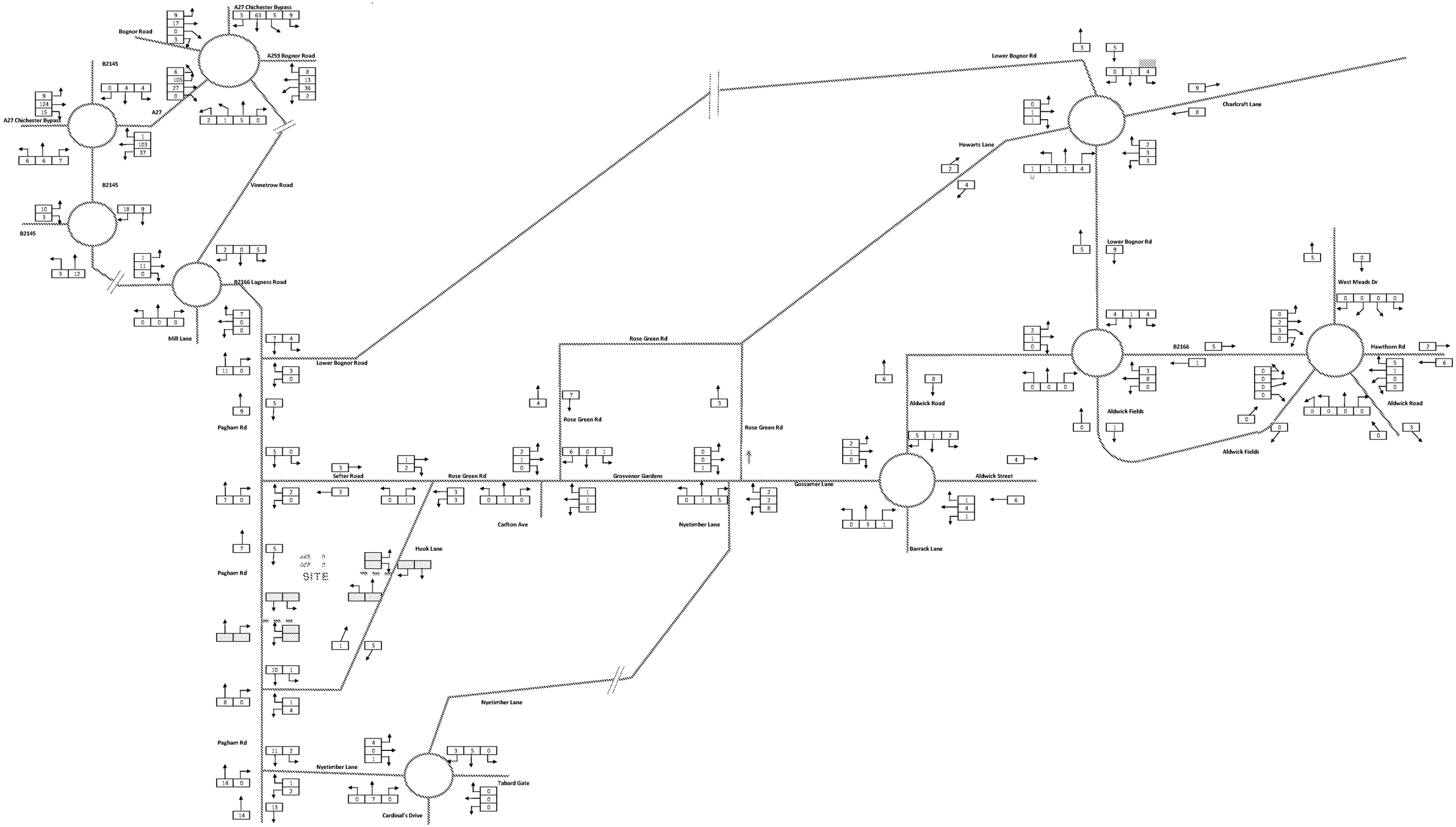
Figures above include Cars,LGV, OGV1, OGV2 & PSV
Each Junction Peak Period identified

2015 - 2016 GF AM 1.01 PM 1.01

Hook Lane, Pagham

2016 Base Traffic Flows
AM Peak (various Times)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

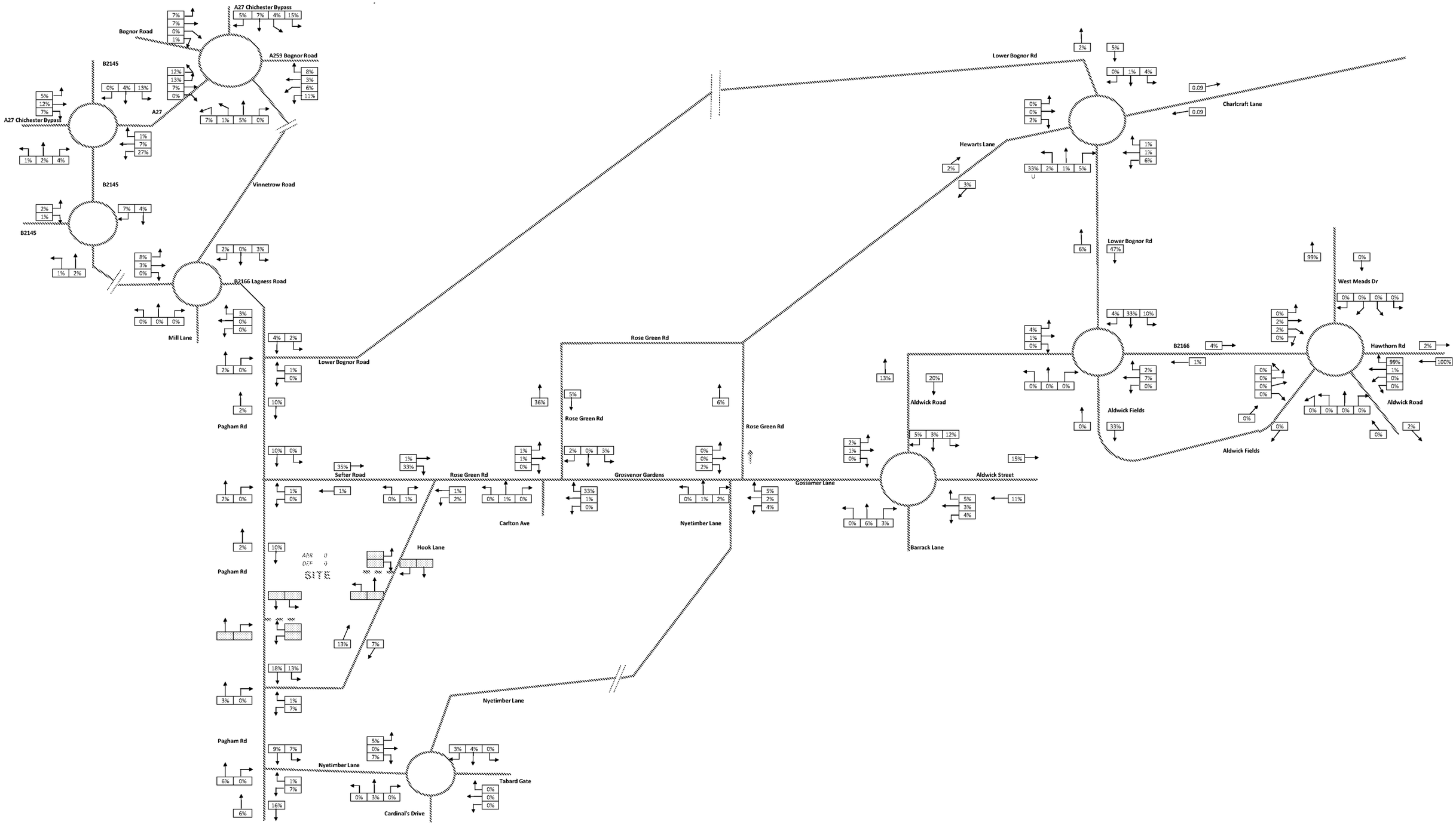


RPS

Hook Lane, Pagham

2016 Base Traffic Flows
AM Peak (Various Times)
HGV's & PSV's

ARUN DISTRICT COUNCIL P/6/17/OUT

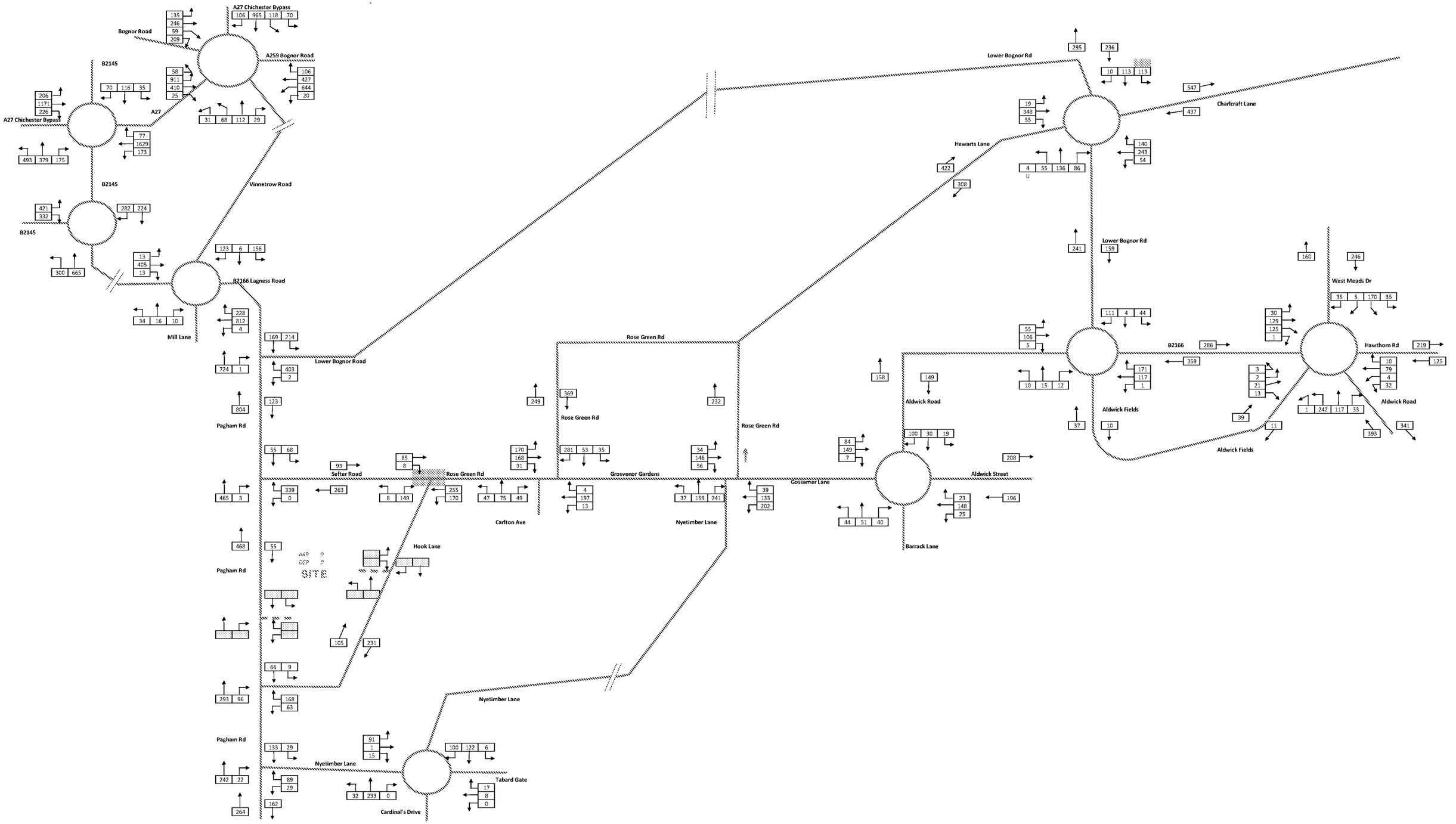


RPS

Hook Lane, Pagham

2016 Base Traffic Flows
AM Peak (Various Times)
HGV's & PSV's %

ARUN DISTRICT COUNCIL P/6/17/OUT

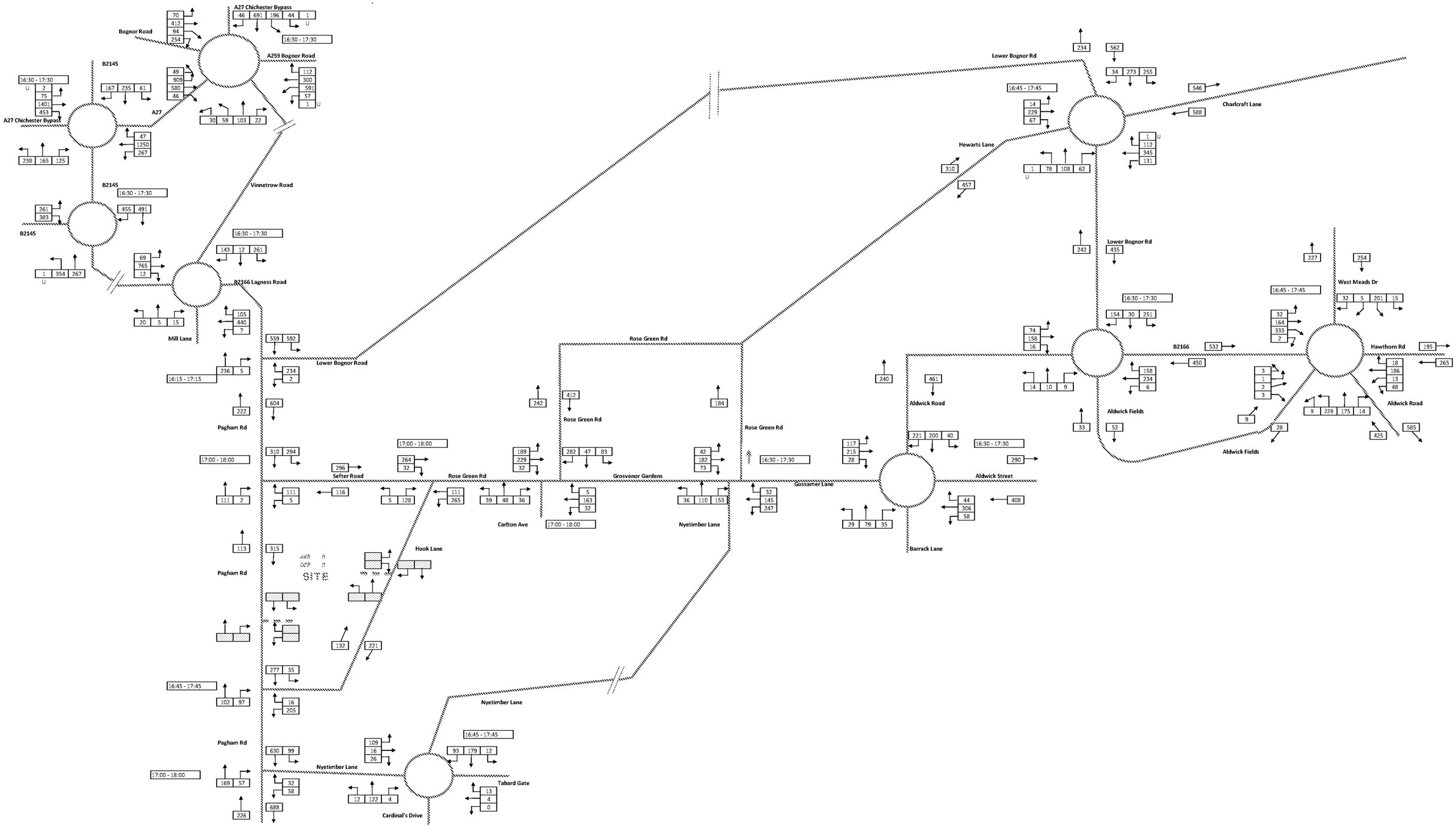


RPS

Hook Lane, Pagham

2016 Base Traffic Flows
AM Peak (Various Times)
PCU's

ARUN DISTRICT COUNCIL P/6/17/OUT

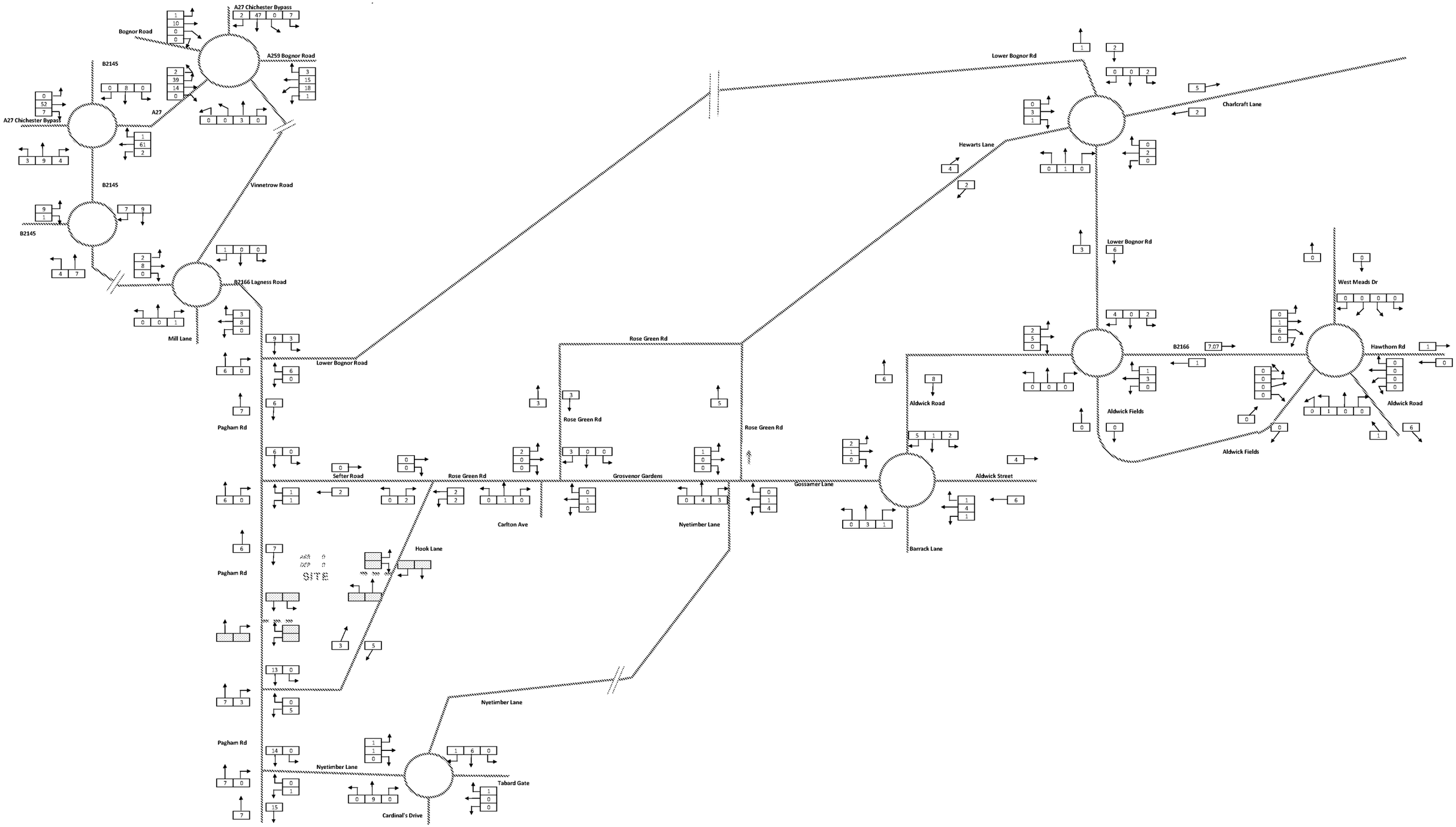


RPS

Hook Lane, Pagham

2016 Base Traffic Flows
PM Peak (Various Times)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

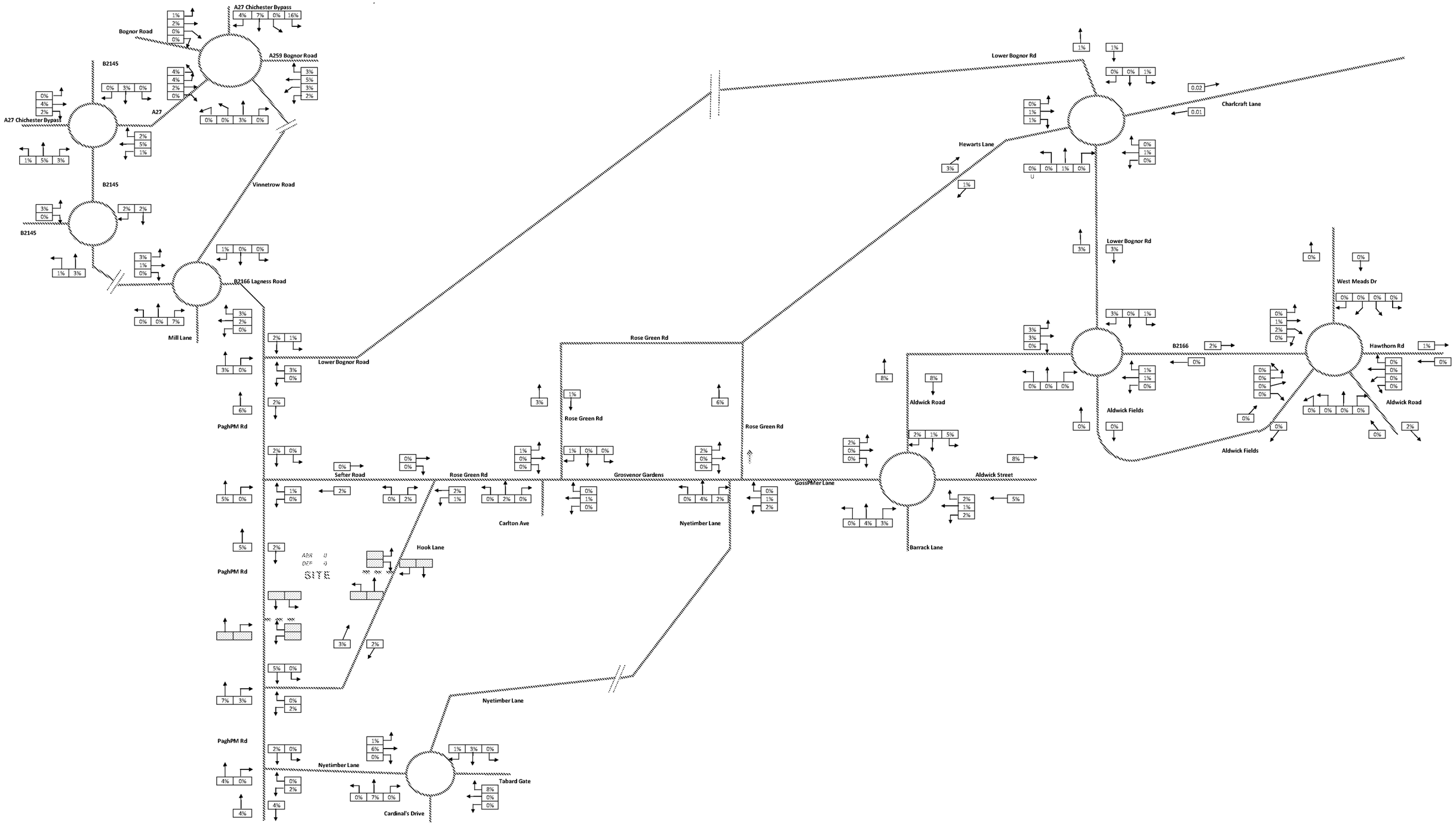


RPS

Hook Lane, Pagham

2016 Base Traffic Flows
PM Peak (Various Times)
HGV's & PSV

ARUN DISTRICT COUNCIL P/6/17/OUT

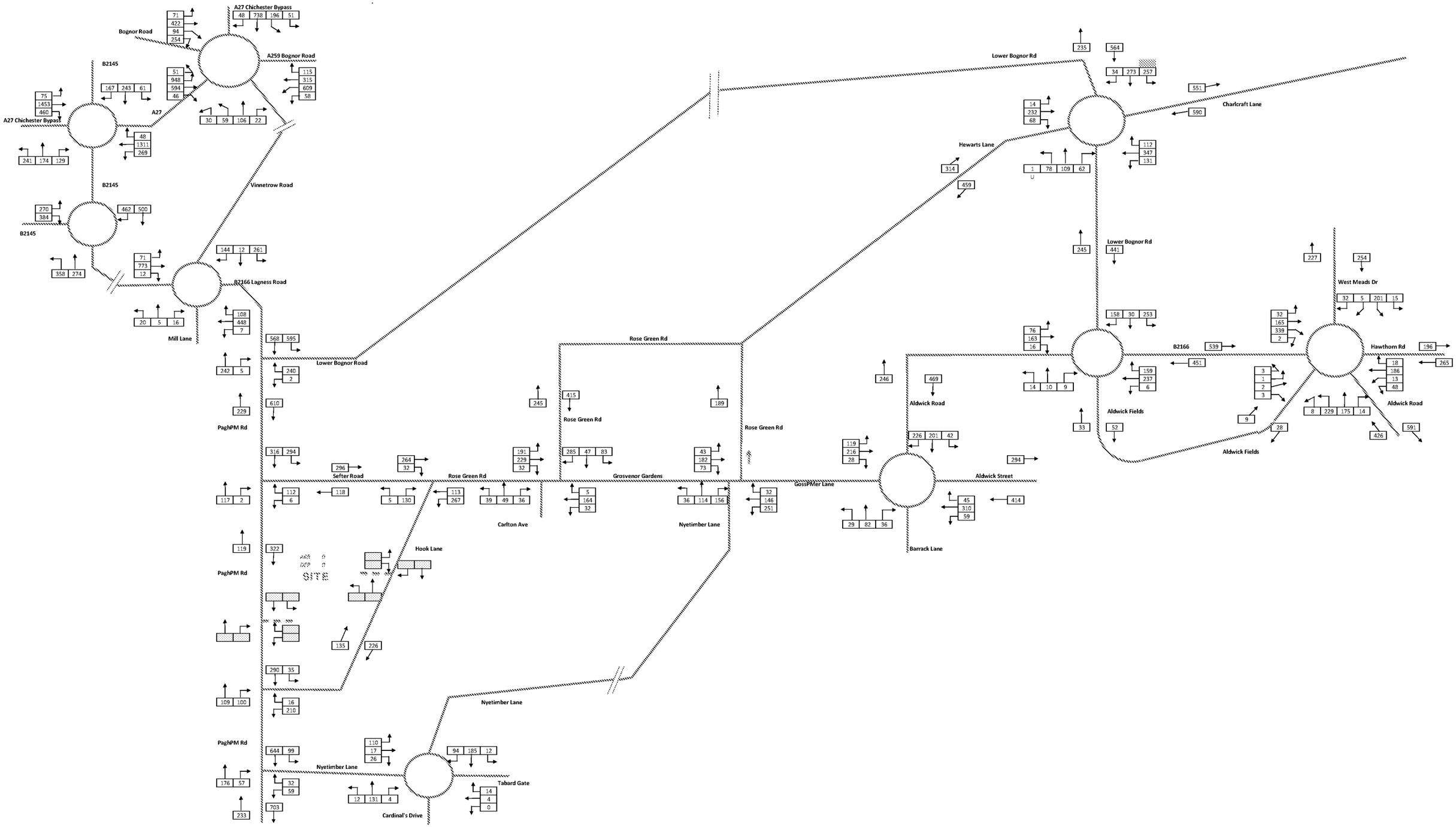


RPS

Hook Lane, PaghPM

2016 Base Traffic Flows
PM Peak (Various Times)
HGV's & PSV's %

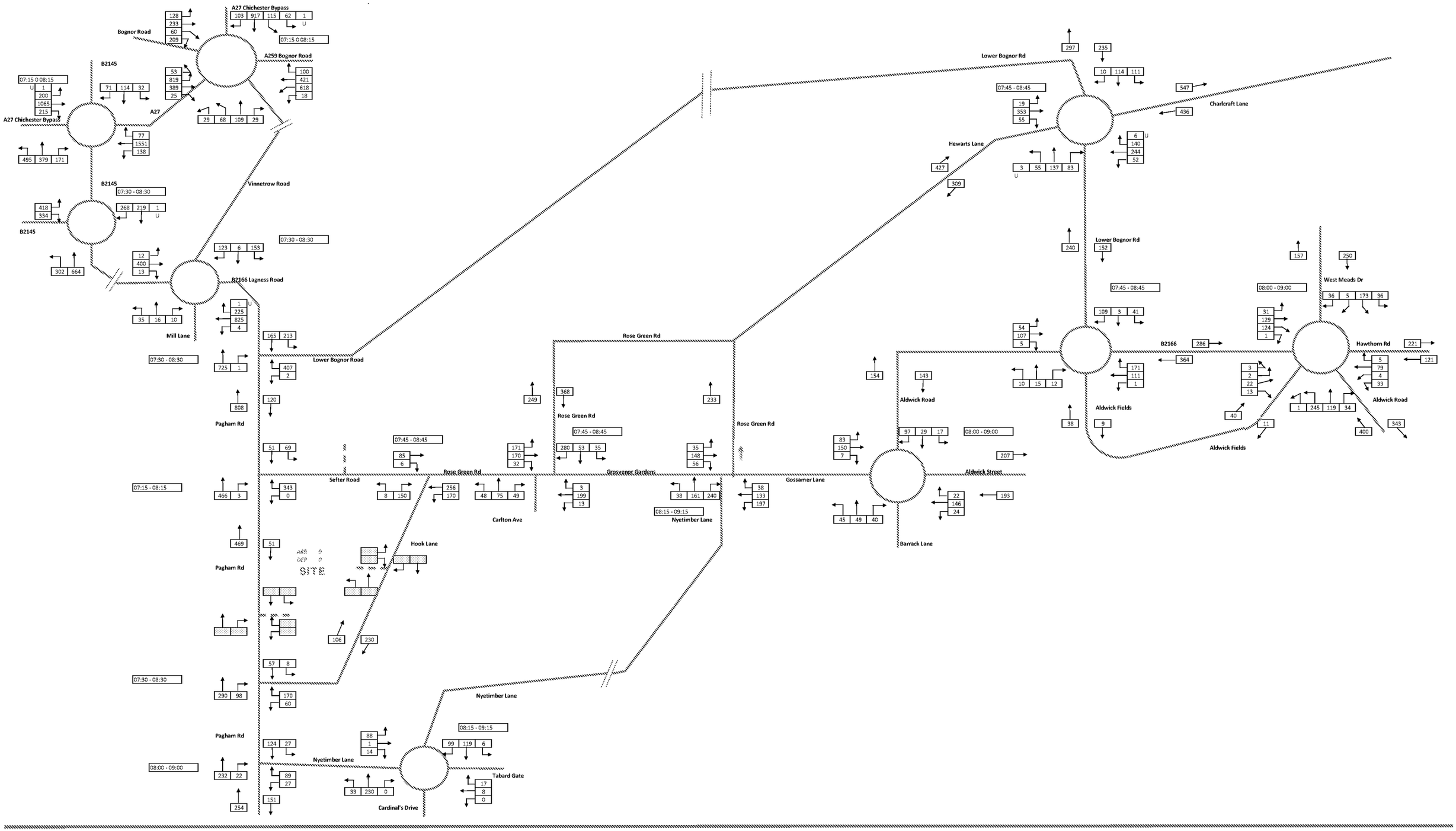
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, PaghPM

2016 Base Traffic Flows
PM Peak (Various Times)
PCU's



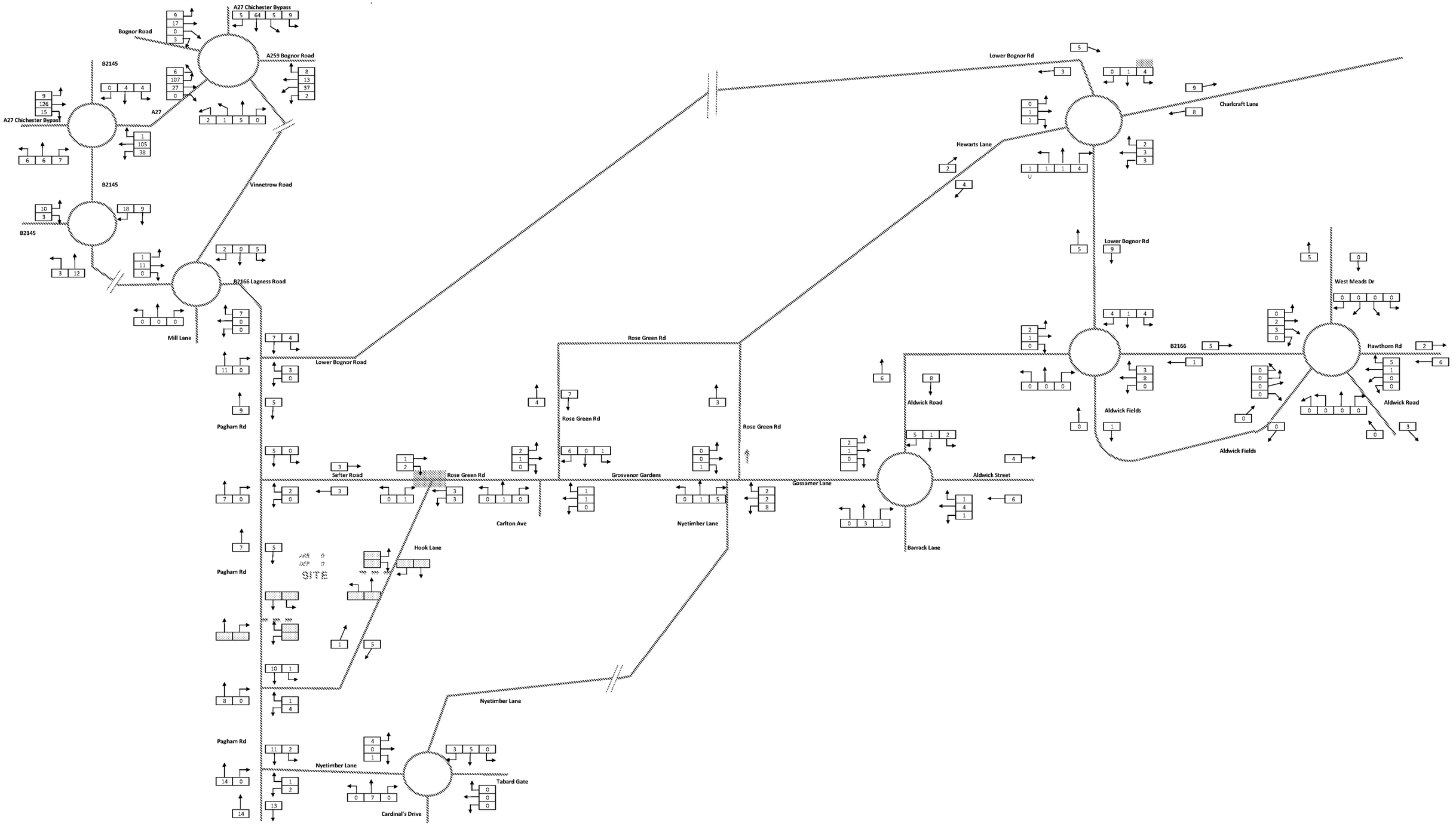
Figures above include Cars,LGV, OGV1, OGV2 & PSV

2016 to 2017 Growth	Principal Road		2016 to 2017 Growth	Trunk Road	
AM	1.02	PM 1.02	AM	1.02	PM 1.02

Hook Lane, Pagham

2017 Base Traffic Flows
AM Peak (various Times)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT



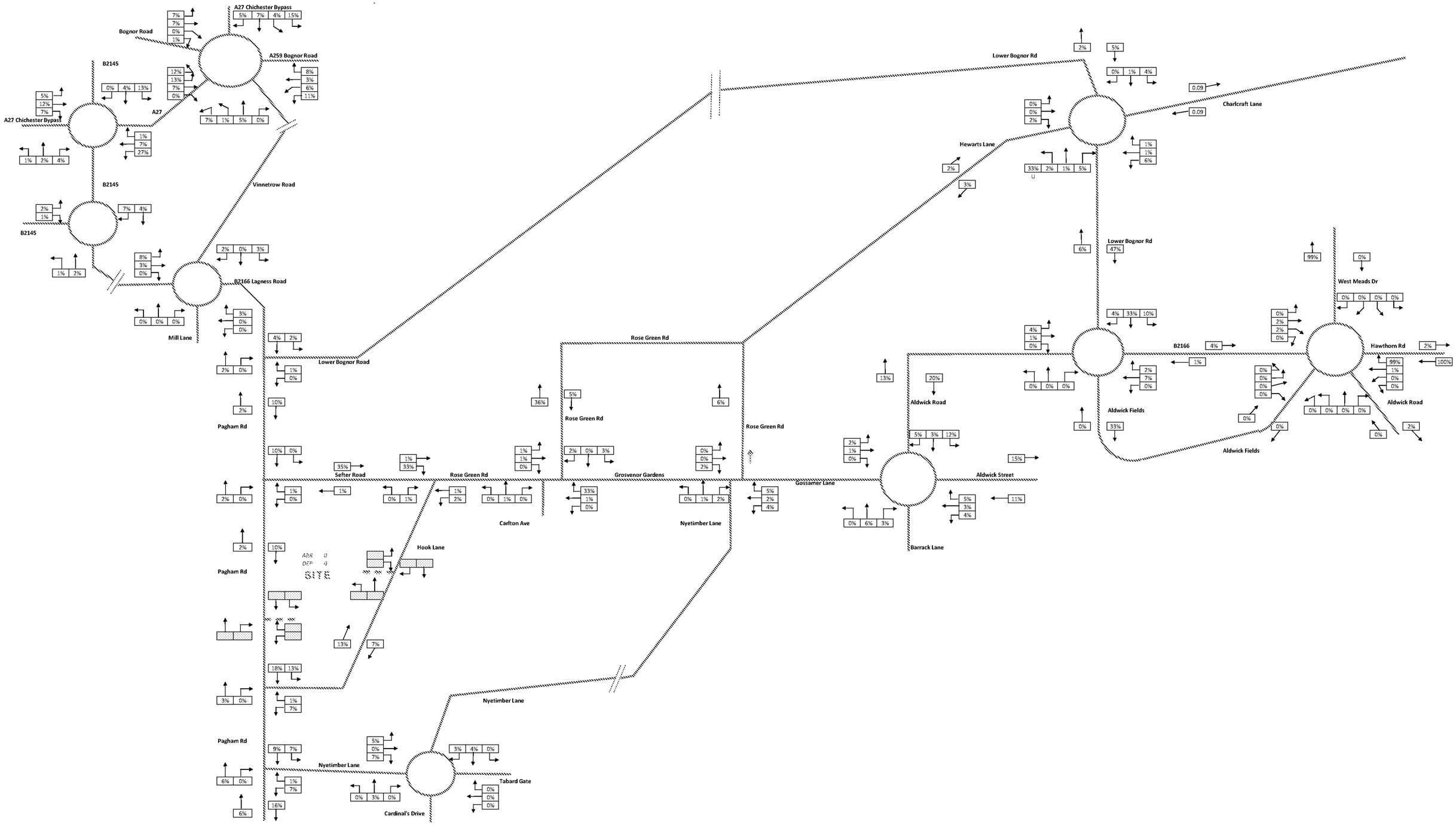
RPS

2016 to 2017 Growth
AM 1.02 PM 1.02

Hook Lane, Pagham

2017 Base Traffic Flows
AM Peak (Various Times)
HGV's & PSV's

ARUN DISTRICT COUNCIL P/6/17/OUT

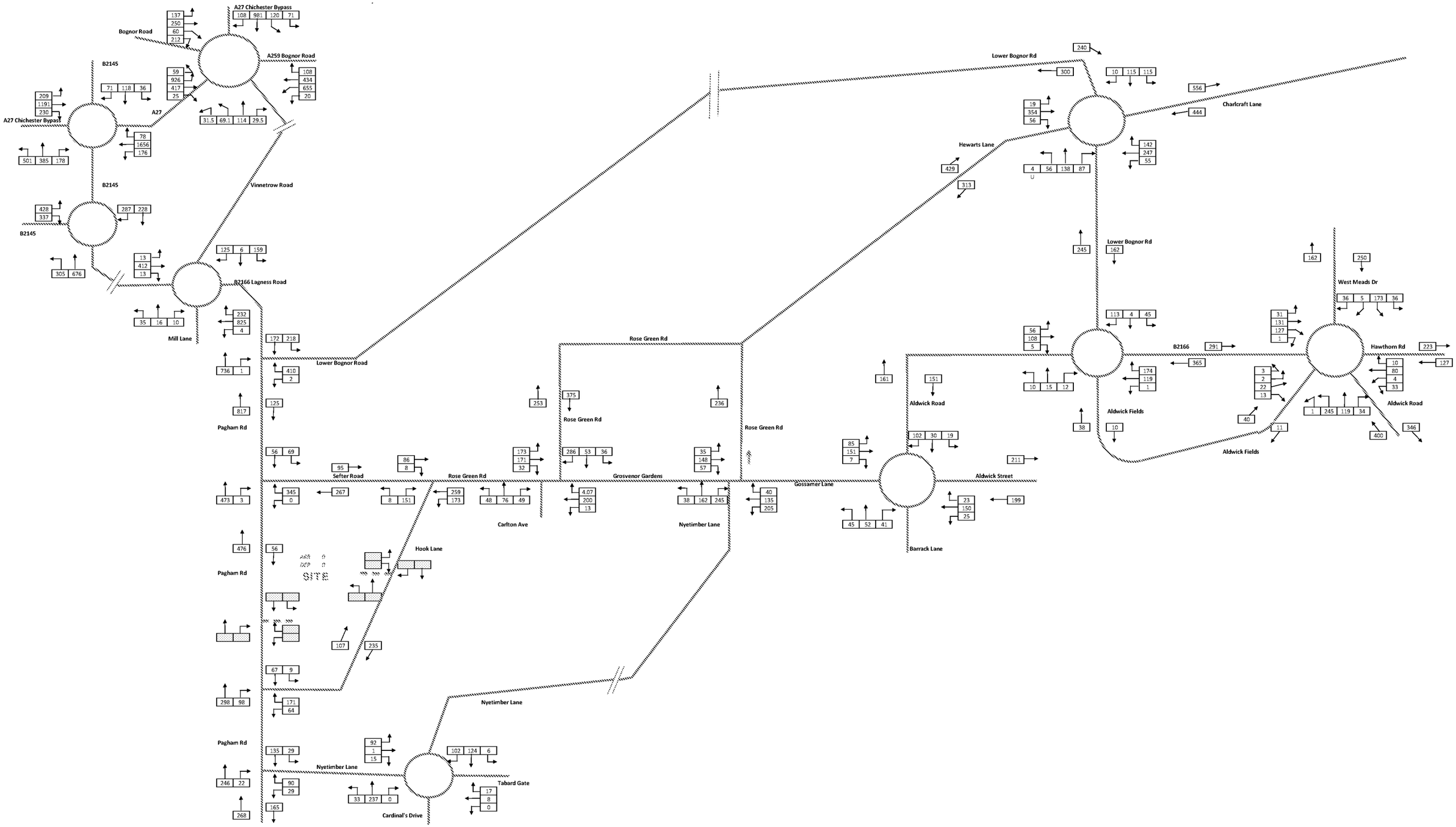


RPS

Hook Lane, Pagham

2017 Base Traffic Flows
AM Peak (Various Times)
HGV's & PSV's %

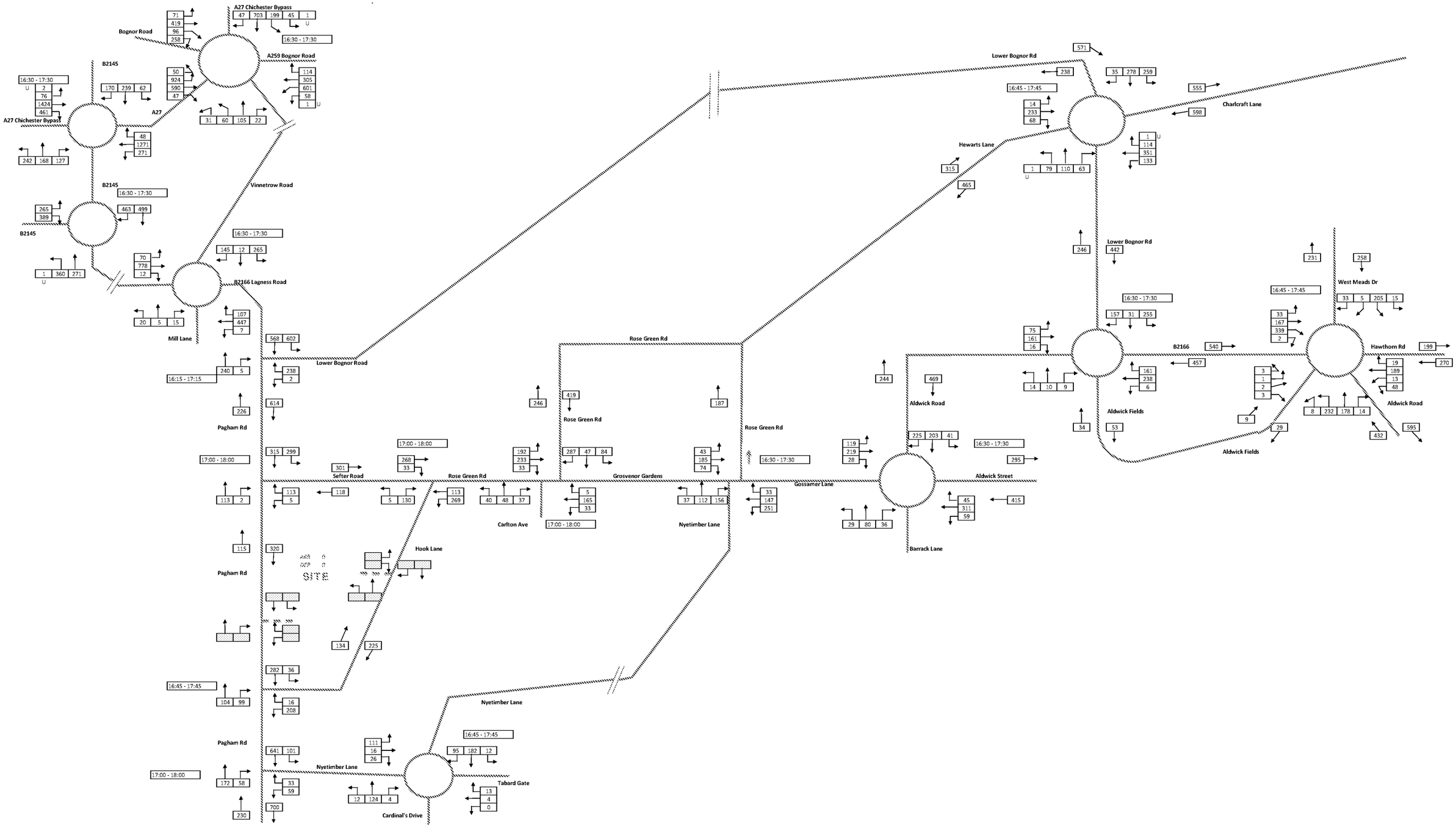
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham

2017 Base Traffic Flows
AM Peak (Various Times)
PCU's



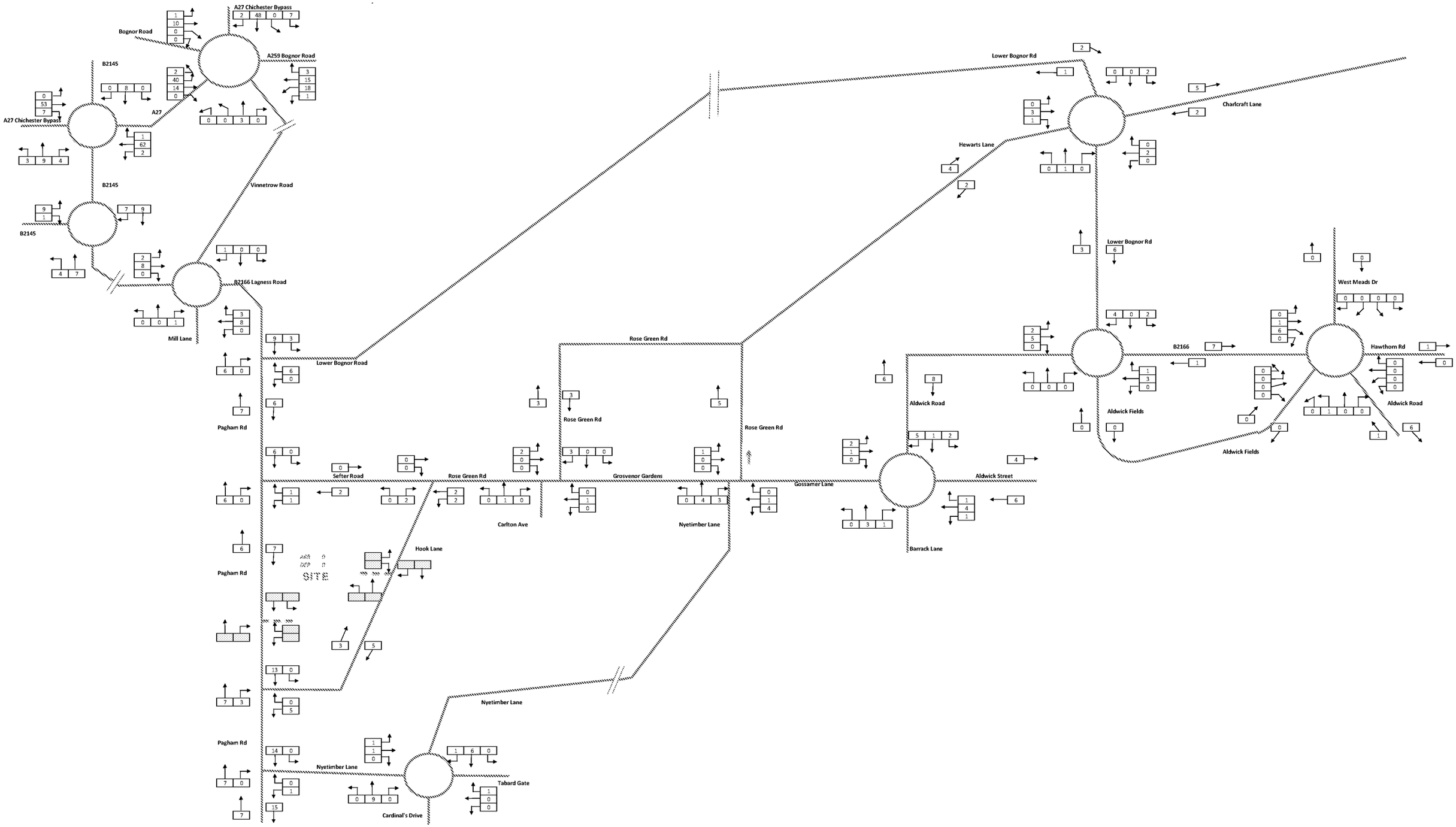
Figures above include Cars,LGV, OGV1, OGV2 & PSV

2016 to 2017 Growth	Principal Road			2016 to 2017 Growth	Trunk Road		
AM	1.02	PM	1.02	AM	1.02	PM	1.02

Hook Lane, Pagham

2017 Base Traffic Flows
PM Peak (Various Times)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

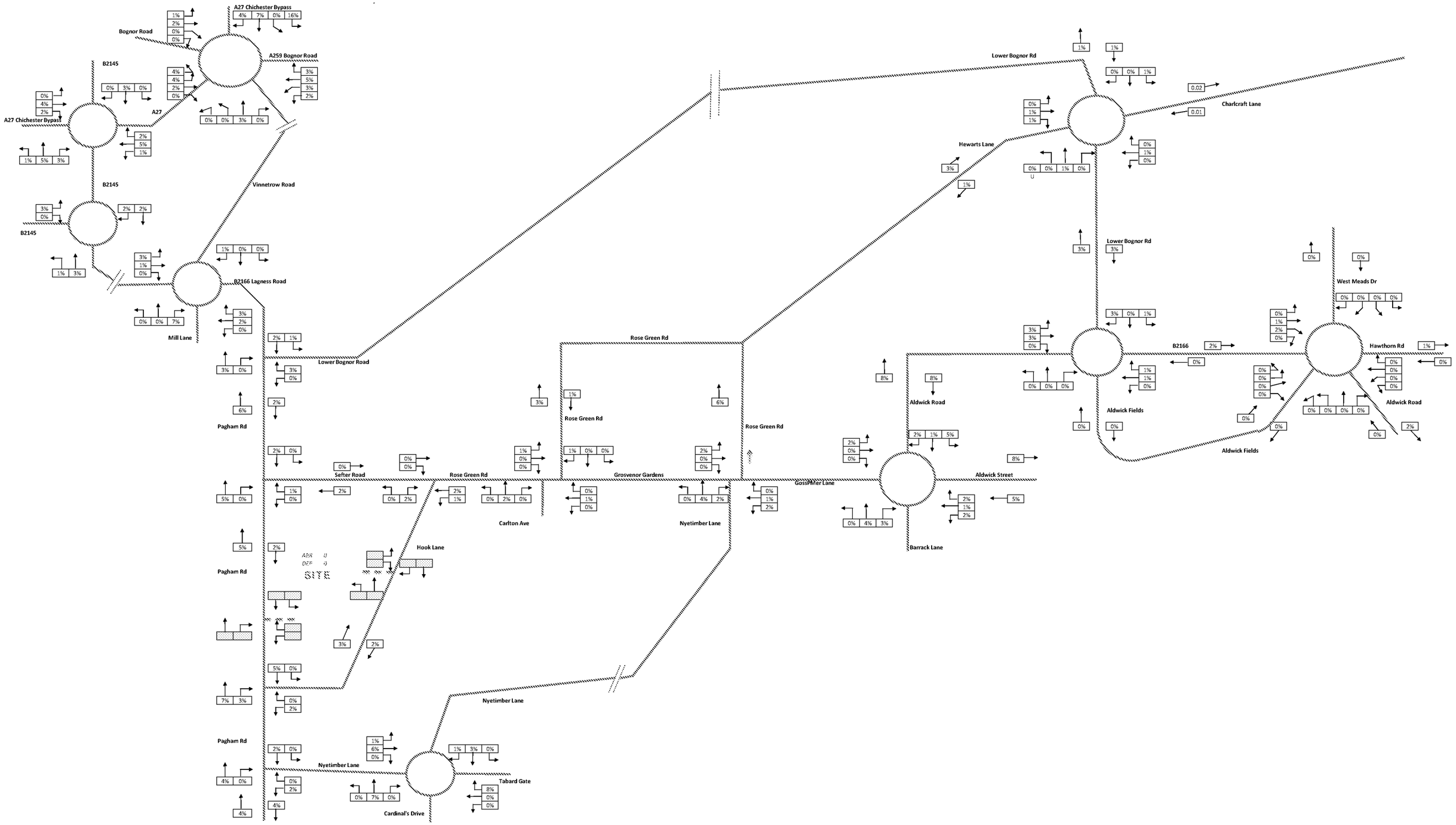


RPS

Hook Lane, Pagham

2017 Base Traffic Flows
PM Peak (Various Times)
HGV's & PSV

ARUN DISTRICT COUNCIL P/6/17/OUT

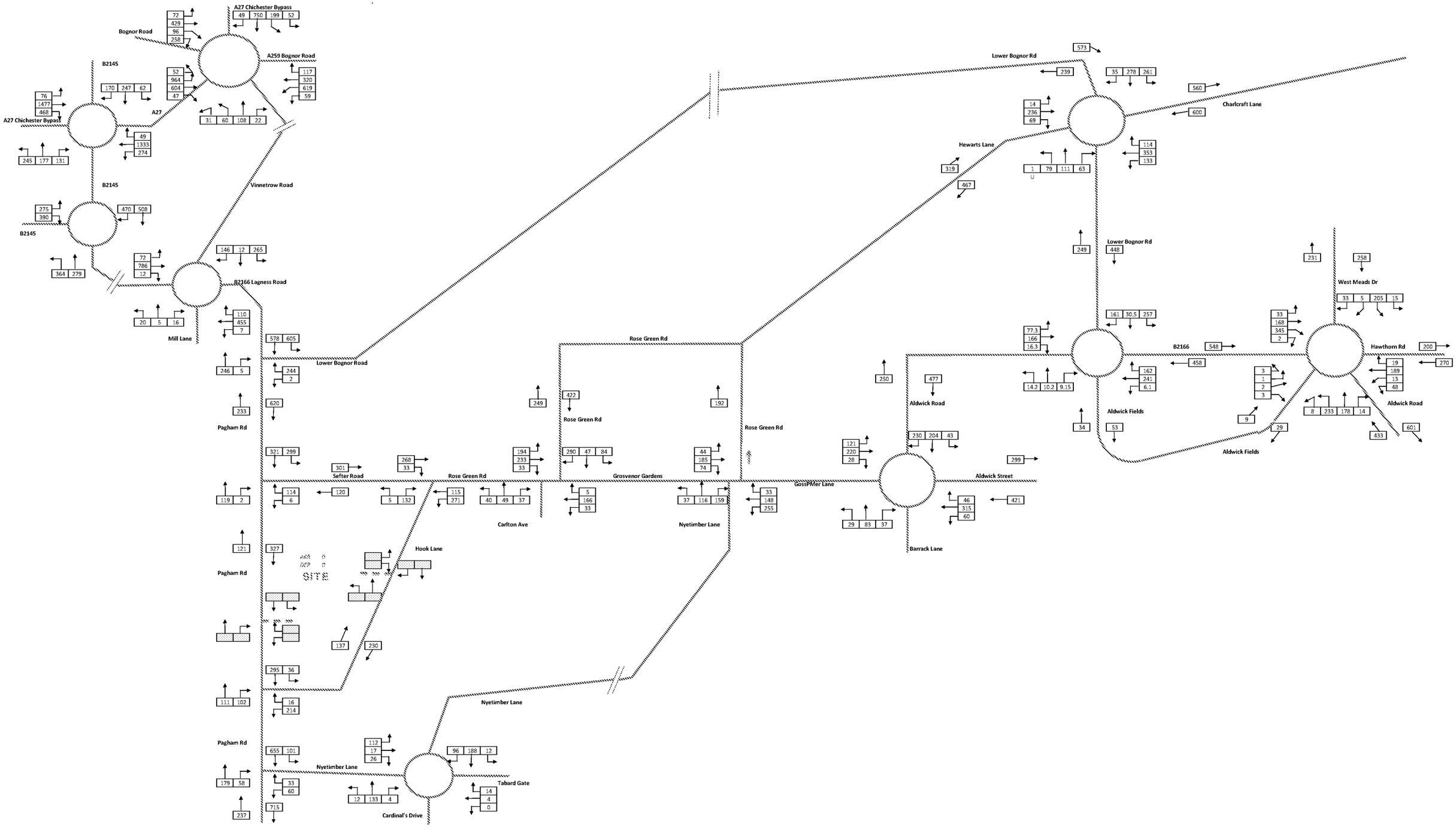


RPS

Hook Lane, PaghPM

2017 Base Traffic Flows
PM Peak (Various Times)
HGV's & PSV's %

ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

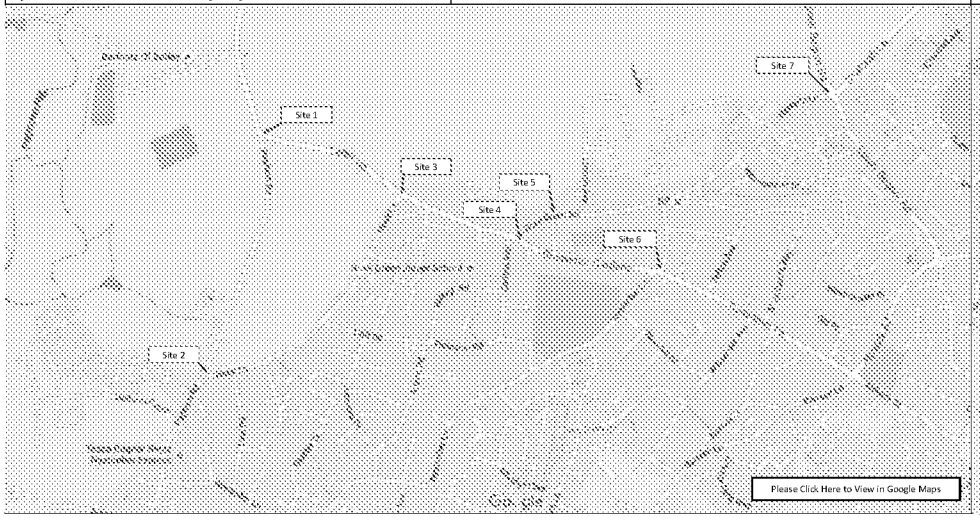
Hook Lane, PaghPM

2017 Base Traffic Flows
PM Peak (Various Times)
PCU's

ARUN DISTRICT COUNCIL P/6/17/OUT

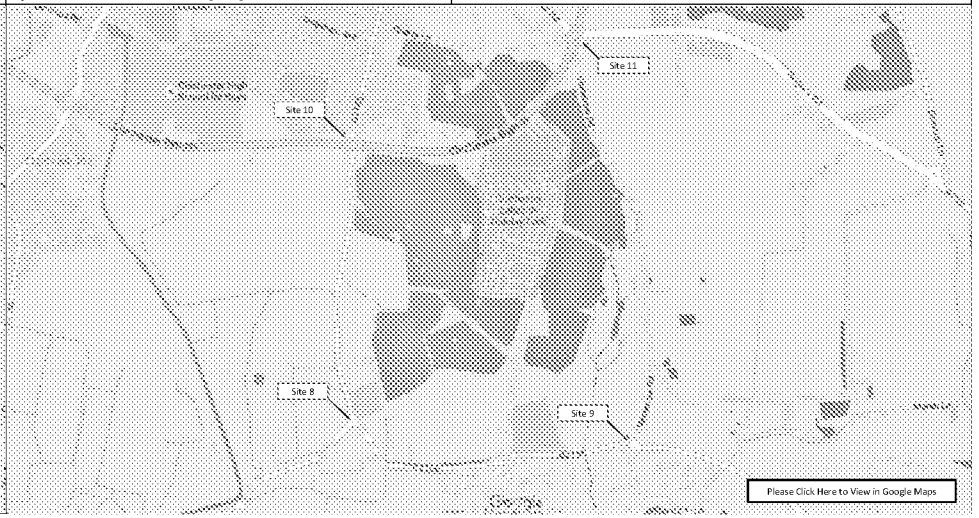
Tracsis

Client :	C & A Consulting Engineers LTD	**Site plan for :**	1 - 11
Project :	3293-LON Bognor Regis	**Date :**	30/06/2016



Tracsis

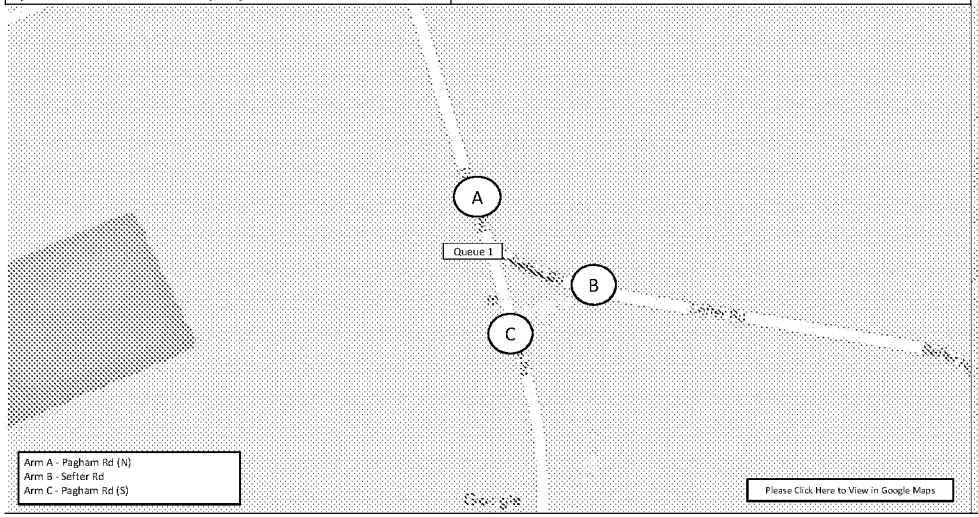
Client :	C & A Consulting Engineers LTD	**Site plan for :**	1 - 11
Project :	3293-LON Bognor Regis	**Date :**	30/06/2016



ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis
Traffic and Data Services

Client :	0	Site plan for :	1
Project :	3293-LON Bognor Regis	Date :	30/06/2016



Tracsis
Traffic and Data Services

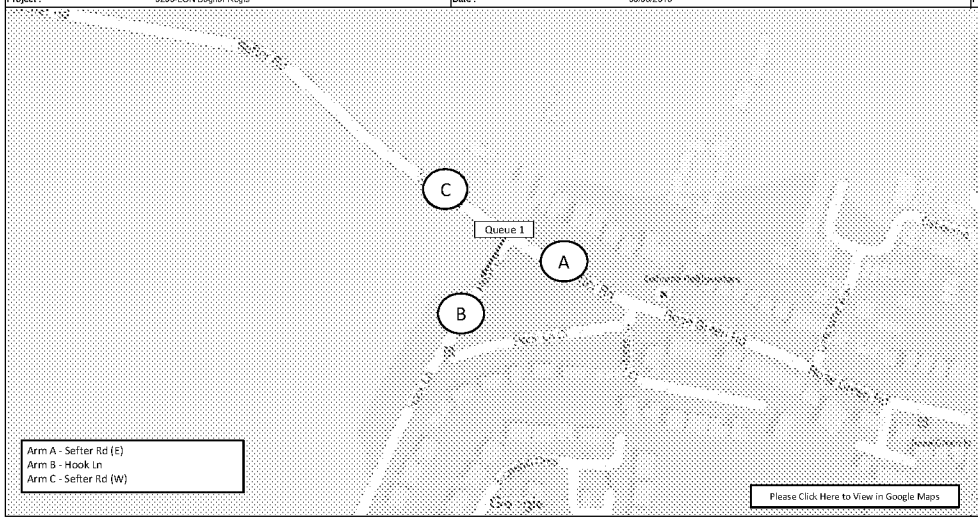
Client :	0	Site plan for :	2
Project :	3293-LON Bognor Regis	Date :	30/06/2016



ARUN DISTRICT COUNCIL P/6/17/OUT

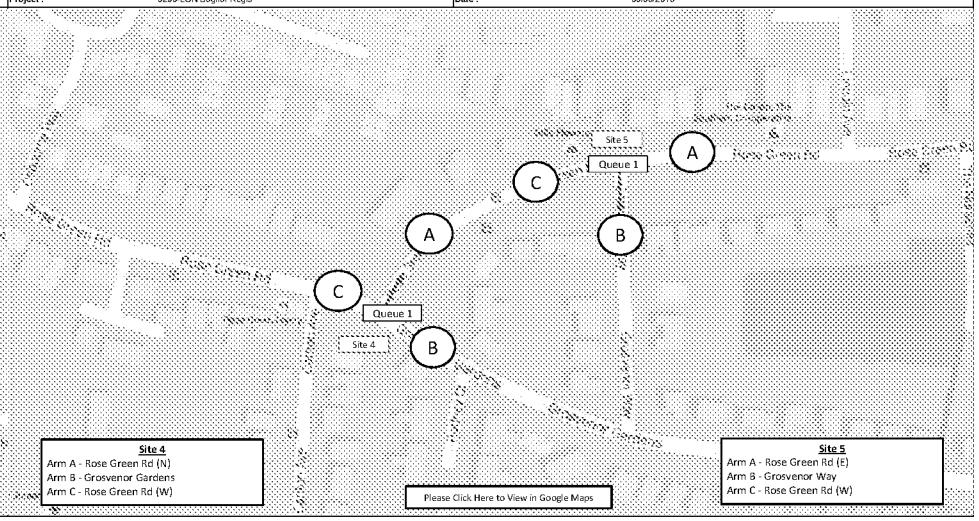
Tracsis
Traffic and Data Services

Client :	0	Site plan for :	3
Project :	3293-LON Bognor Regis	Date :	30/06/2016



Tracsis
Traffic and Data Services

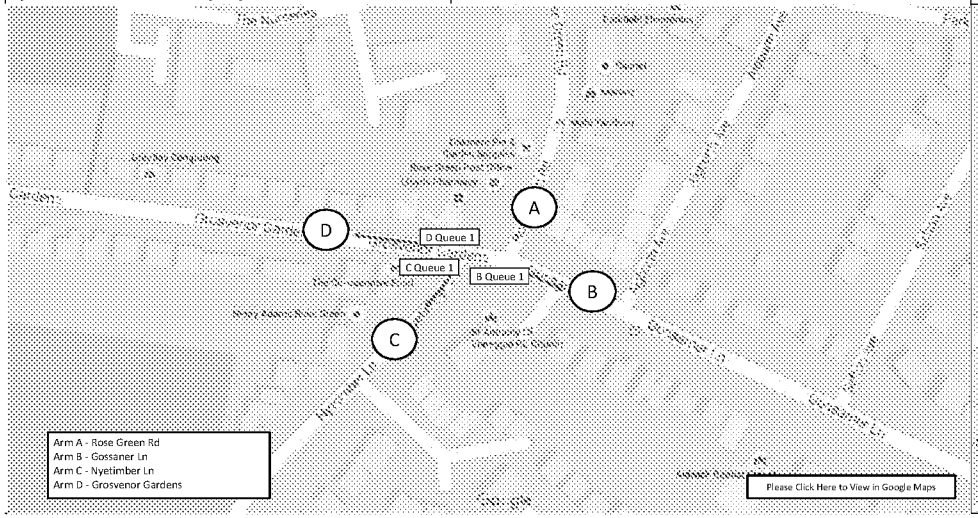
Client :	0	Site plan for :	4 & 5
Project :	3293-LON Bognor Regis	Date :	30/06/2016



ARUN DISTRICT COUNCIL P/6/17/OUT

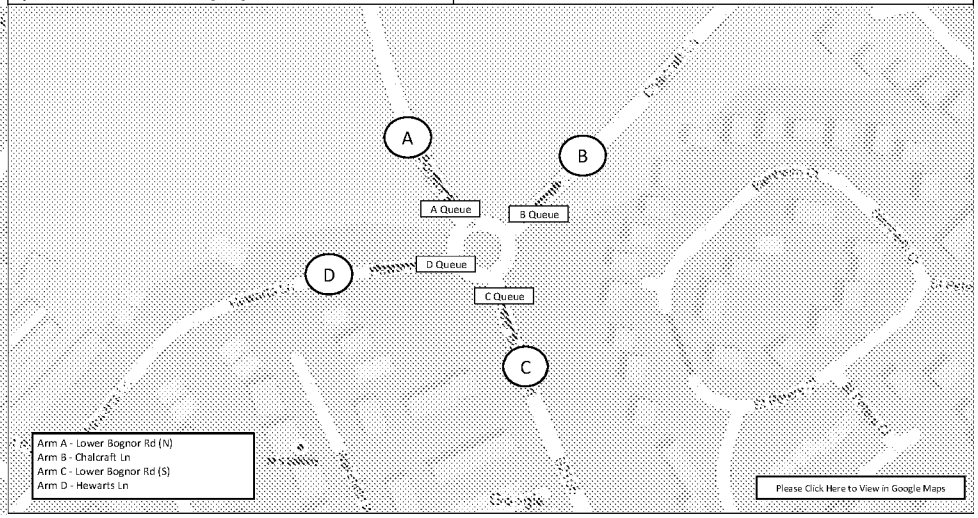
Tracsis plc
Traffic and Data Services

Client :	0	Site plan for :	6
Project :	3293-LON Bognor Regis	Date :	30/06/2016



Tracsis plc
Traffic and Data Services

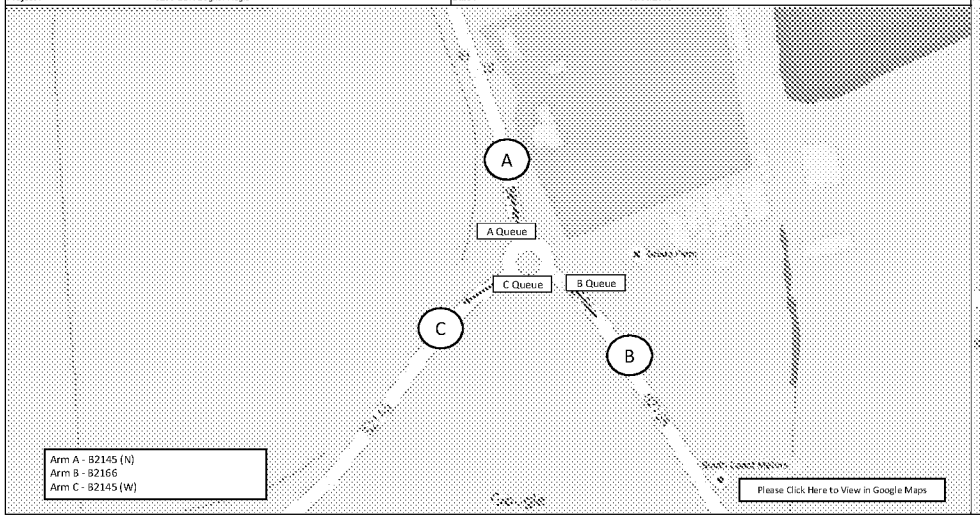
Client :	0	Site plan for :	7
Project :	3293-LON Bognor Regis	Date :	30/06/2016



ARUN DISTRICT COUNCIL P/6/17/OUT

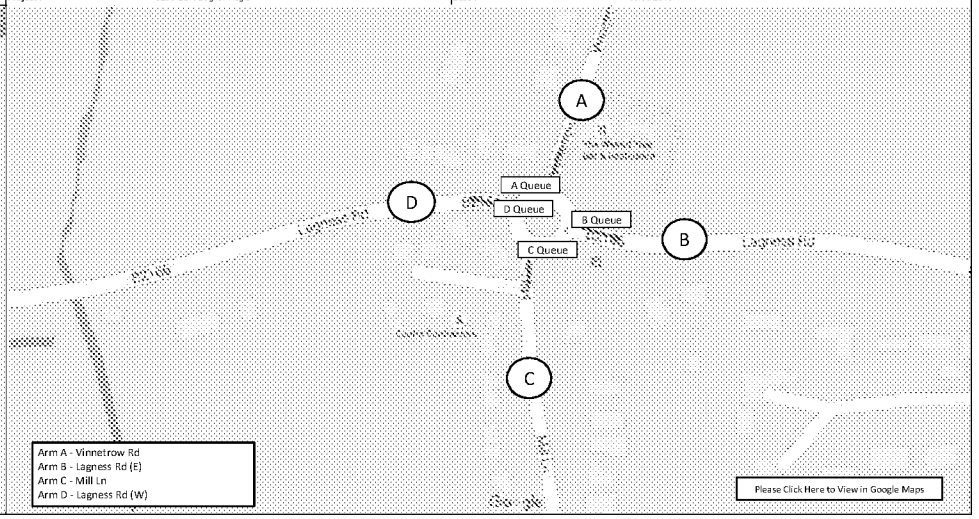
Tracsis plc
Traffic and Data Services

Client :	0	Site plan for :	6
Project :	3293-LON Bognor Regis	Date :	30/06/2016



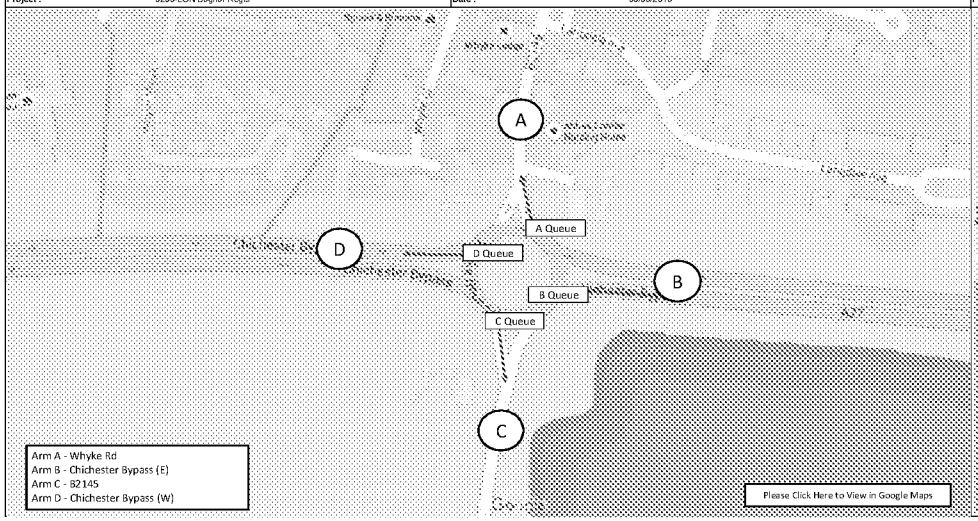
Tracsis plc
Traffic and Data Services

Client :	0	Site plan for :	9
Project :	3293-LON Bognor Regis	Date :	30/06/2016



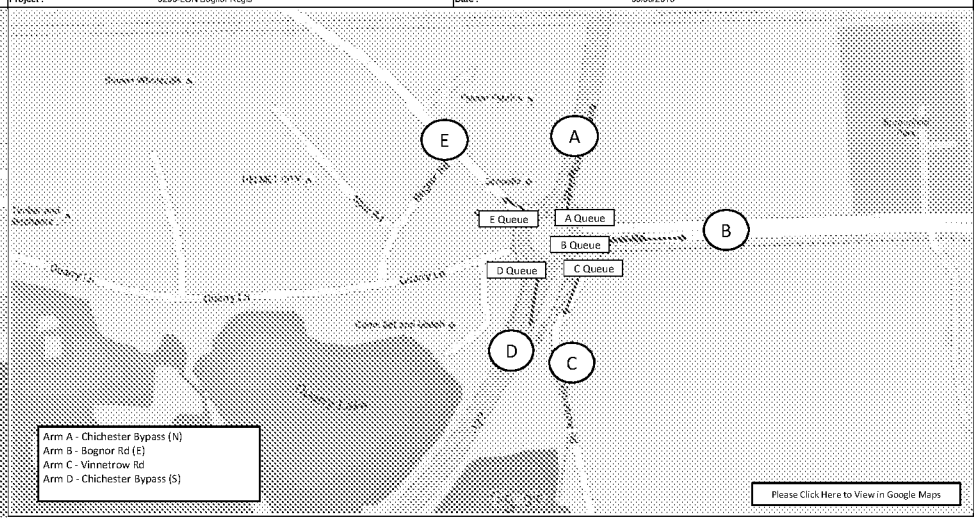
Tracsis

Client :	0	Site plan for :	10
Project :	3293-LON Bognor Regis	Date :	30/06/2016



Tracsis

Client :	0	Site plan for :	11
Project :	3293-LON Bognor Regis	Date :	30/06/2016



ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis plc
Traffic and Data Services

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 1
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

	Sefter Rd Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	15	0	0	0	0	0	0	15
07:10	0	0	0	0	0	0	2.5	2.5
07:15	5	5	0	0	0	0	0	10
07:20	5	0	0	0	0	0	0	5
07:25	15	0	0	0	0	0	0	15
07:30	5	0	10	0	0	0	0	15
07:35	10	5	0	0	0	0	0	15
07:40	10	10	0	0	0	0	0	20
07:45	15	5	0	0	0	0	0	20
07:50	25	10	0	0	0	0	0	35
07:55	20	0	0	0	0	0	0	20
08:00	30	10	0	0	0	0	0	40
08:05	30	0	0	0	0	0	0	30
08:10	20	0	0	0	0	0	0	20
08:15	10	0	0	0	0	0	0	10
08:20	5	5	0	0	0	0	0	10
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	10	5	0	0	0	0	0	15
08:40	10	0	0	0	0	0	0	10
08:45	5	0	0	0	0	0	0	5
08:50	0	0	0	0	0	0	0	0
08:55	5	0	0	0	0	0	0	5
09:00	10	0	0	0	0	0	0	10
09:05	5	5	0	0	0	0	0	10
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	10	0	15	0	0	0	25
09:25	5	0	0	0	0	0	0	5
09:30	10	0	0	0	0	0	0	10
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	5	0	0	0	0	0	0	5
16:10	0	5	0	0	0	0	0	5
16:15	5	0	0	0	0	0	0	5
16:20	5	5	0	0	0	0	0	10
16:25	5	0	0	0	0	0	0	5
16:30	0	5	0	0	0	0	0	5
16:35	5	5	0	0	0	0	0	10
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	5	0	0	0	0	0	0	5
17:10	0	0	0	0	0	0	0	0
17:15	10	0	0	0	0	0	0	10
17:20	0	0	0	0	0	0	0	0
17:25	5	0	0	0	0	0	0	5
17:30	5	0	0	0	0	0	0	5
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	5	0	0	0	0	0	5
17:55	0	5	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:05	0	5	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	5	0	0	0	0	0	0	5
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	5	0	0	0	0	0	0	5
18:40	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Sefter Rd Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	3	0	0	0	0	0	0	3
07:10	0	0	0	0	0	0	0.2	0.2
07:15	1	1	0	0	0	0	0	2
07:20	1	0	0	0	0	0	0	1
07:25	3	0	0	0	0	0	0	3
07:30	1	0	1.5	0	0	0	0	2.5
07:35	2	1	0	0	0	0	0	3
07:40	2	2	0	0	0	0	0	4
07:45	3	1	0	0	0	0	0	4
07:50	5	2	0	0	0	0	0	7
07:55	4	0	0	0	0	0	0	4
08:00	6	2	0	0	0	0	0	8
08:05	6	0	0	0	0	0	0	6
08:10	4	0	0	0	0	0	0	4
08:15	2	0	0	0	0	0	0	2
08:20	1	1	0	0	0	0	0	2
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	2	1	0	0	0	0	0	3
08:40	2	0	0	0	0	0	0	2
08:45	1	0	0	0	0	0	0	1
08:50	0	0	0	0	0	0	0	0
08:55	1	0	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	2
09:05	1	1	0	0	0	0	0	2
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	2	0	2.3	0	0	0	4.3
09:25	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	1	0	0	0	0	0	0	1
16:10	0	1	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1
16:20	1	1	0	0	0	0	0	2
16:25	1	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	1
16:35	1	1	0	0	0	0	0	2
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	1	0	0	0	0	0	0	1
17:10	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2
17:20	0	0	0	0	0	0	0	0
17:25	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	1	0	0	0	0	0	1
17:55	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:05	0	1	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	1
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	1	0	0	0	0	0	0	1
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis plc
Traffic and Data Services

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 2
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

	Hook Ln Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	10	5	0	0	0	0	0	15
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	5	0	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0
09:05	10	0	0	0	0	0	0	10
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	5	0	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	5	0	0	0	0	0	0	5
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	5	0	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Hook Ln Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	2	1	0	0	0	0	0	3
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:05	2	0	0	0	0	0	0	2
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	1	0	0	0	0	0	0	1
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis plc
Traffic and Data Services

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 3
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

	Hook Ln Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	5	0	0	0	0	0	0	5
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	10	0	0	0	0	0	0	10
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	10	0	0	0	0	0	0	10
08:55	10	0	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0
09:05	5	0	0	0	0	0	0	5
09:10	5	0	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0
09:20	5	0	0	0	0	0	0	5
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	5	0	0	0	0	0	0	5
09:45	5	0	0	0	0	0	0	5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	5	0	0	0	0	0	0	5
16:05	0	0	0	0	0	0	0	0
16:10	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	5	0	0	0	0	0	0	5
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	5	5	0	0	0	0	0	10
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	5	0	0	0	0	0	0	5
17:40	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	0	5
17:50	15	0	0	0	0	0	0	15
17:55	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:05	5	0	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

	Hook LN Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	2	0	0	0	0	0	0	2
08:55	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0
09:05	1	0	0	0	0	0	0	1
09:10	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:20	1	0	0	0	0	0	0	1
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1
16:05	0	0	0	0	0	0	0	0
16:10	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	1	1	0	0	0	0	0	2
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	1	0	0	0	0	0	0	1
17:40	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
17:50	3	0	0	0	0	0	0	3
17:55	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis plc
Traffic and Data Services

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 4
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

Rose Green Rd (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	20	5	0	0	0	0	0	25
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	10	5	0	0	0	2.5	0	17.5
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	15	0	0	0	0	0	0	15
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	10	0	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	10	0	0	0	0	0	0	10
09:00	5	0	0	15	0	0	0	20
09:05	0	0	0	0	0	0	0	0
09:10	0	5	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0
09:20	5	0	0	0	0	0	0	5
09:25	5	0	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0
09:35	5	0	0	0	0	0	0	5
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	5	0	0	0	0	0	0	5
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5
16:50	15	10	0	0	15	0	0	40
16:55	0	0	0	0	0	0	0	0
17:00	5	0	0	0	0	0	0	5
17:05	5	10	0	0	0	0	0	15
17:10	10	0	0	0	0	0	0	10
17:15	30	0	0	0	0	0	0	30
17:20	35	0	0	0	0	0	0	35
17:25	10	0	0	0	0	0	0	10
17:30	10	0	0	0	0	0	0	10
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	5	0	0	0	0	0	0	5
17:55	5	5	0	0	0	0	0	10
18:00	5	0	0	0	0	0	0	5
18:05	0	0	0	0	0	0	0	0
18:10	10	0	0	0	0	0	0	10
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	0	0	10
18:50	0	0	0	0	0	0	0	0
18:55	5	5	0	0	0	0	0	10

Rose Green Rd (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	4	1	0	0	0	0	0	5
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	2	1	0	0	0	0.4	0	3.4
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	3	0	0	0	0	0	0	3
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	2	0	0	0	0	0	0	2
09:00	1	0	0	2.3	0	0	0	3.3
09:05	0	0	0	0	0	0	0	0
09:10	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:20	1	0	0	0	0	0	0	1
09:25	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:35	1	0	0	0	0	0	0	1
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	1	0	0	0	0	0	0	1
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
16:50	3	2	0	0	2	0	0	7
16:55	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1
17:05	1	2	0	0	0	0	0	3
17:10	2	0	0	0	0	0	0	2
17:15	6	0	0	0	0	0	0	6
17:20	7	0	0	0	0	0	0	7
17:25	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	1	0	0	0	0	0	0	1
17:55	1	1	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1
18:05	0	0	0	0	0	0	0	0
18:10	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2
18:50	0	0	0	0	0	0	0	0
18:55	1	1	0	0	0	0	0	2

ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis plc
Traffic and Data Services

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 5
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

	Grosvenor Way Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Grosvenor Way Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 6
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Goosander Ln Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	15	0	0	0	0	0	0	15
07:10	10	0	0	0	0	0	0	10
07:15	5	5	0	0	0	0	0	10
07:20	5	5	0	0	0	0	0	10
07:25	15	0	0	0	0	0	0	15
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	10	0	0	0	0	0	0	10
07:45	25	5	0	0	0	0	0	30
07:50	5	5	0	15	0	0	0	25
07:55	5	0	0	0	0	0	0	5
08:00	5	0	10	0	0	0	0	15
08:05	15	0	0	0	0	0	0	15
08:10	25	5	0	0	0	0	0	30
08:15	25	5	0	0	0	0	0	30
08:20	15	0	0	0	0	0	0	15
08:25	20	0	0	0	0	0	0	20
08:30	25	0	10	0	0	0	0	35
08:35	5	0	10	0	0	0	0	15
08:40	25	0	0	0	0	0	0	25
08:45	40	0	0	0	0	0	0	40
08:50	35	5	0	0	0	0	0	40
08:55	10	0	0	0	0	0	0	10
09:00	10	0	0	0	0	0	0	10
09:05	15	0	0	0	0	0	0	15
09:10	15	0	0	0	0	0	0	15
09:15	5	0	0	0	0	0	0	5
09:20	15	0	0	0	0	0	0	15
09:25	20	0	0	0	0	0	0	20
09:30	30	0	0	0	0	0	0	30
09:35	25	0	0	0	0	0	0	25
09:40	10	0	0	0	0	0	0	10
09:45	25	0	0	0	0	0	0	25
09:50	10	0	0	0	0	0	0	10
09:55	30	0	0	0	0	0	0	30
18:00	30	5	0	0	0	0	0	35
18:05	0	0	0	0	0	0	0	0
18:10	30	0	0	15	0	0	0	45
18:15	65	5	0	0	0	0	0	70
18:20	20	5	0	0	0	0	0	25
18:25	10	0	0	0	0	0	0	10
18:30	15	5	0	0	0	0	0	20
18:35	15	0	0	0	0	0	0	15
18:40	30	0	10	0	0	0	0	40
18:45	10	5	0	0	0	0	0	15
18:50	0	0	0	0	0	0	0	0
18:55	20	10	0	0	0	0	0	30
17:00	30	0	0	0	0	0	0	30
17:05	30	0	0	0	0	0	0	30
17:10	30	0	0	0	15	0	0	45
17:15	35	5	0	0	0	0	0	40
17:20	30	10	0	0	0	0	0	40
17:25	20	0	0	0	0	0	0	20
17:30	5	0	0	0	0	0	0	5
17:35	30	15	0	0	0	0	0	45
17:40	30	5	0	0	0	0	0	35
17:45	15	0	0	0	0	0	0	15
17:50	15	0	0	0	0	0	0	15
17:55	25	0	0	0	0	0	0	25
18:00	40	0	0	0	0	0	0	40
18:05	5	0	0	0	0	0	0	5
18:10	20	5	0	0	0	0	0	25
18:15	5	0	0	0	0	0	0	5
18:20	30	5	0	0	0	0	0	35
18:25	15	0	0	0	0	0	0	15
18:30	30	5	0	0	0	0	0	35
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	10	0	0	0	0	0	0	10
18:50	0	0	0	0	0	0	0	0
18:55	25	0	0	0	0	0	0	25

Goosander Ln Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	3	0	0	0	0	0	0	3
07:10	2	0	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2
07:20	1	1	0	0	0	0	0	2
07:25	3	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	2	0	0	0	0	0	0	2
07:45	5	1	0	0	0	0	0	6
07:50	1	1	0	2.3	0	0	0	4.3
07:55	1	0	0	0	0	0	0	1
08:00	1	0	1.5	0	0	0	0	2.5
08:05	3	0	0	0	0	0	0	3
08:10	5	1	0	0	0	0	0	6
08:15	5	1	0	0	0	0	0	6
08:20	3	0	0	0	0	0	0	3
08:25	4	0	0	0	0	0	0	4
08:30	5	0	1.5	0	0	0	0	6.5
08:35	1	0	1.5	0	0	0	0	2.5
08:40	5	0	0	0	0	0	0	5
08:45	8	0	0	0	0	0	0	8
08:50	7	1	0	0	0	0	0	8
08:55	2	0	0	0	0	0	0	2
09:00	2	0	0	0	0	0	0	2
09:05	3	0	0	0	0	0	0	3
09:10	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:20	3	0	0	0	0	0	0	3
09:25	4	0	0	0	0	0	0	4
09:30	6	0	0	0	0	0	0	6
09:35	5	0	0	0	0	0	0	5
09:40	2	0	0	0	0	0	0	2
09:45	3	0	0	0	0	0	0	3
09:50	2	0	0	0	0	0	0	2
09:55	6	0	0	0	0	0	0	6
18:00	6	1	0	0	0	0	0	7
18:05	0	0	0	0	0	0	0	0
18:10	6	0	0	0	0	2	0	8
18:15	13	1	0	0	0	0	0	14
18:20	4	1	0	0	0	0	0	5
18:25	2	0	0	0	0	0	0	2
18:30	3	1	0	0	0	0	0	4
18:35	3	0	0	0	0	0	0	3
18:40	6	0	1.5	0	0	0	0	7.5
18:45	2	1	0	0	0	0	0	3
18:50	0	0	0	0	0	0	0	0
18:55	4	2	0	0	0	0	0	6
17:00	6	0	0	0	0	0	0	6
17:05	6	0	0	0	0	0	0	6
17:10	6	0	0	0	0	2	0	8
17:15	7	1	0	0	0	0	0	8
17:20	6	2	0	0	0	0	0	8
17:25	4	0	0	0	0	0	0	4
17:30	1	0	0	0	0	0	0	1
17:35	6	3	0	0	0	0	0	9
17:40	6	1	0	0	0	0	0	7
17:45	3	0	0	0	0	0	0	3
17:50	3	0	0	0	0	0	0	3
17:55	5	0	0	0	0	0	0	5
18:00	8	0	0	0	0	0	0	8
18:05	1	0	0	0	0	0	0	1
18:10	4	1	0	0	0	0	0	5
18:15	1	0	0	0	0	0	0	1
18:20	6	1	0	0	0	0	0	7
18:25	3	0	0	0	0	0	0	3
18:30	6	1	0	0	0	0	0	7
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5

Nyetimber Ln Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	0	0	0	0	0	0	5
07:05	10	0	0	0	0	0	0	10
07:10	5	0	0	0	0	0	0	5
07:15	5	0	0	0	0	0	0	5
07:20	0	0	0	0	0	0	0	0
07:25	5	0	0	0	0	0	0	5
07:30	5	0	0	0	0	0	0	5
07:35	5	5	0	0	0	0	0	10
07:40	15	0	0	0	0	0	0	15
07:45	0	5	0	0	0	0	0	5
07:50	20	0	0	0	0	0	0	20
07:55	5	0	0	0	0	0	0	5
08:00	0	5	0	0	0	0	0	5
08:05	15	0	0	0	0	0	0	15
08:10	30	0	0	0	0	0	0	30
08:15	45	5	0	0	0	0	0	50
08:20	60	5	0	0	0	0	0	65
08:25	45	0	0	0	0	0	0	45
08:30	20	5	0	0	15	0	0	40
08:35	35	5	0	0	0	0	0	40
08:40	40	10	0	0	0	2.5	0	52.5
08:45	40	0	10	0	0	0	0	50
08:50	15	0	0	0	0	0	0	15
08:55	10	0	0	0	0	0	0	10
09:00	45	5	0	0	0	0	0	50
09:05	70	5	0	0	0	0	0	75
09:10	40	5	0	0	0	0	0	45
09:15	35	5	0	0	15	0	0	55
09:20	40	0	0	0	0	0	0	40
09:25	5	0	0	0	0	0	0	5
09:30	55	5	0	0	15	0	0	75
09:35	25	0	0	0	0	0	0	25
09:40	50	5	0	0	0	0	2.5	57.5
09:45	50	10	0	0	0	0	0	60
09:50	10	5	0	0	0	0	0	15
09:55	35	5	0	0	0	0	0	40
18:00	25	0	0	0	0	0	0	25
18:05	10	0	0	0	0	0	0	10
18:10	55	0	0	0	0	0	0	55
18:15	5	5	0	0	0	0	0	10
18:20	40	0	0	0	0	0	0	40
18:25	10	0	0	0	0	0	0	10
18:30	40	10	0	0	0	0	0	50
18:35	5	0	0	0	0	0	0	5
18:40	20	10	0	0	0	2.5	0	32.5
18:45	40	5	0	0	0	0	0	45
18:50	5	0	0	0	0	0	0	5
18:55	10	0	0	0	0	0	0	10
17:00	40	10	0	0	0	2.5	0	52.5
17:05	30	0	0	0	0	0	0	30
17:10	10	5	0	0	0	0	0	15
17:15	5	0	0	0	0	0	0	5
17:20	15	5	0	0	0	0	0	20
17:25	5	0	0	0	0	0	0	5
17:30	25	0	0	0	0	0	0	25
17:35	15	5	0	0	0	0	0	20
17:40	40	0	0	0	0	0	0	40
17:45	15	0	0	0	0	0	0	15
17:50	10	10	0	0	0	2.5	0	22.5
17:55	35	0	0	0	0	0	0	35
18:00	15	0	0	0	0	5	0	20
18:05	5	0	0	0	0	0	0	5
18:10	5	0	0	0	0	0	0	5
18:15	15	5	0	0	0	0	0	20
18:20	5	0	0	0	0	0	0	5
18:25	5	0	0	0	0	0	0	5
18:30	25	5	0	0	15	0	0	45
18:35	5	0	0	0	0	0	0	5
18:40	10	0	0	0	0	0	0	10
18:45	5	0	0	0	15	0	0	20
18:50	20	0	0	0	0	0	0	20
18:55	35	0	0	0	0	0	0	35

Nyetimber Ln Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:05	2	0	0	0	0	0	0	2
07:10	0	1	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:20	0	0	0	0	0	0	0	0
07:25	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:35	1	1	0	0	0	0	0	2
07:40	3	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	1
07:50	4	0	0	0	0	0	0	4
07:55	1	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	1
08:05	3	0	0	0	0	0	0	3
08:10	6	0	0	0	0	0	0	6
08:15	9	1	0	0	0	0	0	10
08:20	12	1	0	0	0	0	0	13
08:25	9	0	0	0	0	0	0	9
08:30	4	1	0	0	2	0	0	7
08:35	7	1	0	0	0	0	0	8
08:40	8	2	0	0	0	0.4	0	10.4
08:45	8	0	1.5	0	0	0	0	9.5
08:50	3	0	0	0	0	0	0	3
08:55	2	0	0	0	0	0	0	2
09:00	9	1	0	0	0	0	0	10
09:05	14	1	0	0	0	0	0	15
09:10	8	1	0	0	0	0	0	9
09:15	7	1	0	0	2	0	0	10
09:20	8	0	0	0	0	0	0	8
09:25	1	0	0	0	0	0	0	1
09:30	11	1	0	0	2	0	0	14
09:35	5	0	0	0	0	0	0	5
09:40	10	1	0	0	0	0	0.2	11.2
09:45	10	2	0	0	0	0	0	12
09:50	2	1	0	0	0	0	0	3
09:55	7	1	0	0	0	0	0	8
18:00	5	0	0	0	0	0	0	5
18:05	2	0	0	0	0	0	0	2
18:10	11	0	0	0	0	0	0	11
18:15	1	1	0	0	0	0	0	2
18:20	8	0	0	0	0	0	0	8
18:25	2	0	0	0	0	0	0	2
18:30	8	2	0	0	0	0	0	10
18:35	1	0	0	0	0	0	0	1
18:40	4	2	0	0	0	0.4	0	6.4
18:45	8	1	0	0	0	0	0	9
18:50	1	0	0	0	0	0	0	1
18:55	2	0	0	0	0	0	0	2
17:00	8	2	0	0	0	0.4	0	10.4
17:05	6	0	0	0	0	0	0	6
17:10	2	1	0	0	0	0	0	3
17:15	1	0	0	0	0	0	0	1
17:20	3	1	0	0	0	0	0	4
17:25	1	0	0	0	0	0	0	1
17:30	5	0	0	0	0	0	0	5
17:35	3	1	0	0	0	0	0	4
17:40	8	0	0	0	0	0	0	8
17:45	3	0	0	0	0	0	0	3
17:50	2	2	0	0	0	0.4	0	4.4
17:55	7	0	0	0	0	0	0	7
18:00	3	0	0	0	0	0.8	0	3.8
18:05	1	0	0	0	0	0	0	1
18:10	1	0	0	0	0	0	0	1
18:15	3	1	0	0	0	0	0	4
18:20	1	0	0	0	0	0	0	1
18:25	1	0	0	0	0	0	0	1
18:30	5	1	0	0	2	0	0	8
18:35	1	0	0	0	0	0	0	1
18:40	2	0	0	0	0	0	0	2
18:45	1	0	0	0	2	0	0	3
18:50	4	0	0	0	0	0	0	4
18:55	7	0	0	0	0	0	0	7

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 6
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Goosander Ln Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	15	0	0	0	0	0	0	15
07:10	10	0	0	0	0	0	0	10
07:15	5	5	0	0	0	0	0	10
07:20	5	5	0	0	0	0	0	10
07:25	15	0	0	0	0	0	0	15
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	10	0	0	0	0	0	0	10
07:45	25	5	0	0	0	0	0	30
07:50	5	5	0	15	0	0	0	25
07:55	5	0	0	0	0	0	0	5
08:00	5	0	10	0	0	0	0	15
08:05	15	0	0	0	0	0	0	15
08:10	25	5	0	0	0	0	0	30
08:15	25	5	0	0	0	0	0	30
08:20	15	0	0	0	0	0	0	15
08:25	20	0	0	0	0	0	0	20
08:30	25	0	10	0	0	0	0	35
08:35	5	0	10	0	0	0	0	15
08:40	25	0	0	0	0	0	0	25
08:45	40	0	0	0	0	0	0	40
08:50	35	5	0	0	0	0	0	40
08:55	10	0	0	0	0	0	0	10
09:00	10	0	0	0	0	0	0	10
09:05	15	0	0	0	0	0	0	15
09:10	15	0	0	0	0	0	0	15
09:15	5	0	0	0	0	0	0	5
09:20	15	0	0	0	0	0	0	15
09:25	20	0	0	0	0	0	0	20
09:30	30	0	0	0	0	0	0	30
09:35	25	0	0	0	0	0	0	25
09:40	10	0	0	0	0	0	0	10
09:45	25	0	0	0	0	0	0	25
09:50	10	0	0	0	0	0	0	10
09:55	30	0	0	0	0	0	0	30
18:00	30	5	0	0	0	0	0	35
18:05	0	0	0	0	0	0	0	0
18:10	30	0	0	0	15	0	0	45
18:15	65	5	0	0	0	0	0	70
18:20	20	5	0	0	0	0	0	25
18:25	10	0	0	0	0	0	0	10
18:30	15	5	0	0	0	0	0	20
18:35	15	0	0	0	0	0	0	15
18:40	30	0	10	0	0	0	0	40
18:45	10	5	0	0	0	0	0	15
18:50	0	0	0	0	0	0	0	0
18:55	20	10	0	0	0	0	0	30
17:00	30	0	0	0	0	0	0	30
17:05	30	0	0	0	0	0	0	30
17:10	30	0	0	0	15	0	0	45
17:15	35	5	0	0	0	0	0	40
17:20	30	10	0	0	0	0	0	40
17:25	20	0	0	0	0	0	0	20
17:30	5	0	0	0	0	0	0	5
17:35	30	15	0	0	0	0	0	45
17:40	30	5	0	0	0	0	0	35
17:45	15	0	0	0	0	0	0	15
17:50	15	0	0	0	0	0	0	15
17:55	25	0	0	0	0	0	0	25
18:00	40	0	0	0	0	0	0	40
18:05	5	0	0	0	0	0	0	5
18:10	20	5	0	0	0	0	0	25
18:15	5	0	0	0	0	0	0	5
18:20	30	5	0	0	0	0	0	35
18:25	15	0	0	0	0	0	0	15
18:30	30	5	0	0	0	0	0	35
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	10	0	0	0	0	0	0	10
18:50	0	0	0	0	0	0	0	0
18:55	25	0	0	0	0	0	0	25

Goosander Ln Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	3	0	0	0	0	0	0	3
07:10	2	0	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2
07:20	1	1	0	0	0	0	0	2
07:25	3	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	2	0	0	0	0	0	0	2
07:45	5	1	0	0	0	0	0	6
07:50	1	1	0	2.3	0	0	0	4.3
07:55	1	0	0	0	0	0	0	1
08:00	1	0	1.5	0	0	0	0	2.5
08:05	3	0	0	0	0	0	0	3
08:10	5	1	0	0	0	0	0	6
08:15	5	1	0	0	0	0	0	6
08:20	3	0	0	0	0	0	0	3
08:25	4	0	0	0	0	0	0	4
08:30	5	0	1.5	0	0	0	0	6.5
08:35	1	0	1.5	0	0	0	0	2.5
08:40	5	0	0	0	0	0	0	5
08:45	8	0	0	0	0	0	0	8
08:50	7	1	0	0	0	0	0	8
08:55	2	0	0	0	0	0	0	2
09:00	2	0	0	0	0	0	0	2
09:05	3	0	0	0	0	0	0	3
09:10	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:20	3	0	0	0	0	0	0	3
09:25	4	0	0	0	0	0	0	4
09:30	6	0	0	0	0	0	0	6
09:35	5	0	0	0	0	0	0	5
09:40	2	0	0	0	0	0	0	2
09:45	3	0	0	0	0	0	0	3
09:50	2	0	0	0	0	0	0	2
09:55	6	0	0	0	0	0	0	6
18:00	6	1	0	0	0	0	0	7
18:05	0	0	0	0	0	0	0	0
18:10	6	0	0	0	2	0	0	8
18:15	13	1	0	0	0	0	0	14
18:20	4	1	0	0	0	0	0	5
18:25	2	0	0	0	0	0	0	2
18:30	3	1	0	0	0	0	0	4
18:35	3	0	0	0	0	0	0	3
18:40	6	0	1.5	0	0	0	0	7.5
18:45	2	1	0	0	0	0	0	3
18:50	0	0	0	0	0	0	0	0
18:55	4	2	0	0	0	0	0	6
17:00	6	0	0	0	0	0	0	6
17:05	6	0	0	0	0	0	0	6
17:10	6	0	0	0	0	2	0	8
17:15	7	1	0	0	0	0	0	8
17:20	6	2	0	0	0	0	0	8
17:25	4	0	0	0	0	0	0	4
17:30	1	0	0	0	0	0	0	1
17:35	6	3	0	0	0	0	0	9
17:40	6	1	0	0	0	0	0	7
17:45	3	0	0	0	0	0	0	3
17:50	3	0	0	0	0	0	0	3
17:55	5	0	0	0	0	0	0	5
18:00	8	0	0	0	0	0	0	8
18:05	1	0	0	0	0	0	0	1
18:10	4	1	0	0	0	0	0	5
18:15	1	0	0	0	0	0	0	1
18:20	6	1	0	0	0	0	0	7
18:25	3	0	0	0	0	0	0	3
18:30	6	1	0	0	0	0	0	7
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5

Grosvenor Gardens Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	0	0	0	0	0	0	5
07:05	10	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	5	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	5
07:25	5	0	0	0	0	0	0	5
07:30	5	0	0	0	0	0	0	10
07:35	5	0	0	0	0	0	0	0
07:40	15	0	0	0	0	0	0	15
07:45	0	0	0	0	0	0	0	5
07:50	20	0	0	0	0	0	0	5
07:55	5	0	0	0	0	0	0	0
08:00	0	0	5	0	0	0	0	5
08:05	15	0	0	0	0	0	0	15
08:10	10	0	0	0	0	0	0	10
08:15	45	0	0	0	0	0	0	0
08:20	60	0	5	0	0	0	0	15
08:25	45	0	0	0	0	0	0	15
08:30	20	0	15	0	0	0	0	15
08:35	35	0	0	0	0	0	0	0
08:40	40	0	0	0	0	0	0	15
08:45	40	0	0	0	0	0	0	35
08:50	15	0	0	0	0	0	0	10
08:55	10	0	5	0	0	0	0	10
09:00	45	0	0	0	0	0	0	25
09:05	70	0	0	0	0	0	0	15
09:10	40	0	0	0	0	0	0	45
09:15	35	0	5	0	0	0	0	5
09:20	40	0	5	0	0	0	0	5
09:25	5	0	10	0	0	0	0	10
09:30	55	0	0	0	0	0	0	15
09:35	25	0	0	0	0	0	0	0
09:40	50	0	0	0	0	0	0	20
09:45	50	0	0	0	0	0	2.5	17.5
09:50	10	0	0	0	0	0	0	10
09:55	55	0	0	0	0	0	0	30
18:00	25	0	0	0	0	0	0	25
18:05	10	0	0	0	0	0	0	0
18:10	55	0	0	0	0	0	2.5	32.5
18:15	5	0	0	0	0	0	0	0
18:20	40	0	0	0	0	0	0	10
18:25	10	0	0	0	0	0	0	0
18:30	40	0	0	0	0	0	0	50
18:35	5	0	0	0	0	0	0	5
18:40	20	0	0	0	0	0	0	15
18:45	40	0	0	0	0	0	0	15
18:50	5	0	0	0	0	0	0	0
18:55	10	0	0	0	0	0	0	15
17:00	40	0	0	0	0	0	0	30
17:05	50	0	0	0	0	0	0	20
17:10	10	0	5	0	0	0	0	15
17:15	5	0	5	0	0	0	0	10
17:20	15	0	5	0	0	0	0	20
17:25	5	0	5	0	0	0	0	10
17:30	25	0	5	0	0	0	0	10
17:35	15	0	5	0	0	0	0	30
17:40	40	0	5	0	0	0	0	5
17:45	15	0	5	0	0	0	0	30
17:50	10	0	0	0	0	0	0	10
17:55	35	0	0	0	0	0	0	15
18:00	15	0	0	0	0	0	0	40
18:05	5	0	0	0	0	0	0	5
18:10	5	0	0	0	0	0	0	5
18:15	15	0	0	0	0	0	0	10
18:20	5	0	0	0	0	0	2.5	27.5
18:25	5	0	0	0	0	0	0	0
18:30	25	0	0	0	0	0	2.5	12.5
18:35	5	0	0	0	0	0	0	15
18:40	10	0	0	0	0	0	0	15
18:45	5	0	0	0	0	0	0	10
18:50	20	0	5	0	0	0	0	5
18:55	35	0	0	0	0	0	0	20

Grosvenor Gardens Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	1	0	0	0	0	0	0	1
07:25	1	0	0	0	0	0	0	1
07:30	1	1	0	0	0	0	0	2
07:35	0	0	0	0	0	0	0	0
07:40	3	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	1
07:50	1	0	0	0	0	0	0	1
07:55	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1
08:05	3	0	0	0	0	0	0	3
08:10	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0
08:20	2	1	0	0	0	0	0	3
08:25	3	0	0	0	0	0	0	3
08:30	3	0	0	0	0	0	0	3
08:35	0	0	0	0	0	0	0	0
08:40	3	0	0	0	0	0	0	3
08:45	7	0	0	0	0	0	0	7
08:50	2	0	0	0	0	0	0	2
08:55	1	1	0	0	0	0	0	2
09:00	5	0	0	0	0	0	0	5
09:05	3	0	0	0	0	0	0	3
09:10	9	0	0	0	0	0	0	9
09:15	1	0	0	0	0	0	0	1
09:20	1	0	0	0	0	0	0	1
09:25	2	0	0	0	0	0	0	2
09:30	3	0	0	0	0	0	0	3
09:35	0	0	0	0	0	0	0	0
09:40	4	0	0	0	0	0	0	4
09:45	3	0	0	0	0	0	0.4	3.4
09:50	2	0	0	0	0	0	0	2
09:55	8	0	0	0	0	0	0	8
18:00	5	0	0	0	0	0	0	5
18:05	0	0	0	0	0	0	0	0
18:10	6	0	0	0	0	0	0.4	6.4
18:15	0	0	0	0	0	0	0	0
18:20	2	0	0	0	0	0	0	2
18:25	0	0	0	0	0	0	0	0
18:30	9	1	0	0	0	0	0	10
18:35	1	0	0	0	0	0	0	1
18:40	3	0	0	0	0	0	0	3
18:45	3	0	0	0	0	0	0	3
18:50	0	0	0	0	0	0	0	0
18:55	3	0	0	0	0	0	0	3
17:00	5	1	0	0	0	0	0	6
17:05	4	0	0	0	0	0	0	4
17:10	2	1	0	0	0	0	0	3
17:15	1	1	0	0	0	0	0	2
17:20	4	0	0	0	0	0	0	4
17:25	1	1	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2
17:35	5	1	0	0	0	0	0	6
17:40	1	0	0	0	0	0	0	1
17:45	5	1	0	0	0	0	0	6
17:50	2	0	0	0	0	0	0	2
17:55	3	0	0	0	0	0	0	3
18:00	7	1	0	0	0	0	0	8
18:05	1	0	0	0	0	0	0	1
18:10	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:20	5	0	0	0	0	0	0.2	5.2
18:25	0	0	0	0	0	0	0	0
18:30	1	1	0	0	0	0	0.2	2.2
18:35	3	0	0	0	0	0	0	3
18:40	1	2	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2
18:50	0	1	0	0	0	0	0	1
18:55	3	1	0	0	0	0	0	4

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 7
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Lower Bognor Rd (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	5	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	2.5	2.5
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	10	0	0	0	0	0	0	10
17:15	5	0	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0.2	0.2
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor(N) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (N) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 7
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

	Lower Bognor Rd (N) Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	5	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	2.5	2.5
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	15	0	0	0	0	0	0	15
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	10	0	0	0	0	0	0	10
17:15	5	0	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Lower Bognor Rd (N) Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0.2	0.2
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

			Chalcraft Ln Queue 1 Vehicle Metres							
	Car		Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	07:00	0	0	0	0	0	0	0	0
07:05	0	07:05	0	0	0	0	0	0	0	0
07:10	0	07:10	0	0	0	0	0	0	0	0
07:15	0	07:15	0	0	0	0	0	0	0	0
07:20	0	07:20	0	0	0	0	0	0	0	0
07:25	0	07:25	0	0	0	0	0	0	0	0
07:30	0	07:30	0	0	0	0	0	0	0	0
07:35	0	07:35	0	0	0	0	0	0	0	0
07:40	0	07:40	0	0	0	0	0	0	0	0
07:45	0	07:45	0	0	0	0	0	0	0	0
07:50	0	07:50	0	0	0	0	0	0	0	0
07:55	0	07:55	0	0	0	0	0	0	0	0
08:00	0	08:00	0	0	0	0	0	0	0	0
08:05	0	08:05	0	0	0	0	0	0	0	0
08:10	0	08:10	0	0	0	0	0	0	0	0
08:15	0	08:15	0	0	0	0	0	0	0	0
08:20	0	08:20	0	0	0	0	0	0	0	0
08:25	0	08:25	0	0	0	0	0	0	0	0
08:30	0	08:30	0	0	0	0	0	0	0	0
08:35	0	08:35	0	0	0	0	0	0	0	0
08:40	0	08:40	0	0	0	0	0	0	0	0
08:45	0	08:45	0	0	0	0	0	0	0	0
08:50	0	08:50	0	0	0	0	0	0	0	0
08:55	0	08:55	0	0	0	0	0	0	0	0
09:00	0	09:00	0	0	0	0	0	0	0	0
09:05	0	09:05	0	0	0	0	0	0	0	0
09:10	0	09:10	0	0	0	0	0	0	0	0
09:15	0	09:15	0	0	0	0	0	0	0	0
09:20	0	09:20	0	0	0	0	0	0	0	0
09:25	0	09:25	0	0	0	0	0	0	0	0
09:30	0	09:30	0	0	0	0	0	0	0	0
09:35	0	09:35	0	0	0	0	0	0	0	0
09:40	0	09:40	0	0	0	0	0	0	0	0
09:45	0	09:45	0	0	0	0	0	0	0	0
09:50	0	09:50	0	0	0	0	0	0	0	0
09:55	0	09:55	0	0	0	0	0	0	0	0
16:00	0	16:00	15	0	0	0	0	0	0	15
16:05	0	16:05	0	0	0	0	0	0	0	0
16:10	0	16:10	0	0	0	0	0	0	0	0
16:15	0	16:15	0	0	0	0	0	0	0	0
16:20	0	16:20	0	0	0	0	0	0	0	0
16:25	0	16:25	0	0	0	0	0	0	0	0
16:30	0	16:30	0	0	0	0	0	0	0	0
16:35	0	16:35	0	0	0	0	0	0	0	0
16:40	0	16:40	0	0	0	0	0	0	0	0
16:45	0	16:45	0	0	0	0	0	0	0	0
16:50	0	16:50	0	0	0	0	0	0	0	0
16:55	0	16:55	0	0	0	0	0	0	0	0
17:00	0	17:00	0	0	0	0	0	0	0	0
17:05	0	17:05	0	0	0	0	0	0	0	0
17:10	0	17:10	5	0	0	0	0	0	0	5
17:15	0	17:15	0	0	0	0	0	0	0	0
17:20	0	17:20	0	0	0	0	0	0	0	0
17:25	0	17:25	0	0	0	0	0	0	0	0
17:30	0	17:30	0	0	0	0	0	0	0	0
17:35	0	17:35	0	0	0	0	0	0	0	0
17:40	0	17:40	0	0	0	0	0	0	0	0
17:45	0	17:45	0	0	0	0	0	0	0	0
17:50	0	17:50	0	0	0	0	0	0	0	0
17:55	0	17:55	0	0	0	0	0	0	0	0
18:00	0	18:00	40	10	0	0	0	0	0	50
18:05	0	18:05	0	0	0	0	0	0	0	0
18:10	0	18:10	0	0	0	0	0	0	0	0
18:15	0	18:15	0	0	0	0	0	0	0	0
18:20	0	18:20	10	0	0	0	0	0	0	10
18:25	0	18:25	0	0	0	0	0	0	0	0
18:30	0	18:30	0	0	0	0	0	0	0	0
18:35	0	18:35	15	5	0	0	0	0	0	20
18:40	0	18:40	0	0	0	0	0	0	0	0
18:45	0	18:45	0	0	0	0	0	0	0	0
18:50	0	18:50	0	0	0	0	0	0	0	0
18:55	0	18:55	0	0	0	0	0	0	0	0

	Chalcraft Ln Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	8	2	0	0	0	0	0	10
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	2	0	0	0	0	0	0	2
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	3	1	0	0	0	0	0	4
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Chalcraft Ln Queue 2 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	5	0	0	0	0	0	5
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	5	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Chalcraft Ln Queue 2 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	1	0	0	0	0	0	1
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 7
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Lower Bognor Rd (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	5	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	2.5	2.5
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0.2	0.2
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Car
07:00	0
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0

Lower Bognor Rd (S) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (S) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (S) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	5	0	0	0	0	0	0	5
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	15	0	0	0	15
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (S) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	1	0	0	0	0	0	0	1
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	2.3	0	0	0	2.3
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 7
Date : 30/09/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

Lower Bognor Rd (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	5	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	2.5	2.5
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	10	0	0	0	0	0	0	10
17:15	5	0	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lower Bognor Rd (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0.2	0.2
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Hewarts Ln Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	10	5	0	0	0	0	0	15
07:25	0	5	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	5	0	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	5	0	0	0	0	0	0	5
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Hewarts Ln Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	2	1	0	0	0	0	0	3
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	1	0	0	0	0	0	0	1
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Hewarts Ln Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	2.5	2.5
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Hewarts Ln Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	M/C	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0.2	0.2
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 5
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

B2148 (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	5	0	0	0	0	0	0	5
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	5	5	0	0	0	0	0	10
18:15	5	0	0	0	0	0	0	5
18:20	5	0	0	0	0	0	0	5
18:25	5	5	0	0	0	0	0	10
18:30	0	0	0	0	0	0	0	0
18:35	10	0	0	0	0	0	0	10
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	15	0	0	0	0	0	0	15
17:00	5	0	0	0	0	0	0	5
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5

B2148 (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	1	1	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1
18:20	1	0	0	0	0	0	0	1
18:25	1	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:35	2	0	0	0	0	0	0	2
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	3	0	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	1	0	0	0	0	0	0	1

B2148 (N) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	5	0	0	0	0	0	0	5
08:10	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	5
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	5	0	0	0	0	0	5
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5
18:20	5	0	0	0	0	0	0	5
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	10	0	0	0	0	0	0	10
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	15	0	0	0	0	0	0	15
17:00	20	5	0	0	0	0	0	25
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	15	0	0	0	0	2.5	0	17.5
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	5	5	0	0	0	0	0	10
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 (N) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	1	0	0	0	0	0	0	1
08:10	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	1	1	0	0	0	0	0	2
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 5
Date : 30/09/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

B2148 (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	5	0	0	0	0	0	0	5
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	5	0	0	0	0	0	0	5
18:15	5	0	0	0	0	0	0	5
18:20	5	0	0	0	0	0	0	5
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	10	0	0	0	0	0	0	10
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	15	0	0	0	0	0	0	15
17:00	5	0	0	0	0	0	0	5
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5

B2148 (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	2	0	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2
18:20	1	0	0	0	0	0	0	1
18:25	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:35	2	0	0	0	0	0	0	2
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	3	0	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	1	0	0	0	0	0	0	1

B2189 Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	5
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	5	0	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	10	0	0	0	0	0	0	10
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	10	0	0	0	0	0	0	10
18:15	10	0	0	0	0	0	0	10
18:20	5	0	0	0	0	0	0	5
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2189 Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	1	0	0	0	0	0	1
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	2	0	0	0	0	0	0	2
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:20	0	0	0	0	0	0	0	0
18:25	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2199 Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	15	0	0	0	0	0	0	15
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	10	0	0	0	0	0	0	10
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	20	0	0	0	0	0	0	20
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	5	0	0	0	0	0	0	5
09:55	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	10	0	0	0	0	0	0	10
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	25	0	0	0	0	0	0	25
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	5	0	0	0	0	0	0	5
17:15	5	0	0	0	0	0	0	5
17:20	0	0	0	0	0	0	0	0
17:25	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	5	0	0	0	0	0	0	5
17:45	5	0	0	0	0	0	0	5
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

B2199 Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	3	0	0	0	0	0	0	3
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	1	0	0	0	0	0	0	1
09:55	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 5
Date : 30/09/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

B2148 (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	5	0	0	0	0	0	0	5
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	5	5	0	0	0	0	0	10
18:15	0	0	0	0	0	0	0	0
18:20	5	0	0	0	0	0	0	5
18:25	5	5	0	0	0	0	0	10
18:30	0	0	0	0	0	0	0	0
18:35	10	0	0	0	0	0	0	10
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	15	0	0	0	0	0	0	15
17:00	5	0	0	0	0	0	0	5
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5

B2148 (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	1	6
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	1	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	1
18:25	1	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:35	2	0	0	0	0	0	0	2
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	3	0	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	1	0	0	0	0	0	0	1

B2148 (W) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	5	5	0	0	0	0	10
07:20	0	20	15	0	0	15	0	50
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	10	10	0	0	0	0	20
07:40	0	5	0	0	0	0	0	5
07:45	0	5	0	0	0	0	0	5
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	10	5	0	0	0	0	0	15
08:30	15	0	0	0	0	0	0	15
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 (W) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2
07:20	3	0	0	0	2	0	0	5
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	2	2	0	0	0	0	0	4
07:40	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	2	1	0	0	0	0	0	3
08:30	3	0	0	0	0	0	0	3
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:35	1	0	0	0	0	0	0	1
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 (W) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	10	0	0	0	0	0	0	10
07:20	5	5	0	0	0	0	0	10
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	5	0	0	0	0	0	0	5
07:40	5	0	0	0	0	0	0	5
07:45	5	0	0	0	0	0	0	5
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	30	0	0	0	0	0	0	30
08:20	0	0	0	0	0	0	0	0
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	5	0	0	0	0	0	0	5
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	5	0	0	0	0	0	0	5
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 (W) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2
07:20	1	1	0	0	0	0	0	2
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	1	0	0	0	0	0	0	1
07:40	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	6	0	0	0	0	0	0	6
08:20	0	0	0	0	0	0	0	0
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 9
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Vinnetrow Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	15	0	0	0	0	0	0	15
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	10	0	0	0	0	0	0	10
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	25	5	0	15	0	0	0	45
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	15	0	0	0	0	0	0	15
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	30	0	0	0	0	0	0	30
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	10	0	0	0	0	0	0	10
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	30	0	0	0	0	0	0	30
17:10	15	0	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0
17:20	5	0	0	0	0	0	0	5
17:25	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0
17:35	5	0	0	0	0	0	0	5
17:40	10	0	0	0	0	0	0	10
17:45	5	0	0	0	0	0	0	5
17:50	5	0	0	0	0	0	0	5
17:55	20	0	0	0	0	0	0	20
18:00	0	0	0	0	0	0	0	0
18:05	5	0	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	15	0	0	0	15
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Vinnetrow Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	5	1	0	2.3	0	0	0	8.3
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	3	0	0	0	0	0	0	3
18:25	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:35	6	0	0	0	0	0	0	6
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	2	0	0	0	0	0	0	2
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	6	0	0	0	0	0	0	6
17:10	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1
17:25	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:35	1	0	0	0	0	0	0	1
17:40	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
17:50	1	0	0	0	0	0	0	1
17:55	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	2.3	0	0	0	2.3
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Lagnese Rd (E) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	25	0	0	0	0	0	0	25
08:15	5	0	0	0	0	0	0	5
08:20	0	0	0	0	0	0	0	0
08:25	10	0	0	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	15	0	0	0	0	0	0	15
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lagnese Rd (E) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1
08:20	0	0	0	0	0	0	0	0
08:25	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	3	0	0	0	0	0	0	3
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 9
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Vinnetrow Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	15	0	0	0	0	0	0	15
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	10	0	0	0	0	0	0	10
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	25	5	0	15	0	0	0	45
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	15	0	0	0	0	0	0	15
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	30	0	0	0	0	0	0	30
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	10	0	0	0	0	0	0	10
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	30	0	0	0	0	0	0	30
17:10	15	0	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0
17:20	5	0	0	0	0	0	0	5
17:25	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0
17:35	5	0	0	0	0	0	0	5
17:40	10	0	0	0	0	0	0	10
17:45	5	0	0	0	0	0	0	5
17:50	5	0	0	0	0	0	0	5
17:55	20	0	0	0	0	0	0	20
18:00	0	0	0	0	0	0	0	0
18:05	5	0	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	15	0	0	0	15
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Vinnetrow Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	5	1	0	2.3	0	0	0	8.3
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	3	0	0	0	0	0	0	3
18:25	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:35	8	0	0	0	0	0	0	8
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	2	0	0	0	0	0	0	2
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	6	0	0	0	0	0	0	6
17:10	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1
17:25	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:35	1	0	0	0	0	0	0	1
17:40	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
17:50	1	0	0	0	0	0	0	1
17:55	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	2.3	0	0	0	2.3
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Lagness Rd (E) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	25	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	10	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	15	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Lagness Rd (E) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Mill Ln Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	5
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	5	0	0	0	0	0	0	5
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Mill Ln Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	1	0	0	0	0	0	0	1
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LDN Bognor Regis
Site : 9
Date : 30/09/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

Vinnetrow Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	15	0	0	0	0	0	0	15
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	10	0	0	0	0	0	0	10
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	25	5	0	15	0	0	0	45
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	15	0	0	0	0	0	0	15
18:25	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0
18:35	30	0	0	0	0	0	0	30
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	10	0	0	0	0	0	0	10
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	30	0	0	0	0	0	0	30
17:10	15	0	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0
17:20	5	0	0	0	0	0	0	5
17:25	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0
17:35	5	0	0	0	0	0	0	5
17:40	10	0	0	0	0	0	0	10
17:45	5	0	0	0	0	0	0	5
17:50	5	0	0	0	0	0	0	5
17:55	20	0	0	0	0	0	0	20
18:00	0	0	0	0	0	0	0	0
18:05	5	0	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	15	0	0	0	15
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Vinnetrow Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	5	1	0	2.3	0	0	0	8.3
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	3	0	0	0	0	0	0	3
18:25	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:35	8	0	0	0	0	0	0	8
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	2	0	0	0	0	0	0	2
18:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	6	0	0	0	0	0	0	6
17:10	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1
17:25	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:35	1	0	0	0	0	0	0	1
17:40	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
17:50	1	0	0	0	0	0	0	1
17:55	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	2.3	0	0	0	2.3
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Lagnese Rd (W) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	07:00	0	0	0	0	0	0	0	0
07:05	0	07:05	0	0	0	0	0	0	0	0
07:10	0	07:10	0	0	0	0	0	0	0	0
07:15	0	07:15	0	0	0	0	0	0	0	0
07:20	0	07:20	0	0	0	0	0	0	0	0
07:25	0	07:25	0	0	0	0	0	0	0	0
07:30	0	07:30	5	0	0	0	0	0	5	0
07:35	0	07:35	0	0	0	0	0	0	0	0
07:40	0	07:40	0	0	0	0	0	0	0	0
07:45	0	07:45	0	0	0	0	0	0	0	0
07:50	0	07:50	0	0	0	0	0	0	0	0
07:55	0	07:55	0	0	0	0	0	0	0	0
08:00	0	08:00	0	0	0	0	0	0	0	0
08:05	0	08:05	0	0	0	0	0	0	0	0
08:10	25	08:10	0	0	0	0	0	0	0	0
08:15	5	08:15	15	0	0	0	0	0	15	0
08:20	0	08:20	0	0	0	0	0	0	0	0
08:25	10	08:25	0	0	0	0	0	0	0	0
08:30	0	08:30	0	0	0	0	0	0	0	0
08:35	0	08:35	0	0	0	0	0	0	0	0
08:40	0	08:40	0	0	0	0	0	0	0	0
08:45	0	08:45	0	0	0	0	0	0	0	0
08:50	0	08:50	0	0	0	0	0	0	0	0
08:55	0	08:55	0	0	0	0	0	0	0	0
09:00	15	09:00	0	0	0	0	0	0	0	0
09:05	0	09:05	0	0	0	0	0	0	0	0
09:10	0	09:10	10	0	0	0	0	0	10	0
09:15	0	09:15	0	0	0	0	0	0	0	0
09:20	0	09:20	0	0	0	0	0	0	0	0
09:25	0	09:25	0	0	0	0	0	0	0	0
09:30	0	09:30	5	0	0	0	0	0	5	0
09:35	0	09:35	0	0	0	0	0	0	0	0
09:40	0	09:40	0	0	0	0	0	0	0	0
09:45	0	09:45	0	0	0	0	0	0	0	0
09:50	0	09:50	0	0	0	0	0	0	0	0
09:55	0	09:55	25	10	0	0	0	0	35	0
18:00	0	18:00	15	5	0	0	0	0	20	0
18:05	0	18:05	15	0	0	0	0	0	15	0
18:10	0	18:10	0	0	0	0	0	0	0	0
18:15	0	18:15	0	0	0	0	0	0	0	0
18:20	0	18:20	0	0	0	0	0	0	0	0
18:25	0	18:25	0	0	0	0	0	0	0	0
18:30	0	18:30	0	0	0	0	0	0	0	0
18:35	0	18:35	0	0	0	0	0	0	0	0
18:40	0	18:40	0	0	0	0	0	0	0	0
18:45	0	18:45	0	0	0	0	0	0	0	0
18:50	0	18:50	0	0	0	0	0	0	0	0
18:55	0	18:55	0	0	0	0	0	0	0	0

Lagnese Rd (W) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	5	2	0	0	0	0	0	7
18:00	3	1	0	0	0	0	0	4
18:05	3	0	0	0	0	0	0	3
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 18
Date : 30/09/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

Whyke Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	25	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	15	0	0	0	15	0	0	30
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	10	0	0	0	0	0	0	10
18:00	20	0	0	0	0	0	0	20
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	20	0	0	0	15	0	0	35
18:25	0	0	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
18:50	15	5	0	0	0	0	0	20
18:55	5	5	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	55	10	0	0	0	0	0	65
17:15	65+	0	0	0	0	0	0	65+
17:20	40	0	0	0	0	0	0	40
17:25	5	0	0	0	0	0	0	5
17:30	10	0	0	0	0	0	0	10
17:35	35	0	0	0	15	0	0	50
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	35	0	0	0	0	0	2.5	37.5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	35	0	0	0	0	0	0	35
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Whyke Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	3	0	0	0	2	0	0	5
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	2	0	0	0	0	0	0	2
18:00	4	0	0	0	0	0	0	4
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	4	0	0	0	2	0	0	6
18:25	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
18:50	3	1	0	0	0	0	0	4
18:55	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	11	2	0	0	0	0	0	13
17:15	13+	0	0	0	0	0	0	13+
17:20	8	0	0	0	0	0	0	8
17:25	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2
17:35	7	0	0	0	2	0	0	9
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	7	0	0	0	0	0	0.2	7.2
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Whyke Rd Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	10	0	0	0	0	0	0	10
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	5	0	0	0	0	0	0	5
09:00	0	5	0	0	0	0	0	5
09:05	0	0	0	0	0	0	0	0
09:10	0	5	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0
09:20	10	0	0	0	0	0	0	10
09:25	0	5	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0
09:35	5	5	0	0	0	0	0	10
09:40	0	0	0	0	0	0	0	0
09:45	10	5	0	0	0	0	0	15
09:50	0	0	0	0	0	0	0	0
09:55	5	5	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5
18:20	0	0	0	0	0	0	0	0
18:25	5	0	0	0	0	0	0	5
18:30	5	0	0	0	0	0	0	5
18:35	0	0	0	0	0	0	0	0
18:40	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Whyke Rd Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	1	0	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	1
09:05	0	0	0	0	0	0	0	0
09:10	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:20	2	0	0	0	0	0	0	2
09:25	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:35	1	1	0	0	0	0	0	2
09:40	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	3
09:50	0	0	0	0	0	0	0	0
09:55	1	1	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:20	0	0	0	0	0	0	0	0
18:25	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 18
Date : 30/09/2016
Queue Method: Sim
Queue Lengths: Vehicle Metres

Whyte Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	25	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	15	0	0	0	15	0	0	30
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	10	0	0	0	0	0	0	10
18:00	20	0	0	0	0	0	0	20
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	20	0	0	0	15	0	0	35
18:25	0	0	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
18:50	15	5	0	0	0	0	0	20
18:55	5	5	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	55	10	0	0	0	0	0	65
17:15	65+	0	0	0	0	0	0	65+
17:20	40	0	0	0	0	0	0	40
17:25	5	0	0	0	0	0	0	5
17:30	10	0	0	0	0	0	0	10
17:35	35	0	0	0	15	0	0	50
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	35	0	0	0	0	0	2.5	37.5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	35	0	0	0	0	0	0	35
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Whyte Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	2	0	0	0	3	0	0	5
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	2	0	0	0	0	0	0	2
18:00	4	0	0	0	0	0	0	4
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	4	0	0	0	2	0	0	6
18:25	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
18:50	3	1	0	0	0	0	0	4
18:55	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	11	2	0	0	0	0	0	13
17:15	13+	0	0	0	0	0	0	13+
17:20	8	0	0	0	0	0	0	8
17:25	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2
17:35	7	0	0	0	2	0	0	9
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	7	0	0	0	0	0	0.2	7.2
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (E) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	15	0	0	0	0	0	0	15
07:45	5	0	0	0	0	0	0	5
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	10	0	0	10
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	15	0	0	15
08:20	0	0	10	0	15	0	0	25
08:25	0	0	5	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	5	0	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	20	0	0	0	0	0	0	20
09:30	0	0	0	0	0	0	0	0
09:35	10	0	0	0	0	0	0	10
09:40	0	0	0	0	0	0	0	0
09:45	10	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	5	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5
18:05	0	0	0	0	0	0	0	0
18:10	0	0	10	0	0	0	0	10
18:15	5	0	0	0	0	0	0	5
18:20	20	0	0	0	0	0	0	20
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	0	0	10
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (E) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	3	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	2	0	0	0	0	0	0	2
08:10	0	0	0	0	0	0	0	0
08:15	2	1	0	0	0	0	0	3
08:20	0	2	0	2.3	0	0	0	4.3
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0
09:35	2	0	0	0	0	0	0	2
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:05	0	0	0	0	0	0	0	0
18:10	0	0	1.5	0	0	0	0	1.5
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4
18:35	1	0	0	0	0	0	0	1
18:40	2	4	0	2.3	0	0	0	8.3
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	1	1	0	2.3	0	0	0	4.3
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	2	0	0	0	0	0	0	2
17:15	1	0	0	0	2	0	0	3
17:20	0	0	0	0	0	0	0	0
17:25	9	3	0	2.3	0	0	0	14.3
17:30	11+	0	0	0	2	0	0	13+
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	1	0	0	2.3	0	0	0	3.3
18:25	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (E) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	10	0	0	0	0	0	0	10
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	10	0	0	0	0	0	0	10
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	5	0	0	0	0	0	0	5
08:10	0	0	0	0	0	0	0	0
08:15	15	5	0	0	0	0	0	20
08:20	0	0	0	0	0	0	0	0
08:25	25	0	0	0	0	0	0	25
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	5	0	0	0	0	0	0	5
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	10	0	0	0	0	0	0	10
09:10	15	0	0	0	0	0	0	15
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	5	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (E) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	1	0	0	0	0	0	0	1
08:10	0	0	0	0	0	0	0	0
08:15	3	1	0	0	0	0	0	4
08:20	0	0	0	0	0	0	0	0
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	1	0	0	0	0	0	0	1
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	2	0	0	0	0	0	0	2
09:10	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:05	0	0	0	0	0	0	0	0
18:10	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:20	4	1	0	0	0	0	0	5
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 18
Date : 30/09/2016
Queue Method: Slap
Queue Lengths: Vehicle Metres

Whyte Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	25	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	15	0	0	0	15	0	0	30
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	10	0	0	0	0	0	0	10
18:00	20	0	0	0	0	0	0	20
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	20	0	0	0	15	0	0	35
18:25	0	0	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
18:50	15	5	0	0	0	0	0	20
18:55	5	5	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	55	10	0	0	0	0	0	65
17:15	65+	0	0	0	0	0	0	65+
17:20	40	0	0	0	0	0	0	40
17:25	5	0	0	0	0	0	0	5
17:30	10	0	0	0	0	0	0	10
17:35	35	0	0	0	15	0	0	50
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	35	0	0	0	0	0	2.5	37.5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	35	0	0	0	0	0	0	35
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Whyte Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	2	0	0	0	0	0	0	2
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	2	0	0	0	0	0	0	2
18:00	4	0	0	0	0	0	0	4
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	4	0	0	0	2	0	0	6
18:25	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
18:50	3	1	0	0	0	0	0	4
18:55	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	11	2	0	0	0	0	0	13
17:15	13+	0	0	0	0	0	0	13+
17:20	8	0	0	0	0	0	0	8
17:25	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2
17:35	7	0	0	0	2	0	0	9
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	7	0	0	0	0	0	0.2	7.2
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

B2148 Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	10	0	0	0	0	0	0	10
07:15	0	5	0	0	0	0	0	5
07:20	20	0	0	0	0	0	0	20
07:25	30	0	0	0	0	15	0	45
07:30	0	0	0	0	0	0	0	0
07:35	15	0	0	0	0	0	0	15
07:40	20	0	0	0	0	0	0	20
07:45	10	0	0	0	0	0	0	10
07:50	0	0	0	0	0	0	0	0
07:55	20	5	0	0	0	0	0	25
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	10	5	0	0	0	0	0	15
08:20	50	10	0	0	0	0	0	60
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5
08:35	10	0	0	15	0	0	0	25
08:40	0	0	0	0	0	0	0	0
08:45	0	0	10	0	0	0	0	10
08:50	15	5	0	0	0	0	0	20
08:55	5	0	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0
09:05	5	0	0	0	0	0	0	5
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	10	0	0	0	0	0	0	10
09:25	10	0	0	0	0	0	0	10
09:30	5	0	0	0	0	0	0	5
09:35	5	0	0	0	0	0	0	5
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:20	4	0	0	0	0	0	0	4
07:25	6	0	0	2	0	0	0	8
07:30	0	0	0	0	0	0	0	0
07:35	3	0	0	0	0	0	0	3
07:40	4	0	0	0	0	0	0	4
07:45	2	0	0	0	0	0	0	2
07:50	0	0	0	0	0	0	0	0
07:55	4	1	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	2	1	0	0	0	0	0	3
08:20	10	2	0	0	0	0	0	12
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	2	0	0	2.3	0	0	0	4.3
08:40	0	0	0	0	0	0	0	0
08:45	0	0	1.5	0	0	0	0	1.5
08:50	3	1	0	0	0	0	0	4
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	1	0	0	0	0	0	0	1
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	2	0	0	0	0	0	0	2
09:30	1	0	0	0	0	0	0	1
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	10	0	0	0	0	10
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	10	0	0	0	2.5	0	12.5	
07:20	15	0	0	0	0	0	0	15
07:25	20	10	0	0	0	0	0	30
07:30	0	0	0	0	0	0	0	0
07:35	10	0	0	0	0	0	0	10
07:40	15	0	0	0	2.5	0	17.5	
07:45	15	0	0	0	0	0	0	15
07:50	0	0	0	0	0	0	0	0
07:55	25	0	0	0	0	0	0	25
08:00	15	0	0	0	0	0	0	15
08:05	5	5	0	0	0	0	0	10
08:10	25	0	0	0	0	0	0	25
08:15	25	0	0	0	0	0	0	25
08:20	15	0	0	0	0	0	0	15
08:25	0	0	0	0	0	0	0	0
08:30	10	5	0	0	0	0	0	15
08:35	15	5	10	0	15	0	0	45
08:40	5	0	0	0	0	0	0	5
08:45	10	0	0	0	0	0	0	10
08:50	5	5	0	0	15	0	0	25
08:55	5	0	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	10	5	0	0	0	0	0	15
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	10	0	0	0	0	0	0	10
09:40	10	0	0	0	0	0	0	10
09:45	5	0	0	0	0	0	0	5
09:50	0	0	0	0	0	0	0	0
09:55	20	5	0	0	0	0	0	25
18:00	0	0	0	0	0	0	0	0
18:05	5	0	0	0	0	0	0	5
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

B2148 Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	1.5	0	0	0	0	1.5
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0.4	0	2.4
07:20	3	0	0	0	0	0	0	3
07:25	4	2	0	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0
07:35	2	0	0	0	0	0	0	2
07:40	3	0	0	0	0	0.4	0	3.4
07:45	3	0	0	0	0	0	0	3
07:50	0	0	0	0	0	0	0	0
07:55	5	0	0	0	0	0	0	5
08:00	3	0	0	0	0	0	0	3
08:05	1	1	0	0	0	0	0	2
08:10	5	0	0	0	0	0	0	5
08:15	5	0	0	0	0	0	0	5
08:20	3	0	0	0	0	0	0	3
08:25	0	0	0	0	0	0	0	0
08:30	2	1	0	0	0	0	0	3
08:35	3	1	1.5	0	2	0	0	7.5
08:40	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2
08:50	1	1	0	0	2	0	0	4
08:55	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	2	1	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	2	0	0	0	0	0	0	2
09:40	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1
09:50	0	0	0	0	0	0	0	0
09:55	4	1	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 18
Date : 30/09/2016
Queue Method: Sim
Queue Lengths: Vehicle Metres

Whyke Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	25	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	15	0	0	0	15	0	0	30
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	10	0	0	0	0	0	0	10
18:00	20	0	0	0	0	0	0	20
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	20	0	0	0	15	0	0	35
18:25	0	0	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
18:50	15	5	0	0	0	0	0	20
18:55	5	5	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	55	10	0	0	0	0	0	65
17:15	65+	0	0	0	0	0	0	65+
17:20	40	0	0	0	0	0	0	40
17:25	5	0	0	0	0	0	0	5
17:30	10	0	0	0	0	0	0	10
17:35	35	0	0	0	15	0	0	50
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	35	0	0	0	0	0	2.5	37.5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	35	0	0	0	0	0	0	35
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Whyke Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	3	0	0	0	2	0	0	5
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	2	0	0	0	0	0	0	2
18:00	4	0	0	0	0	0	0	4
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	4	0	0	0	2	0	0	6
18:25	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
18:50	3	1	0	0	0	0	0	4
18:55	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	11	2	0	0	0	0	0	13
17:15	13+	0	0	0	0	0	0	13+
17:20	8	0	0	0	0	0	0	8
17:25	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2
17:35	7	0	0	0	2	0	0	9
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0
18:25	7	0	0	0	0	0	0.2	7.2
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

B2148 Queue 3 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	07:00	5	0	0	0	0	0	5
07:05	0	07:05	5	0	0	0	0	0	5
07:10	10	07:10	10	0	0	0	0	0	10
07:15	0	07:15	0	10	0	0	0	0	10
07:20	0	07:20	0	0	0	0	0	0	0
07:25	0	07:25	20	0	0	0	0	0	20
07:30	5	07:30	0	0	0	0	0	0	0
07:35	0	07:35	0	0	0	0	0	0	0
07:40	0	07:40	0	0	0	0	0	0	0
07:45	0	07:45	5	0	0	0	0	0	5
07:50	0	07:50	0	0	0	0	0	0	0
07:55	0	07:55	0	0	0	0	0	0	0
08:00	0	08:00	5	5	0	0	0	0	10
08:05	0	08:05	5	0	0	0	0	0	5
08:10	0	08:10	10	5	0	0	0	0	15
08:15	0	08:15	10	0	0	0	0	0	10
08:20	0	08:20	0	0	0	0	0	0	0
08:25	0	08:25	0	0	0	0	0	0	0
08:30	0	08:30	5	0	0	0	0	0	5
08:35	0	08:35	0	0	0	0	0	0	0
08:40	0	08:40	0	0	0	0	0	0	0
08:45	0	08:45	10	0	0	0	0	0	10
08:50	0	08:50	5	0	0	0	0	0	5
08:55	5	08:55	10	0	0	0	0	0	10
09:00	0	09:00	19	0	0	0	0	0	19
09:05	0	09:05	5	0	0	0	0	0	5
09:10	0	09:10	10	0	0	0	0	0	10
09:15	0	09:15	0	0	0	0	0	0	0
09:20	10	09:20	10	5	0	0	0	0	15
09:25	0	09:25	15	0	0	0	0	0	15
09:30	0	09:30	0	0	0	0	0	0	0
09:35	5	09:35	5	0	0	0	0	0	10
09:40	0	09:40	0	0	0	0	0	0	0
09:45	10	09:45	0	0	0	0	2.5	0	2.5
09:50	0	09:50	0	0	0	0	0	0	0
09:55	5	09:55	0	0	0	0	0	0	0
18:00	0	18:00	0	0	0	0	0	0	0
18:05	0	18:05	5	0	0	0	0	0	5
18:10	0	18:10	5	0	0	0	0	0	5
18:15	0	18:15	5	0	0	0	0	0	5
18:20	0	18:20	5	0	0	0	0	0	5
18:25	0	18:25	0	0	0	0	0	0	0
18:30	0	18:30	5	0	0	0	0	0	5
18:35	0	18:35	5	0	0	0	0	0	5
18:40	0	18:40	10	0	0	0	0	0	10
18:45	0	18:45	0	0	0	0	0	0	0
18:50	0	18:50	19	0	0	0	0	0	19
18:55	0	18:55	0	0	0	0	0	0	0

B2148 Queue 3 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:05	1	0	0	0	0	0	0	1
07:10	0	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	0	2
07:20	0	0	0	0	0	0	0	0
07:25	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	1	0	0	0	0	0	0	1
08:00	1	1	0	0	0	0	0	2
08:05	1	0	0	0	0	0	0	1
08:10	2	1	0	0	0	0	0	3
08:15	2	0	0	0	0	0	0	2
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2
08:50	1	0	0	0	0	0	0	1
08:55	2	0	0	0	0	0	0	2
09:00	3	0	0	0	0	0	0	3
09:05	1	0	0	0	0	0	0	1
09:10	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:20	2	1	0	0	0	0	0	3
09:25	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0
09:35	1	1	0	0	0	0	0	2
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0.4	0	0.4
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	1	0	0	0	0	0	0	1
18:10	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:35	1	0	0	0	0	0	0	1
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	3	0	0	0	0	0	0	3
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (W) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	19	0	0	0	0	0	19
08:00	5	0	0	0	0	0	0	5
08:05	10	5	0	0	0	0	0	15
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	5	10	0	0	0	0	0	15
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (W) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	3	0	0	0	0	0	3
08:00	1	0	0	0	0	0	0	1
08:05	2	1	0	0	0	0	0	3
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	1	2	0	0	0	0	0	3
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 18
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Whyke Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	5	0	0	0	0	0	0	5
08:25	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	25	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	15	0	0	0	15	0	0	30
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	10	0	0	0	0	0	0	10
18:00	20	0	0	0	0	0	0	20
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	20	0	0	0	15	0	0	35
18:25	0	0	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15
18:35	15	0	0	0	0	0	0	15
18:40	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
18:50	15	5	0	0	0	0	0	20
18:55	5	5	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	55	10	0	0	0	0	0	65
17:15	65+	0	0	0	0	0	0	65+
17:20	40	0	0	0	0	0	0	40
17:25	5	0	0	0	0	0	0	5
17:30	10	0	0	0	0	0	0	10
17:35	35	0	0	0	15	0	0	50
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	35	0	0	0	0	0	2.5	37.5
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	35	0	0	0	0	0	0	35
18:45	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Whyke Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	1	0	0	0	0	0	0	1
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	3	0	0	0	2	0	0	5
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	2	0	0	0	0	0	0	2
18:00	4	0	0	0	0	0	0	4
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	4	0	0	0	2	0	0	6
18:25	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3
18:35	3	0	0	0	0	0	0	3
18:40	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
18:50	4	0	0	0	0	0	0	4
18:55	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	13	2	0	0	0	0	0	13
17:15	13+	0	0	0	0	0	0	13+
17:20	8	0	0	0	0	0	0	8
17:25	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	2
17:35	7	0	0	0	2	0	0	9
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	7	0	0	0	0	0	0.2	7.2
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (W) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	5	0	0	0	0	0	0	5
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	10	0	0	0	0	0	0	10
08:45	15	0	0	0	0	0	0	15
08:50	0	5	0	0	0	0	0	5
08:55	5	5	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0
09:05	5	5	0	0	0	0	0	10
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	10	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	20	10	10	0	0	0	0	40
09:40	45+	10	0	0	0	0	0	45+
09:45	25+	15	0	15	0	0	0	55+
09:50	20+	5	10	30	0	0	0	65+
09:55	25+	10	0	15	0	0	0	50+
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	10	5	0	0	0	0	0	15
18:15	15	0	0	0	0	0	0	15
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5

Chichester Bypass (W) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	1	0	0	0	0	0	0	1
07:30	3	0	0	2.3	0	0	0	5.3
07:35	3	0	0	2.3	0	0	0	5.3
07:40	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	1	0	0	0	0	0	0	1
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	2	0	0	0	0	0	0	2
08:45	3	0	0	0	0	0	0	3
08:50	0	1	0	0	0	0	0	1
08:55	1	1	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0
09:05	1	1	0	0	0	0	0	2
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	4	2	1.5	0	0	0	0	7.5
09:40	9+	2	0	0	0	0	0	11+
09:45	5+	3	0	2.3	0	0	0	10.3+
09:50	4+	1	1.5	4.8	0	0	0	11.1+
09:55	5+	2	0	2.3	0	0	0	9.3+
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	2	1	0	0	0	0	0	3
18:15	3	0	0	0	0	0	0	3
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	1	0	0	0	0	0	0	1

Chichester Bypass (W) Queue 3 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	5	0	0	0	0	0	5
07:30	5	0	0	0	0	0	0	5
07:35	15	10	0	0	0	0	0	25
07:40	0	0	0	0	0	0	0	0
07:45	5	0	0	0	0	0	0	5
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	5	0	0	0	0	0	10
08:05	10	0	0	0	0	0	0	10
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	10	0	0	0	0	0	0	10
08:25	0	0	0	0	0	0	0	0
08:30	0	5	0	0	0	0	0	5
08:35	0	0	0	0	0	0	0	0
08:40	2	0	0	0	0	0	0	2
08:45	5	0	0	0	0	0	0	5
08:50	0	5	0	0	0	0	0	5
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	10	5	0	0	0	0	0	15
09:10	0	0	0	0	0	0	0	0
09:15	5	0	0	0	0	0	0	5
09:20	10	0	0	0	0	0	0	10
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	20	5	0	0	0	0	0	25
09:40	40+	10	0	0	0	0	0	50+
09:45	30+	15	0	0	0	0	0	15+
09:50	40+	5	0	0	0	0	0	15+
09:55	50+	0	0	0	0	0	0	50+
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	15	0	0	0	0	0	0	15
18:15	20	0	0	0	0	0	0	20
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	10	0	0	0	0	0	0	10
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	10	0	0	0	0	0	0	10

Chichester Bypass (W) Queue 3 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	1	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:35	3	2	0	0	0	0	0	5
07:40	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	2
08:05	2	0	0	0	0	0	0	2
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	2	0	0	0	0	0	0	2
08:25	0	1	0	0	0	0	0	1
08:30	0	1	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0
08:40	2	3	0	0	0	0	0	5
08:45	1	0	0	0	0	0	0	1
08:50	0	1	0	0	0	0	0	1
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	2	1	0	0	0	0	0	3
09:10	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:20	2	0	0	0	0	0	0	2
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	4	1	0	0	0	0	0	5
09:40	8+	2	0	0	0	0	0	10+
09:45	6+	3	0	0	0	0	0	9+
09:50	8+	1	0	0	0	0	0	9+
09:55	10+	0	0	0	0	0	0	10+
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	3	0	0	0	0	0	0	3
18:15	4	0	0	0	0	0	0	4
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	2	0	0	0	0	0	0	2

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 11
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Chichester Bypass (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	10	0	15	15	0	0	45
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	30	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	5	5	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	5	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	10	0	0	0	0	10
09:50	0	0	0	0	0	0	0	0
09:55	0	0	10	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	2	0	2.3	2	0	0	7.3
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	4.6	0	0	0	5.6
08:35	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	1.5	0	0	0	0	1.5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	1.5	0	0	0	0	1.5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	0	0	0	0	0	0	5
07:05	0	0	0	0	0	0	0	0
07:10	28	10	0	0	0	0	0	38
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	5	0	0	0	0	0	0	5
07:30	50+	20	0	30	0	0	0	100+
07:35	10	0	0	0	0	0	0	10
07:40	10	5	0	0	0	0	0	15
07:45	40	5	0	30	0	0	0	75
07:50	50	5	10	0	0	0	0	65
07:55	70	15	0	0	0	0	0	85
08:00	40	15	0	0	0	0	0	55
08:05	5	0	0	0	0	0	0	5
08:10	55	20	20	15	0	0	0	90
08:15	75+	10	0	15	0	0	0	100+
08:20	55	0	10	15	0	0	0	80
08:25	45	5	0	15	0	0	0	65
08:30	10	5	0	0	0	0	0	15
08:35	15	0	0	0	0	0	0	15
08:40	50	10	10	15	0	0	0	85
08:45	5	5	0	0	0	0	0	10
08:50	5	5	0	0	0	0	0	10
08:55	40	15	10	0	0	0	0	65
09:00	0	0	0	0	0	0	0	0
09:05	15	5	10	0	0	0	0	30
09:10	10	10	10	15	0	0	0	45
09:15	5	0	0	0	0	0	0	5
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	15	0	0	0	15
09:30	50	5	10	30	0	0	0	95
09:35	0	0	0	0	0	0	0	0
09:40	10	10	0	15	0	0	0	35
09:45	0	0	10	15	0	0	0	25
09:50	50	10	0	60	0	0	0	120
09:55	25	0	0	0	0	0	0	25
18:00	35+	5	30	0	0	0	0	70+
18:05	35+	10	10	15	0	0	0	70+
18:10	45+	10	0	15	0	0	0	70+
18:15	40+	0	10	15	0	0	0	65+
18:20	55+	10	0	0	0	0	0	65+
18:25	50+	0	0	15	0	0	0	65+
18:30	45+	10	10	0	0	0	0	65+
18:35	35+	10	0	30	0	0	0	75+
18:40	60+	10	0	0	0	0	0	70+
18:45	55+	20	0	0	0	0	0	75+
18:50	65+	10	0	0	0	0	0	75+
18:55	45+	20	0	15	0	0	0	80+
17:00	50+	20	0	0	0	0	0	70+
17:05	65+	5	0	0	0	0	0	70+
17:10	60+	5	10	0	0	0	0	75+
17:15	65+	20	0	0	0	0	0	85+
17:20	75+	0	0	0	0	0	0	75+
17:25	25+	10	10	30	0	0	0	75+
17:30	60+	0	0	0	15	0	0	75+
17:35	30+	0	0	45	0	0	0	75+
17:40	80+	5	10	0	0	0	0	75+
17:45	35+	15	10	15	0	0	0	75+
17:50	65+	10	0	0	0	0	0	75+
17:55	40+	10	0	45	0	0	0	95+
18:00	75+	5	0	30	0	0	0	110+
18:05	75+	15	10	0	0	0	0	100+
18:10	20	5	10	0	0	0	0	35
18:15	75+	5	0	0	0	0	0	80+
18:20	75+	0	0	0	0	0	0	75+
18:25	75+	5	0	0	0	0	0	80+
18:30	75+	10	0	15	0	0	0	100+
18:35	75+	5	0	15	0	0	0	95+
18:40	75+	0	0	0	0	0	0	75+
18:45	35	5	0	0	0	0	0	40
18:50	5	0	0	0	0	0	0	5
18:55	5	0	0	0	0	0	0	5

Chichester Bypass (N) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:05	0	0	0	0	0	0	0	0
07:10	5	2	0	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	1	0	0	0	0	0	0	1
07:30	10+	4	0	4.6	0	0	0	18.6+
07:35	2	0	0	0	0	0	0	2
07:40	2	1	0	0	0	0	0	3
07:45	8	1	0	4.6	0	0	0	13.6
07:50	10	1	1.5	0	0	0	0	12.5
07:55	14	3	0	0	0	0	0	17
08:00	8	3	0	0	0	0	0	11
08:05	1	0	0	0	0	0	0	1
08:10	7	4	3	2.3	0	0	0	16.3
08:15	15+	2	0	2.3	0	0	0	19.3+
08:20	11	0	1.5	2.3	0	0	0	14.8
08:25	9	1	0	2.3	0	0	0	12.3
08:30	2	1	0	0	0	0	0	3
08:35	3	0	0	0	0	0	0	3
08:40	6	2	1.5	2.3	0	0	0	11.8
08:45	1	1	0	0	0	0	0	2
08:50	1	1	0	0	0	0	0	2
08:55	8	3	1.5	0	0	0	0	12.5
09:00	0	0	0	0	0	0	0	0
09:05	3	1	1.5	0	0	0	0	5.5
09:10	2	2	1.5	2.3	0	0	0	7.8
09:15	1	0	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	2.3	0	0	0	2.3
09:30	10	1	1.5	4.6	0	0	0	17.1
09:35	0	0	0	0	0	0	0	0
09:40	2	2	0	2.3	0	0	0	6.3
09:45	0	0	1.5	2.3	0	0	0	3.8
09:50	10	2	0	9.2	0	0	0	21.2
09:55	5	0	0	0	0	0	0	5
18:00	7+	1	4.5	0	0	0	0	13.5+
18:05	7+	2	1.5	2.3	0	0	0	13.8+
18:10	9+	2	0	2.3	0	0	0	13.3+
18:15	8+	0	1.5	2.3	0	0	0	11.8+
18:20	11+	2	0	0	0	0	0	13+
18:25	10+	0	0	2.3	0	0	0	12.3+
18:30	9+	2	1.5	0	0	0	0	12.5+
18:35	7+	2	0	4.6	0	0	0	13.6+
18:40	12+	2	0	0	0	0	0	14+
18:45	11+	4	0	0	0	0	0	15+
18:50	13+	2	0	0	0	0	0	15+
18:55	9+	4	0	2.3	0	0	0	15.3+
17:00	10+	4	0	0	0	0	0	15+
17:05	13+	1	0	0	0	0	0	14+
17:10	12+	1	1.5	0	0	0	0	14.5+
17:15	13+	4	0	0	0	0	0	17+
17:20	15+	0	0	0	0	0	0	15+
17:25	5+	2	1.5	4.6	0	0	0	13.1+
17:30	12+	0	0	0	2	0	0	14+
17:35	6+	0	0	6.9	0	0	0	12.9+
17:40	12+	1	1.5	0	0	0	0	14.5+
17:45	7+	3	1.5	2.3	0	0	0	13.8+
17:50	13+	2	0	0	0	0	0	15+
17:55	8+	2	0	6.9	0	0	0	16.9+
18:00	15+	1	0	4.6	0	0	0	20.6+
18:05	11+	3	1.5	0	0	0	0	15.5+
18:10	4	1	1.5	0	0	0	0	6.5
18:15	15+	1	0	0	0	0	0	16+
18:20	15+	0	0	0	0	0	0	15+
18:25	15+	1	0	0	0	0	0	16+
18:30	11+	2	0	2.3	0	0	0	19+
18:35	15+	1	0	2.3	0	0	0	18.3+
18:40	15+	0	0	0	0	0	0	15+
18:45	7	1	0	0	0	0	0	8
18:50	1	0	0	0	0	0	0	1
18:55	1	0	0	0	0	0	0	1

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 11
Date : 30/09/2016
Queue Method: Stop
Queue Lengths: Vehicle Metres

Chichester Bypass (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	10	0	15	15	0	0	45
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	30	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	5	5	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	10	0	0	0	0	10
09:50	0	0	0	0	0	0	0	0
09:55	0	0	10	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	2	0	2.3	2	0	0	7.3
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	4.6	0	0	0	5.6
08:35	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	1.5	0	0	0	1.5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	1.5	0	0	1.5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 3 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	07:00	5	0	0	0	0	5
07:05	0	07:05	5	5	0	0	0	10
07:10	28	07:10	15	0	0	15	0	30
07:15	0	07:15	15	5	0	0	0	20
07:20	0	07:20	0	0	0	0	0	0
07:25	5	07:25	15	0	0	0	0	15
07:30	50+	07:30	65+	10	0	0	0	75+
07:35	10	07:35	5	0	0	15	0	20
07:40	10	07:40	15	5	10	0	0	30
07:45	40	07:45	60	5	0	0	0	65
07:50	50	07:50	65	15	0	0	0	80
07:55	70	07:55	70	10	10	0	0	90
08:00	40	08:00	40	10	10	15	0	75
08:05	5	08:05	0	0	0	0	0	0
08:10	55	08:10	75	10	10	0	0	95
08:15	75+	08:15	75+	10	10	0	0	85+
08:20	55	08:20	55	5	10	0	0	70
08:25	45	08:25	60	5	0	0	0	65
08:30	10	08:30	50	5	0	0	0	55
08:35	15	08:35	0	0	0	0	0	0
08:40	30	08:40	30	15	0	0	0	45
08:45	5	08:45	15	5	0	0	0	20
08:50	5	08:50	0	0	0	0	0	0
08:55	40	08:55	70	10	0	0	0	80
09:00	0	09:00	0	0	0	0	0	0
09:05	15	09:05	45	5	0	0	0	50
09:10	10	09:10	35	5	0	0	0	40
09:15	5	09:15	0	0	0	0	0	0
09:20	0	09:20	0	0	0	0	0	0
09:25	0	09:25	5	10	0	0	0	15
09:30	50	09:30	80	5	0	0	0	85
09:35	0	09:35	5	0	0	0	0	5
09:40	10	09:40	50	5	0	0	0	55
09:45	0	09:45	10	0	0	0	0	10
09:50	50	09:50	60+	25	0	0	0	85+
09:55	25	09:55	20	0	0	0	0	20
18:00	35+	18:00	50+	20	0	0	0	70+
18:05	35+	18:05	55+	25	0	0	0	70+
18:10	45+	18:10	60+	10	0	0	0	70+
18:15	40+	18:15	55+	15	0	0	0	70+
18:20	55+	18:20	60+	10	0	0	0	70+
18:25	50+	18:25	70+	5	0	0	0	75+
18:30	45+	18:30	50+	20	0	0	0	70+
18:35	35+	18:35	30+	25	0	15	0	70+
18:40	60+	18:40	60+	15	0	0	0	70+
18:45	55+	18:45	65+	10	0	0	0	75+
18:50	65+	18:50	65+	15	0	0	0	80+
18:55	45+	18:55	55+	20	0	0	0	75+
17:00	50+	17:00	75+	0	0	0	0	75+
17:05	65+	17:05	75+	0	0	0	0	75+
17:10	60+	17:10	55+	10	10	0	0	75+
17:15	65+	17:15	60+	15	0	0	0	75+
17:20	75+	17:20	65+	10	0	0	0	75+
17:25	25+	17:25	70+	5	0	0	0	75+
17:30	60+	17:30	75+	0	0	0	0	75+
17:35	30+	17:35	75+	0	0	0	0	75+
17:40	80+	17:40	70+	5	0	0	0	75+
17:45	35+	17:45	65+	10	0	0	0	75+
17:50	65+	17:50	70+	10	0	0	0	80+
17:55	40+	17:55	65+	15	0	0	0	80+
18:00	75+	18:00	75+	15	0	0	0	90+
18:05	75+	18:05	75+	5	0	0	0	80+
18:10	20	18:10	30	10	0	0	0	40
18:15	75+	18:15	75+	5	0	45	0	125+
18:20	75+	18:20	75+	10	0	0	0	85+
18:25	75+	18:25	75+	10	0	15	15	115+
18:30	75+	18:30	75+	5	0	0	0	80+
18:35	75+	18:35	35	5	0	0	0	40
18:40	75+	18:40	75+	5	0	0	0	80+
18:45	35	18:45	35	5	0	0	0	40
18:50	5	18:50	10	5	0	0	0	15
18:55	0	18:55	10	0	0	0	0	10

Chichester Bypass (N) Queue 3 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:05	1	1	0	0	0	0	0	2
07:10	3	0	0	2.3	0	0	0	5.3
07:15	3	1	0	0	0	0	0	4
07:20	0	0	0	0	0	0	0	0
07:25	3	0	0	0	0	0	0	3
07:30	13+	2	0	0	0	0	0	15+
07:35	1	0	0	2.3	0	0	0	3.3
07:40	3	1	1.5	0	0	0	0	5.5
07:45	12	1	0	0	0	0	0	13
07:50	13	3	0	0	0	0	0	16
07:55	14	2	1.5	0	0	0	0	17.5
08:00	9	2	1.5	2.3	0	0	0	13.8
08:05	0	0	0	0	0	0	0	0
08:10	15	2	1.5	0	0	0	0	18.5
08:15	15+	2	1.5	0	0	0	0	18.5+
08:20	11	1	1.5	0	0	0	0	13.5
08:25	12	1	0	0	0	0	0	13
08:30	10	1	0	0	0	0	0	11
08:35	0	0	0	0	0	0	0	0
08:40	8	3	0	0	0	0	0	9
08:45	3	1	0	0	0	0	0	4
08:50	0	0	0	0	0	0	0	0
08:55	14	2	0	0	0	0	0	16
09:00	0	0	0	0	0	0	0	0
09:05	9	1	0	0	0	0	0	8
09:10	7	1	0	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	1	2	0	0	0	0	0	3
09:30	16	1	0	0	0	0	0	17
09:35	1	0	0	0	0	0	0	1
09:40	10	1	0	0	0	0	0	11
09:45	2	0	0	0	0	0	0	2
09:50	12+	5	0	0	0	0	0	17+
09:55	4	0	0	0	0	0	0	4
18:00	10+	4	0	0	0	0	0	15+
18:05	11	5	0	0	0	0	0	16
18:10	12+	2	0	0	0	0	0	14+
18:15	11+	3	0	0	0	0	0	14+
18:20	12+	2	0	0	0	0	0	14+
18:25	14+	1	0	0	0	0	0	15+
18:30	10+	4	0	0	0	0	0	14+
18:35	8+	5	0	2.3	0	0	0	13.3+
18:40	12+	3	0	0	0	0	0	15+
18:45	13+	2	0	0	0	0	0	15+
18:50	13+	3	0	0	0	0	0	16+
18:55	11+	4	0	0	0	0	0	15+
17:00	15+	0	0	0	0	0	0	15+
17:05	15+	0	0	0	0	0	0	15+
17:10	11+	2	1.5	0	0	0	0	14.5+
17:15	12+	3	0	0	0	0	0	15+
17:20	13+	2	0	0	0	0	0	15+
17:25	14+	1	0	0	0	0	0	15+
17:30	15+	0	0	0	0	0	0	15+
17:35	15+	0	0	0	0	0	0	15+
17:40	14+	1	0	0	0	0	0	15+
17:45	13+	2	0	0	0	0	0	15+
17:50	14+	2	0	0	0	0	0	16+
17:55	13+	3	0	0	0	0	0	16+
18:00	15+	3	0	0	0	0	0	18+
18:05	19+	1	0	0	0	0	0	19+
18:10	8	1	0	0	0	0	0	9
18:15	15+	1	0	6.9	0	0	0	22.9+
18:20	19+	2	0	0	0	0	0	17+
18:25	19+	2	0	2.3	2	0	0	21.3+
18:30	19+	1	0	0	0	0	0	16+
18:35	7	1	0	0	0	0	0	8
18:40	15+	1	0	0	0	0	0	16+
18:45	7	1	0	0	0	0	0	8
18:50	2	1	0	0	0	0	0	3
18:55	2	0	0	0	0	0	0	2

Bognor Rd (E) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	25	0	0	0	0	0	0	25
07:05	25	0	0	0	0	0	0	25
07:10	10	0	0	15	0	0	0	25
07:15	10	0	0	0	0	0	0	10
07:20	10	0	0	15	0	0	0	25
07:25	0	0	0	15	0	0	0	15
07:30	5	5	10	0	0	0	0	20
07:35	20	10	0	0	0	0	0	30
07:40	20	0	10	0	0	0	0	30
07:45	15	5	0	0	0	0	0	20
07:50	15	10	0	0	0	0	0	25
07:55	15	0	0	0	0	0	0	15
08:00	0	0	0	0	0	0	0	0
08:05	10	0	15	0	0	0	0	25
08:10	15	5	0	0	2.5	0	0	22.5
08:15	15	5	0	0	0	0	0	20
08:20	10	10	0	0	0	0	0	20
08:25	10	0	0	0	0	0	0	10
08:30	35	5	0	0	0	0	0	40
08:35	20	5	0	0	0	0	0	25
08:40	10	0	0	0	0	0	0	10
08:45	15	5	0	0	0	0	0	20
08:50	10	5	0	15	0	0	0	30
08:55	15	5	0	0	0	0	0	20
09:00	5	5	0	0	0	0	0	10
09:05	10	0	0	0	0	0	0	10
09:10	20	5	0	15	0	0	0	40
09:15	0	0	0	0	0	0	0	0
09:20	10	0	0	0	0	0	0	10
09:25	25	5	0	0	0	0	0	30
09:30	10	0	0	0	0	0	0	10
09:35	20	0	0	0	0	0	0	20
09:40	0	0	0	0	0	0	0	0
09:45	5	0	0	0	0	0	0	5
09:50	0	0	0	0	0	0	0	0
09:55	15	5	0	0	0	0	0	20
18:00	5	5	0	0	0	0	0	10
18:05	10	5	0	0	0	0	0	15
18:10	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	5	0	0	0	0	0	0	5
18:30	15	0	0	0	0	0	0	15
18:35	25	0	0	0	0	0	0	25
18:40	20	0	0	0	0	0	0	20
18:45	5	0	0	0	0	0	0	5
18:50	5	0	0	0	0	0	0	5
18:55	0	0	0	0	0	0	0	0

Bognor Rd (E) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	0	0	0	0	0	0	5
07:05	5	0	0	0	0	0	0	5
07:10	2	0	0	2.3	0	0	0	4.3
07:15	2	0	0	0	0	0	0	2
07:20	2	0	0	2.3	0	0	0	4.3
07:25	0	0	0	2.3	0	0	0	2.3
07:30	1	1	1.5	0	0	0	0	3.5
07:35	2	2	0	0	0	0	0	6
07:40	4	0	1.5	0	0	0	0	5.5
07:45	3	1	0	0	0	0	0	4
07:50	3	2	0	0	0	0	0	5
07:55	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:05	2	3	0	0	0	0	0	5
08:10	3	1	0	0	0	0.4	0	4.4
08:15	3	1	0	0	0	0	0	4
08:20	2	2	0	0	0	0	0	4
08:25	2	0	0	0	0	0	0	2
08:30	7	1	0	0	0	0	0	8
08:35	4	1	0	0	0	0	0	5
08:40	2	0	0	0	0	0	0	2
08:45	3	1	0	0	0	0	0	4
08:50	2	1	0	2.3	0	0	0	5.3
08:55	3	1	0	0	0	0	0	4
09:00	1	1	0	0	0	0	0	2
09:05	2	0	0	0	0	0	0	2
09:10	4	1	0	0	2.3	0	0	7.3
09:15	0	0	0	0	0	0	0	0
09:20	2	0	0	0	0	0	0	2
09:25	5	1	0	0	0	0	0	6
09:30	2	0	0	0	0	0	0	2
09:35	4	0	0	0	0	0	0	4
09:40	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
09:50	0	0	0	0	0	0	0	0
09:55	3	1	0	0	0	0	0	4
18:00	1	1	0	0	0	0	0	2
18:05	2	1	0	0	0	0	0	3
18:10	1	0	0	0	0	0	0	1
18:15	2	1	0	0	0	0	0	3
18:20	2	0	0	0	0	0	0	2
18:25	1	0	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	3
18:35	5	0	0	0	0	0	0	5
18:40	4	0	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 11
Date : 30/09/2016
Queue Methods: Snap
Queue Lengths: Vehicle Metres

Chichester Bypass (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	10	0	15	15	0	0	45
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	30	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	5	5	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	10	0	0	0	0	10
09:50	0	0	0	0	0	0	0	0
09:55	0	0	10	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	2	0	2.3	2	0	0	7.3
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	4.6	0	0	0	5.6
08:35	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	1.5	0	0	0	1.5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	1.5	0	0	0	1.5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Bognor Rd (E) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	0	0	0	0	0	0	25
07:05	0	0	0	0	0	0	0	10
07:10	25	0	0	0	0	0	0	10
07:15	0	0	0	0	0	0	0	15
07:20	0	0	0	0	0	0	0	30
07:25	5	0	0	0	0	0	0	10
07:30	50+	0	0	0	0	15	0	30
07:35	10	0	0	0	0	0	0	35
07:40	25	0	0	0	0	0	0	25
07:45	20	0	0	0	0	0	0	20
07:50	15	5	0	0	0	0	0	20
07:55	15	0	0	0	0	0	0	15
08:00	40	0	0	0	0	0	0	0
08:05	5	0	0	0	0	0	0	25
08:10	35	0	0	0	0	0	0	10
08:15	75+	0	0	0	0	0	0	25
08:20	55	0	0	0	0	0	0	30
08:25	45	0	0	0	0	15	0	25
08:30	10	0	0	0	0	0	0	15
08:35	15	0	0	0	0	0	0	20
08:40	50	0	0	0	0	0	0	15
08:45	5	0	0	0	0	0	0	15
08:50	5	0	0	0	0	0	0	0
08:55	40	0	0	0	0	0	0	20
09:00	0	0	0	0	0	0	0	25
09:05	15	0	0	0	0	0	0	15
09:10	10	0	0	0	0	0	0	45
09:15	5	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	15
09:25	0	0	0	0	0	0	0	25
09:30	50	0	0	0	0	0	0	10
09:35	0	0	0	0	0	0	0	5
09:40	10	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	5
09:50	50	0	0	0	0	0	0	20
09:55	25	0	0	0	0	0	0	15
18:00	35+	0	0	0	0	0	0	25
18:05	35+	0	0	0	0	0	0	15
18:10	45+	0	0	0	0	0	0	15
18:15	40+	0	0	0	0	0	0	5
18:20	55+	0	0	0	0	0	0	10
18:25	50+	0	0	0	0	0	0	25
18:30	45+	0	0	0	0	0	0	15
18:35	55+	0	0	0	0	0	0	10
18:40	60+	0	0	0	0	0	0	15
18:45	55+	0	0	0	0	0	0	5
18:50	65+	0	0	0	0	0	0	5
18:55	45+	0	0	0	0	0	0	25
17:00	50+	0	0	0	0	0	0	35
17:05	65+	0	0	0	0	0	0	0
17:10	60+	0	0	0	0	0	0	15
17:15	65+	0	0	0	0	0	0	10
17:20	75+	0	0	0	0	0	0	5
17:25	25+	0	0	0	0	0	0	5
17:30	60+	0	0	0	0	0	0	0
17:35	30+	0	0	0	0	0	0	0
17:40	80+	0	0	0	0	0	0	10
17:45	35+	0	0	0	0	0	2.5	7.5
17:50	65+	0	0	0	0	0	0	25
17:55	40+	0	0	0	0	0	0	25
18:00	75+	0	0	0	0	0	0	0
18:05	75+	0	0	0	0	0	0	0
18:10	20	0	0	0	0	0	0	20
18:15	75+	0	0	0	0	0	0	0
18:20	75+	0	0	0	0	0	0	20
18:25	75+	0	0	0	0	0	0	0
18:30	75+	0	0	0	0	0	0	20
18:35	75+	0	0	0	0	0	0	30
18:40	75+	0	0	0	0	0	0	15
18:45	55	0	0	0	0	0	0	10
18:50	5	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	0

Bognor Rd (E) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	0	0	0	0	0	0	5
07:05	2	0	0	0	0	0	0	2
07:10	2	0	0	0	0	0	0	2
07:15	3	0	0	0	0	0	0	3
07:20	3	1	1.5	0	0	0	0	5.5
07:25	2	0	0	0	0	0	0	2
07:30	2	1	0	2	0	0	0	5
07:35	7	0	0	0	0	0	0	7
07:40	5	0	0	0	0	0	0	5
07:45	4	0	0	0	0	0	0	4
07:50	3	1	0	0	0	0	0	4
07:55	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:05	4	1	0	0	0	0	0	5
08:10	2	0	0	0	0	0	0	2
08:15	5	0	0	0	0	0	0	5
08:20	5	1	0	0	0	0	0	6
08:25	2	0	0	2	0	0	0	4
08:30	3	0	0	0	0	0	0	3
08:35	4	0	0	0	0	0	0	4
08:40	3	0	0	0	0	0	0	3
08:45	2	1	0	0	0	0	0	3
08:50	0	0	0	0	0	0	0	0
08:55	2	0	1.5	0	0	0	0	3.5
09:00	3	2	0	0	0	0	0	5
09:05	0	0	0	2	0	0	0	2
09:10	5	1	0	2	0	0	0	8
09:15	0	0	0	0	0	0	0	0
09:20	3	0	0	0	0	0	0	3
09:25	3	2	0	0	0	0	0	5
09:30	1	1	0	0	0	0	0	2
09:35	1	0	0	0	0	0	0	1
09:40	2	0	0	2.3	0	0	0	4.3
09:45	1	0	0	0	0	0	0	1
09:50	4	0	0	0	0	0	0	4
09:55	3	0	0	0	0	0	0	3
18:00	2	0	0	2.3	0	0	0	4.3
18:05	3	0	0	0	0	0	0	3
18:10	0	0	0	2	0	0	0	2
18:15	1	0	0	0	0	0	0	1
18:20	1	1	0	0	0	0	0	2
18:25	5	0	0	0	0	0	0	5
18:30	3	0	0	0	0	0	0	3
18:35	2	0	0	0	0	0	0	2
18:40	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Vinnetrow Rd Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	50	10	0	0	0	0	0	60
07:05	60	5	0	0	0	0	0	65
07:10	50	15	0	0	0	0	0	65
07:15	45	15	0	0	0	0	0	60
07:20	35	5	0	15	0	0	0	55
07:25	50	10	0	15	0	0	0	75
07:30	80+	15	0	0	0	0	0	75+
07:35	55+	10	0	15	0	0	0	80+
07:40	50+	20	0	0	0	0	0	70+
07:45	45	10	0	0	0	0	0	55
07:50	30	0	0	0	2.9	0	0	32.5
07:55	50	0	0	0	0	0	0	50
08:00	65+	10	0	0	0	0	0	75+
08:05	50	0	0	0	0	0	0	50
08:10	55+	5	0	30	0	0	0	90+
08:15	55+	5	0	0	0	0	0	60+
08:20	80+	10	0	0	0	0	0	70+
08:25	80+	5	0	0	0	0	0	85+
08:30	55+	5	10	0	0	0	0	70+
08:35	70+	0	0	0	0	0	0	70+
08:40	65+	5	0	0	0	0	0	70+
08:45	55+	10	0	15	0	0	0	80+
08:50	55+	15	0	0	0	0	0	70+
08:55	40+	10	0	30	15	0	0	95+
09:00	85+	0	0	0	0	0	0	85+
09:05	55+	5	10	0	0	0	0	70+
09:10	55+	10	0	0	0	0	0	65+
09:15	35	0	0	0	0	0	0	35
09:20	0	0	0	0	0	0	0	0
09:25	30	0	0	0	0	0	0	30
09:30	0	0	0	0	0	0	0	0
09:35	10	0	0	0	0	0	0	10
09:40	0	0	0	0	0	0	0	0
09:45	40	0	0	10	0	0	0	50
09:50	45	0	0	10	15	0	0	70
09:55	65	0	0	0	0	0	0	65
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	5	0	0	0	0	0	0	5
18:15	55	0	0	0	0	0	0	55
18:20	50	0	0	0	0	0	0	50
18:25	60+	5	0	0	0	0	0	65+
18:30	55+	5	0	15	0	0	0	75+
18:35	80+	5	0	0	0	0	0	85+
18:40	50+	15	0	0	0	0	0	65+
18:45	50	0	0	0	0	0	0	50
18:50	0	0	0	0	0	0	0	0
18:55	10	5	0	0	0	0	0	15
17:00	5	0	0	0	0	0	0	5
17:05	0	0	0	0	0	0	0	0
17:10	25	0	0	0	0	0	0	25
17:15	10	0	0	0	0	0	0	10
17:20	5	0	0	0	0	0	0	5
17:25	15	5	0	0	0	0	0	20
17:30	5	0	0	0	0	0	0	5
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	5	0	0	0	0	0	0	5
17:55	10	0	0	0	0	0	0	10
18:00	35	0	0	0	0	0	0	35
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	15	0	0	0	0	0	0	15
18:20	15	0	0	0	0	0	0	15
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	10	0	0	0	0	0	0	10
18:40	15	10	0	0	0	0	0	25
18:45	5	0	0	0	0	0	0	5
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Vinnetrow Rd Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	10	2	0	0	0	0	0	12
07:05	12	1	0	0	0	0	0	13
07:10	10	3	0	0	0	0	0	13
07:15	9	3	0	0	0	0	0	12
07:20	7	1	0	2.3	0	0	0	10.3
07:25	10	2	0	2.3	0	0	0	14.3
07:30	12+	3	0	0	0	0	0	19+
07:35	11+	2	0	2.3	0	0	0	15.3+
07:40	10+	4	0	0	0	0	0	19+
07:45	9	2	0	0	0	0	0	11
07:50	8	0	0	0	0.4	0	0	8.4
07:55	10	0	0	0	0	0	0	10
08:00	13+	2	0	0	0	0	0	19+
08:05	10	0	0	0	0	0	0	10
08:10	11+	1	0	4.6	0	0	0	16.6+
08:15	11+	1	0	0	0	0	0	12+
08:20	12+	2	0	0	0	0	0	14+
08:25	12+	1	0	0	0	0	0	13+
08:30	11+	1	1.5	0	0	0	0	13.5+
08:35	14+	0	0	0	0	0	0	14+
08:40	13+	1	0	0	0	0	0	14+
08:45	11+	2	0	2.3	0	0	0	15.3+
08:50	11+	3	0	0	0	0	0	14+
08:55	8+	2	0	4.6	2	0	0	16.6+
09:00	13+	0	0	0	0	0	0	13+
09:05	11+	1	1.5	0	0	0	0	13.5+
09:10	11+	2	0	0	0	0	0	13+
09:15	7	0	0	0	0	0	0	7
09:20	0	0	0	0	0	0	0	0
09:25	6	0	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0
09:35	2	0	0	0	0	0	0	2
09:40	0	0	0	0	0	0	0	0
09:45	8	0	1.5	0	0	0	0	9.5
09:50	9	0	1.5	2.3	0	0	0	12.8
09:55	13	0	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	1	0	0	0	0	0	0	1
18:15	11	0	0	0	0	0	0	11
18:20	10	0	0	0	0	0	0	10
18:25	12+	1	0	0	0	0	0	13+
18:30	11+	1	0	2.3	0	0	0	14.3+
18:35	12+	1	0	0	0	0	0	13+
18:40	10+	3	0	0	0	0	0	13+
18:45	10	0	0	0	0	0	0	10
18:50	0	0	0	0	0	0	0	0
18:55	2	1	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	5	0	0	0	0	0	0	5
17:15	2	0	0	0	0	0	0	2
17:20	1	0	0	0	0	0	0	1
17:25	4	0	0	0	0	0	0	4
17:30	1	0	0	0	0	0	0	1
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	1	0	0	0	0	0	0	1
17:55	2	0	0	0	0	0	0	2
18:00	7	0	0	0	0	0	0	7
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:20	3	0	0	0	0	0	0	3
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	2	0	0	0	0	0	0	2
18:40	3	2	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1
18:50	0	1	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 11
Date : 30/09/2016
Queue Method: Slap
Queue Lengths: Vehicle Metres

Chichester Bypass (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	10	0	15	15	0	0	45
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	30	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	5	5	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	10	0	0	0	0	10
09:50	0	0	0	0	0	0	0	0
09:55	0	0	10	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	2	0	2.3	2	0	0	7.3
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	4.6	0	0	0	5.6
08:35	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	1.5	0	0	0	1.5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	1.5	0	0	0	1.5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (S) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	07:00	0	0	0	0	0	0	0
07:05	0	07:05	0	0	0	0	0	0	0
07:10	28	07:10	0	0	0	0	0	0	0
07:15	0	07:15	0	0	0	0	0	0	0
07:20	0	07:20	0	0	0	0	0	0	0
07:25	5	07:25	0	0	0	0	0	0	0
07:30	50+	07:30	0	0	0	0	0	0	0
07:35	10	07:35	0	0	0	0	0	0	0
07:40	10	07:40	0	0	0	0	0	0	0
07:45	40	07:45	0	0	0	0	0	0	0
07:50	50	07:50	0	0	0	0	0	0	0
07:55	70	07:55	0	0	0	0	0	0	0
08:00	40	08:00	0	0	0	0	0	0	0
08:05	5	08:05	0	0	0	0	0	0	0
08:10	35	08:10	0	0	0	0	0	0	0
08:15	75+	08:15	0	0	0	0	0	0	0
08:20	55	08:20	0	0	0	0	0	0	0
08:25	45	08:25	0	0	0	0	0	0	0
08:30	10	08:30	0	0	0	0	0	0	0
08:35	15	08:35	0	0	0	0	0	0	0
08:40	50	08:40	0	0	0	0	0	0	0
08:45	5	08:45	0	0	0	0	0	0	0
08:50	5	08:50	0	0	0	0	0	0	0
08:55	40	08:55	0	0	0	0	0	0	0
09:00	0	09:00	0	0	0	0	0	0	0
09:05	15	09:05	0	0	0	0	0	0	0
09:10	10	09:10	0	0	0	0	0	0	0
09:15	5	09:15	0	0	0	0	0	0	0
09:20	0	09:20	0	0	0	0	0	0	0
09:25	0	09:25	0	0	0	0	0	0	0
09:30	50	09:30	5	0	0	0	0	0	5
09:35	0	09:35	0	0	0	0	0	0	0
09:40	10	09:40	0	0	0	0	0	0	0
09:45	0	09:45	0	0	0	0	0	0	0
09:50	50	09:50	0	0	0	0	0	0	0
09:55	25	09:55	0	0	0	0	0	0	0
18:00	35+	18:00	0	0	0	0	0	0	0
18:05	35+	18:05	0	0	0	0	0	0	0
18:10	45+	18:10	0	0	0	0	0	0	0
18:15	40+	18:15	0	0	0	0	0	0	0
18:20	55+	18:20	0	0	0	0	0	0	0
18:25	50+	18:25	0	0	0	0	0	0	0
18:30	45+	18:30	0	0	0	0	0	0	0
18:35	35+	18:35	0	0	0	0	0	0	0
18:40	60+	18:40	0	0	0	0	0	0	0
18:45	55+	18:45	0	0	0	0	0	0	0
18:50	65+	18:50	0	0	0	0	0	0	0
18:55	45+	18:55	0	0	0	0	0	0	0
17:00	50+	17:00	0	0	0	0	0	0	0
17:05	65+	17:05	0	0	0	0	0	0	0
17:10	60+	17:10	0	0	0	0	0	0	0
17:15	65+	17:15	0	0	0	0	0	0	0
17:20	75+	17:20	0	0	0	0	0	0	0
17:25	25+	17:25	0	0	0	0	0	0	0
17:30	60+	17:30	0	0	0	0	0	0	0
17:35	30+	17:35	0	0	0	0	0	0	0
17:40	80+	17:40	0	0	0	0	0	0	0
17:45	35+	17:45	0	0	0	0	0	0	0
17:50	65+	17:50	0	0	0	0	0	0	0
17:55	40+	17:55	0	0	0	0	0	0	0
18:00	75+	18:00	0	0	0	0	0	0	0
18:05	75+	18:05	0	0	0	0	0	0	0
18:10	20	18:10	0	0	0	0	0	0	0
18:15	75+	18:15	0	0	0	0	0	0	0
18:20	75+	18:20	5	0	0	0	0	0	5
18:25	75+	18:25	0	0	0	0	0	0	0
18:30	75+	18:30	0	0	0	0	0	0	0
18:35	75+	18:35	0	0	0	0	0	0	0
18:40	75+	18:40	0	0	0	0	0	0	0
18:45	55	18:45	0	0	0	0	0	0	0
18:50	5	18:50	0	0	0	0	0	0	0
18:55	5	18:55	0	0	0	0	0	0	0

Chichester Bypass (S) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
18:00	0	0	0	1	0	0	0	1
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (S) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	5	5	0	0	0	0	0	10
07:10	5	0	10	30	0	0	0	45
07:15	35	10	0	0	0	0	0	45
07:20	0	0	0	0	0	0	0	0
07:25	10	5	10	15	0	0	0	40
07:30	0	0	0	0	0	0	0	0
07:35	25	0	0	15	0	0	0	40
07:40	10	5	10	0	0	0	0	25
07:45	5	5	0	0	0	0	0	10
07:50	10	15	10	15	0	0	0	50
07:55	15	10	0	30	0	0	0	55
08:00	20	5	10	15	0	0	0	50
08:05	15	5	0	0	0	0	0	20
08:10	50	5	10	0	0	0	0	45
08:15	0	0	0	0	0	0	0	0
08:20	25	10	0	0	0	0	0	35
08:25	25	10	20	0	0	0	0	55
08:30	25	0	10	0	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	20	10	10	15	0	0	0	55
08:45	20	5	0	15	0	0	0	40
08:50	25	10	0	0	0	0	0	35
08:55	10	10	0	0	0	0	0	20
09:00	30	0	10	15	0	0	0	55
09:05	10	5	0	15	0	0	0	30
09:10	20	10	0	15	0	0	0	45
09:15	50	10	0	0	0	0	0	60
09:20	25	10	10	0	0	0	0	45
09:25	25	15	0	15	0	0	0	55
09:30	15	5	0	30	0	0	0	50
09:35	5	15	10	30	0	0	0	60
09:40	25	15	10	0	0	0	0	50
09:45	25	5	10	0	0	0	0	40
09:50	45	5	10	0	0	0	0	60
09:55	25	5	0	30	0	0	0	60
18:00	25	0	0	0	0	0	0	25
18:05	30	10	20	0	0	0	0	60
18:10	50	10	0	0	0	0	0	60
18:15	25	0	0	0	0	0	0	25
18:20	25	5	0	0	0	0	0	30
18:25	25	0	10	0	0	0	0	35
18:30	30	15	0	0	0	0	0	45
18:35	30	10	0	0	0	0	0	40
18:40	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	0	0	10
18:50	10	0	0	0	0	0	0	10
18:55	25	5	0	0	0	0	0	30
17:00	5	0	0	0	0	0	0	5
17:05	0	0	0	0	0	0	0	0
17:10	10	5	0	30	0	0	0	45
17:15	20	10	0	0	0	0	0	30
17:20	0	0	0	0	0	0	0	0
17:25	30	5	0	15	0	0	0	50
17:30	25	5	10	15	0	0	0	55
17:35	0	0	0	0	0	0	0	0
17:40	20	5	0	0	0	0	0	25
17:45	40	5	0	0	0	0	0	45
17:50	0	0	0	0	0	0	0	0
17:55	20	0	0	0	0	0	0	20
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	30	0	0	0	0	0	0	30
18:20	20	0	0	0	0	0	0	20
18:25	30	0	0	0	0	0	0	30
18:30	0	0	0	0	0	0	0	0
18:35	5	0	0	0	0	0	0	5
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	20	0	0	0	0	0	0	20
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (S) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	1	1	0	0	0	0	0	2
07:10	1	0	1.5	4.6	0	0	0	7.1
07:15	7	2	0	0	0	0	0	9
07:20	0	0	0	0	0	0	0	0
07:25	2	1	1.5	2.3	0	0	0	6.8
07:30	0	0	0	0	0	0	0	0
07:35	5	0	0	2.3	0	0	0	7.3
07:40	2	1	1.5	0	0	0	0	4.5
07:45	1	1	0	0	0	0	0	2
07:50	2	3	1.5	2.3	0	0	0	8.8
07:55	3	2	0	4.6	0	0	0	9.6
08:00	4	1	1.5	2.3	0	0	0	8.8
08:05	3	1	0	0	0	0	0	4
08:10	6	1	1.5	0	0	0	0	8.5
08:15	0	0	0	0	0	0	0	0
08:20	5	2	0	0	0	0	0	7
08:25	5	2	3	0	0	0	0	10
08:30	5	0	1.5	0	0	0	0	6.5
08:35	0	0	0	0	0	0	0	0
08:40	4	2	1.5	2.3	0	0	0	9.8
08:45	4	1	0	2.3	0	0	0	7.3
08:50	5	2	0	0	0	0	0	7
08:55	2	2	0	0	0	0	0	4
09:00	6	0	1.5	2.3	0	0	0	9.8
09:05	2	1	0	2.3	0	0	0	5.3
09:10	4	2	0	2.3	0	0	0	8.3
09:15	10	2	0	0	0	0	0	12
09:20	5	2	1.5	0	0	0	0	8.5
09:25	5	3	0	2.3	0	0	0	10.3
09:30	3	1	0	4.6	0	0	0	8.6
09:35	1	3	1.5	4.6	0	0	0	10.1
09:40	5	3	1.5	0	0	0	0	9.5
09:45	5	1	1.5	0	0	0	0	7.5
09:50	9	1	1.5	0	0	0	0	11.5
09:55	5	1	0	4.6	0	0	0	10.6
18:00	5	0	0	0	0	0	0	5
18:05	6	2	3	0	0	0	0	11
18:10	10	2	0	0	0	0	0	12
18:15	5	0	0	0	0	0	0	5
18:20	5	1	0	0	0	0	0	6
18:25	5	0	1.5	0	0	0	0	6.5
18:30	6	3	0	0	0	0	0	9
18:35	6	2	0	0	0	0	0	8
18:40	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2
18:50	2	0	0	0	0	0	0	2
18:55	6	1	0	0	0	0	0	6
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	2	1	0	4.6	0	0	0	7.6
17:15	4	2	0	0	0	0	0	6
17:20	0	0	0	0	0	0	0	0
17:25	6	1	0	2.3	0	0	0	9.3
17:30	5	1	1.5	2.3	0	0	0	9.8
17:35	0	0	0	0	0	0	0	0
17:40	4	1	0	0	0	0	0	5
17:45	8	1	0	0	0	0	0	9
17:50	0	0	0	0	0	0	0	0
17:55	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6
18:20	4	0	0	0	0	0	0	4
18:25	6	0	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0
18:35	1	0	0	0	0	0	0	1
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	4	0	0	0	0	0	0	4
18:55	0	0	0	0	0	0	0	0

ARUN DISTRICT COUNCIL P/6/17/OUT

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3293-LON Bognor Regis
Site : 11
Date : 30/06/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

	Chichester Bypass (N) Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	10	0	15	15	0	0	45
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	30	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	5	5	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	10	0	0	0	0	10
09:50	0	0	0	0	0	0	0	0
09:55	0	0	10	0	0	0	0	10
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	5	0	0	0	0	0	0	5
17:25	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5
17:35	5	0	0	0	0	0	0	5
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

	Chichester Bypass (N) Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	2	0	2.3	2	0	0	7.3
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	4.6	0	0	0	5.6
08:35	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	1.5	0	0	0	0	1.5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	1.5	0	0	0	0	1.5
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1
17:25	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:35	1	0	0	0	0	0	0	1
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

			Chichester Bypass (S) Queue 3 Vehicle Metres							
	Car		Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	07:00	0	0	0	0	0	0	0	0
07:05	0	07:05	5	15	0	0	0	0	0	20
07:10	25	07:10	25	5	0	15	0	0	0	45
07:15	0	07:15	35	5	0	0	0	0	0	40
07:20	0	07:20	0	0	0	0	0	0	0	0
07:25	5	07:25	15	10	0	0	0	0	0	25
07:30	50+	07:30	0	0	0	0	0	0	0	0
07:35	10	07:35	25	5	0	0	0	0	0	30
07:40	10	07:40	20	5	0	0	0	0	0	25
07:45	40	07:45	0	10	0	0	0	0	0	10
07:50	50	07:50	20	5	0	0	0	0	0	25
07:55	70	07:55	35	10	10	15	0	0	0	70
08:00	40	08:00	35	10	0	15	0	0	0	60
08:05	5	08:05	25	5	0	0	0	0	0	30
08:10	35	08:10	30	0	0	15	0	0	0	45
08:15	75+	08:15	20	5	0	0	0	0	0	25
08:20	55	08:20	30	15	0	0	0	0	0	45
08:25	45	08:25	40	10	0	15	0	0	0	65
08:30	10	08:30	0	0	0	0	0	0	0	0
08:35	15	08:35	0	0	0	0	0	0	0	0
08:40	30	08:40	45	5	0	0	0	0	0	50
08:45	5	08:45	15	10	0	0	0	0	0	25
08:50	5	08:50	30	5	0	15	0	0	0	50
08:55	40	08:55	10	5	0	0	0	0	0	15
09:00	0	09:00	50	5	0	15	0	0	0	70
09:05	15	09:05	45	0	0	15	0	0	0	60
09:10	10	09:10	25	20	0	15	0	0	0	60
09:15	5	09:15	50	0	10	0	0	0	0	60
09:20	0	09:20	25	0	0	0	0	0	0	25
09:25	0	09:25	50	10	0	0	0	0	0	60
09:30	50	09:30	55	10	0	0	0	0	0	65
09:35	0	09:35	25	10	10	0	0	0	0	45
09:40	10	09:40	45	10	0	0	0	0	0	55
09:45	0	09:45	20	5	10	15	0	0	0	50
09:50	50	09:50	25	10	0	15	0	0	0	50
09:55	25	09:55	50	10	0	0	0	0	0	60
16:00	35+	16:00	35	0	0	15	0	0	0	50
16:05	35+	16:05	40	15	0	0	0	0	0	55
16:10	45+	16:10	45	15	0	0	0	0	0	60
16:15	40+	16:15	15	5	0	15	0	0	0	35
16:20	55+	16:20	35	15	0	0	0	0	0	50
16:25	50+	16:25	20	0	10	0	0	0	0	30
16:30	45+	16:30	30	5	0	0	0	0	0	35
16:35	35+	16:35	25	5	0	0	0	0	0	30
16:40	60+	16:40	35	0	0	0	0	0	0	35
16:45	55+	16:45	20	0	0	0	0	0	0	20
16:50	65+	16:50	25	0	0	0	0	0	0	25
16:55	45+	16:55	40	15	0	0	0	0	0	55
17:00	50+	17:00	5	0	0	0	0	0	0	5
17:05	65+	17:05	0	0	0	0	0	0	0	0
17:10	60+	17:10	30	5	0	0	0	0	0	35
17:15	65+	17:15	40	5	0	0	0	0	0	45
17:20	75+	17:20	25	0	0	0	0	0	0	25
17:25	25+	17:25	40	5	0	0	0	0	0	45
17:30	60+	17:30	35	5	0	15	0	0	0	55
17:35	30+	17:35	0	0	0	0	0	0	0	0
17:40	60+	17:40	20	5	0	0	0	0	0	25
17:45	35+	17:45	25	5	0	0	0	0	0	30
17:50	65+	17:50	0	0	0	0	0	0	0	0
17:55	40+	17:55	10	0	0	0	0	0	0	10
18:00	75+	18:00	0	0	0	0	0	0	0	0
18:05	75+	18:05	0	0	0	0	0	0	0	0
18:10	20	18:10	0	0	0	0	0	0	0	0
18:15	75+	18:15	5	5	0	0	0	5	0	15
18:20	75+	18:20	15	5	0	0	0	0	0	20
18:25	75+	18:25	30	5	0	0	0	0	0	35
18:30	75+	18:30	5	0	0	0	0	0	0	5
18:35	75+	18:35	5	0	0	0	0	0	0	5
18:40	75+	18:40	0	0	0	0	0	0	0	0
18:45	35	18:45	0	0	0	0	0	0	0	0
18:50	5	18:50	15	0	0	0	0	0	0	15
18:55	5	18:55	0	0	0	0	0	0	0	0

	Chichester Bypass (S) Queue 3 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	1	3	0	0	0	0	0	4
07:10	5	1	0	2.3	0	0	0	8.3
07:15	7	1	0	0	0	0	0	8
07:20	0	0	0	0	0	0	0	0
07:25	3	2	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0
07:35	5	1	0	0	0	0	0	6
07:40	4	1	0	0	0	0	0	5
07:45	0	2	0	0	0	0	0	2
07:50	4	1	0	0	0	0	0	5
07:55	7	2	1.5	2.3	0	0	0	12.8
08:00	7	2	0	2.3	0	0	0	11.3
08:05	5	1	0	0	0	0	0	6
08:10	6	0	0	2.3	0	0	0	8.3
08:15	4	1	0	0	0	0	0	5
08:20	6	3	0	0	0	0	0	9
08:25	8	2	0	2.3	0	0	0	12.3
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	9	1	0	0	0	0	0	10
08:45	3	2	0	0	0	0	0	5
08:50	6	1	0	2.3	0	0	0	9.3
08:55	2	1	0	0	0	0	0	3
09:00	10	1	0	2.3	0	0	0	13.3
09:05	9	0	0	2.3	0	0	0	11.3
09:10	5	4	0	2.3	0	0	0	11.3
09:15	10	0	1.5	0	0	0	0	11.5
09:20	5	0	0	0	0	0	0	5
09:25	10	2	0	0	0	0	0	12
09:30	11	2	0	0	0	0	0	13
09:35	5	2	1.5	0	0	0	0	8.5
09:40	9	2	0	0	0	0	0	11
09:45	4	1	1.5	2.3	0	0	0	8.8
09:50	5	2	0	2.3	0	0	0	9.3
09:55	10	2	0	0	0	0	0	12
16:00	7	0	0	2.3	0	0	0	9.3
16:05	8	3	0	0	0	0	0	11
16:10	9	3	0	0	0	0	0	12
16:15	3	1	0	2.3	0	0	0	6.3
16:20	7	3	0	0	0	0	0	10
16:25	4	0	1.5	0	0	0	0	5.5
16:30	6	1	0	0	0	0	0	7
16:35	5	1	0	0	0	0	0	6
16:40	7	0	0	0	0	0	0	7
16:45	4	0	0	0	0	0	0	4
16:50	5	0	0	0	0	0	0	5
16:55	8	3	0	0	0	0	0	11
17:00	1	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	0
17:10	6	1	0	0	0	0	0	7
17:15	8	1	0	0	0	0	0	9
17:20	5	0	0	0	0	0	0	5
17:25	8	1	0	0	0	0	0	9
17:30	7	1	0	2.3	0	0	0	10.3
17:35	0	0	0	0	0	0	0	0
17:40	4	1	0	0	0	0	0	5
17:45	5	1	0	0	0	0	0	6
17:50	0	0	0	0	0	0	0	0
17:55	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	1	1	0	0	0	0.8	0	2.8
18:20	3	1	0	0	0	0	0	4
18:25	6	1	0	0	0	0	0	7
18:30	1	0	0	0	0	0	0	1
18:35	1	0	0	0	0	0	0	1
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	3	0	0	0	0	0	0	3
18:55	0	0	0	0	0	0	0	0

	Bognor Rd (NW) Queue 1 Vehicle Metres							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	5	5	10	0	0	0	0	20
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	5	0	0	0	0	0	0	5
07:25	15	0	0	0	0	0	0	15
07:30	0	0	0	0	0	0	0	0
07:35	10	0	10	0	15	0	0	35
07:40	5	0	0	0	15	0	0	20
07:45	5	0	0	0	0	0	0	5
07:50	5	0	0	0	0	0	0	5
07:55	10	0	0	0	0	0	0	10
08:00	5	0	0	0	0	0	0	5
08:05	20	10	10	0	0	0	0	40
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	15	5	0	0	0	0	0	20
08:40	0	0	0	0	0	0	0	0
08:45	10	0	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	5	0	0	0	0	0	0	5
09:05	5	0	0	0	0	0	0	5
09:10	15	5	0	0	0	0	0	20
09:15	0	0	0	0	0	0	0	0
09:20	0	5	0	0	0	0	0	5
09:25	5	5	0	0	0	0	0	10
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	15	0	0	0	0	0	0	15
09:45	5	0	0	0	0	0	0	5
09:50	0	0	0	0	0	0	0	0
09:55	20	5	0	0	0	0	0	25
16:00	30	10	0	0	0	0	0	40
16:05	10	0	0	15	0	0	0	25
16:10	50	0	0	0	0	0	0	50
16:15	65+	10	0	0	0	0	0	75+
16:20	25	15	0	0	0	0	0	40
16:25	50+	10	0	0	0	2.5	0	62.5+
16:30	50+	10	0	0	15	0	0	60+
16:35	45+	20	0	0	0	2.5	0	67.5+
16:40	50+	25	0	0	0	0	0	75+
16:45	70+	5	0	0	0	0	0	75+
16:50	65+	10	0	0	0	0	0	75+
16:55	75+	0	0	0	0	0	0	75+
17:00	70+	5	0	0	0	0	0	75+
17:05	0	0	0	0	0	0	0	0
17:10	25	0	0	0	0	0	0	25
17:15	5	0	0	0	0	0	0	5
17:20	15	0	0	0	0	0	0	15
17:25	55	5	0	0	0	0	0	60
17:30	15	0	0	0	0	0	0	15
17:35	40	5	0	0	0	2.5	0	47.5
17:40	60+	15	0	0	0	0	0	75+
17:45	35	0	0	0	0	0	0	35
17:50	75+	0	0	0	0	0	2.5	77.5+
17:55	75+	0	0	0	0	0	0	75+
18:00	15	0	0	0	0	0	0	15
18:05	0	0	0	0	0	0	0	0
18:10	25	5	0	0	0	0	0	30
18:15	5	5	0	0	0	0	0	10
18:20	10	0	0	0	0	0	0	10
18:25	20	5	0	0	0	0	0	25
18:30	10	0	0	0	0	0	0	10
18:35	30	5	0	0	0	0	0	35
18:40	0	0	0	0	0	0	0	0
18:45	35	0	0	0	0	0	0	35
18:50	0	0	0	0	0	0	0	0
18:55	10	0	0	0	0	0	0	10

	Bognor Rd (NW) Queue 1 PCU							
	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	1	1	1.5	0	0	0	0	3.5
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	1	0	0	0	0	0	0	1
07:25	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0
07:35	2	0	1.5	0	2	0	0	5.5
07:40	1	0	0	0	2	0	0	3
07:45	1	0	0	0	0	0	0	1
07:50	1	0	0	0	0	0	0	1
07:55	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1
08:05	4	2	1.5	0	0	0	0	7.5
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	3	1	0	0	0	0	0	4
08:40	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1
09:05	1	0	0	0	0	0	0	1
09:10	3	1	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0
09:20	0	1	0	0	0	0	0	1
09:25	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	3	0	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	1
09:50	0	0	0	0	0	0	0	0
09:55	4	1	0	0	0	0	0	5
16:00	6	2	0	0	0	0	0	8
16:05	2	0	0	2.3	0	0	0	4.3
16:10	10	0	0	0	0	0	0	10
16:15	13+	2	0	0	0	0	0	15+
16:20	5	3	0	0	0	0	0	8
16:25	10+	2	0	0	0	0.4	0	12.4+
16:30	10+	2	0	0	2	0	0	14+
16:35	9+	4	0	0	0	0.4	0	13.4+
16:40	10+	5	0	0	0	0	0	15+
16:45	14+	1	0	0	0	0	0	15+
16:50	13+	2	0	0	0	0	0	15+
16:55	15+	0	0	0	0	0	0	15+
17:00	14+	1	0	0	0	0	0	15+
17:05	0	0	0	0	0	0	0	0
17:10	5	0	0	0	0	0	0	5
17:15	1	0	0	0	0	0	0	1
17:20	3	0	0	0	0	0	0	3
17:25	11	1	0	0	0	0	0	12
17:30	3	0	0	0	0	0	0	3
17:35	8	1	0	0	0	0.4	0	9.4
17:40	12+	3	0	0	0	0	0	15+
17:45	7	0	0	0	0	0	0	7
17:50	15+	0	0	0	0	0	0.2	15.2+
17:55	15+	0	0	0	0	0	0	15+
18:00	3	0	0	0	0	0	0	3
18:05	0	0	0	0	0	0	0	0
18:10	5	1	0	0	0	0	0	6
18:15	1	1	0	0	0	0	0	2
18:20	2	0	0	0	0	0	0	2
18:25	4	1	0	0	0	0	0	5
18:30	2	0	0	0	0	0	0	2
18:35	6	1	0	0	0	0	0	7
18:40	0	0	0	0	0	0	0	0
18:45	7	0	0	0	0	0	0	7
18:50	0	0	0	0	0	0	0	0
18:55	2	0	0	0	0	0	0	2

Tracsis

Client : C & A Consulting Engineers LTD
Project : 3283-LON Bognor Regis
Site : 11
Date : 30/09/2016
Queue Method: Snap
Queue Lengths: Vehicle Metres

Chichester Bypass (N) Queue 1 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	5	10	0	15	15	0	0	45
08:05	0	0	0	0	0	0	0	0
08:10	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	5	0	0	30	0	0	0	35
08:35	0	0	0	0	0	0	0	0
08:40	5	0	0	0	0	0	0	5
08:45	5	5	0	0	0	0	0	10
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	10	0	0	0	0	10
09:50	0	0	0	0	0	0	0	0
09:55	0	0	10	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Chichester Bypass (N) Queue 1 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	2	0	2.3	2	0	0	7.3
08:05	0	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	4.6	0	0	0	5.6
08:35	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	1.5	0	0	0	1.5
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	1.5	0	0	0	1.5
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Bognor Rd (NW) Queue 2 Vehicle Metres

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	5	07:00	10	0	10	0	0	0	0	20
07:05	0	07:05	0	0	0	0	0	0	0	0
07:10	25	07:10	0	0	0	0	0	0	0	0
07:15	0	07:15	0	0	0	0	0	0	0	0
07:20	0	07:20	5	0	0	0	0	0	0	5
07:25	5	07:25	0	0	0	0	0	0	0	0
07:30	50+	07:30	0	0	0	0	0	0	0	0
07:35	10	07:35	5	0	0	0	0	0	0	5
07:40	10	07:40	5	0	0	0	0	0	0	5
07:45	40	07:45	0	0	0	0	0	0	0	0
07:50	50	07:50	0	0	0	0	0	0	0	0
07:55	70	07:55	0	0	0	0	0	0	0	0
08:00	40	08:00	5	0	0	0	0	0	0	5
08:05	5	08:05	5	0	0	0	0	0	0	5
08:10	35	08:10	0	0	0	0	0	0	0	0
08:15	75+	08:15	0	0	0	0	0	0	0	0
08:20	55	08:20	0	0	0	0	0	0	0	0
08:25	45	08:25	0	0	0	0	0	0	0	0
08:30	10	08:30	5	0	0	0	0	0	0	5
08:35	15	08:35	10	0	0	0	0	0	0	10
08:40	50	08:40	0	0	0	0	0	0	0	0
08:45	5	08:45	0	0	0	0	0	0	0	0
08:50	5	08:50	0	0	0	0	0	0	0	0
08:55	40	08:55	0	0	0	0	0	0	0	0
09:00	0	09:00	0	0	0	0	0	0	0	0
09:05	15	09:05	0	0	10	0	0	0	0	10
09:10	10	09:10	5	0	0	0	0	0	0	5
09:15	5	09:15	0	5	0	0	0	0	0	5
09:20	0	09:20	0	0	0	0	0	0	0	0
09:25	0	09:25	0	0	0	0	0	0	0	0
09:30	50	09:30	10	0	0	0	0	0	0	10
09:35	0	09:35	0	0	0	0	0	0	0	0
09:40	10	09:40	0	0	0	0	0	0	0	0
09:45	0	09:45	15	10	0	0	0	0	0	25
09:50	50	09:50	0	0	0	0	0	0	0	0
09:55	25	09:55	15	5	0	0	0	0	0	20
18:00	35+	18:00	50	10	0	0	0	2.5	0	62.5
18:05	35+	18:05	15	10	0	0	0	0	0	25
18:10	45+	18:10	75+	0	0	0	0	0	0	75+
18:15	40+	18:15	60	0	0	0	0	0	0	60
18:20	55+	18:20	40	5	0	0	0	0	0	45
18:25	50+	18:25	65	0	0	0	0	0	0	65
18:30	45+	18:30	10	0	0	0	0	0	0	10
18:35	35+	18:35	75+	0	0	0	0	0	0	75+
18:40	60+	18:40	60+	5	10	0	0	0	0	75+
18:45	55+	18:45	30	0	0	0	0	0	0	30
18:50	65+	18:50	70+	5	0	0	0	0	0	75+
18:55	45+	18:55	70+	5	0	0	0	0	0	75+
17:00	50+	17:00	45	0	0	0	0	0	0	45
17:05	65+	17:05	20	5	0	0	0	0	0	25
17:10	60+	17:10	20	0	0	0	0	0	0	20
17:15	65+	17:15	0	0	0	0	0	0	0	0
17:20	75+	17:20	35	5	0	0	0	0	0	40
17:25	25+	17:25	35	0	0	0	0	0	0	35
17:30	60+	17:30	30	0	0	0	0	0	0	30
17:35	30+	17:35	75+	0	0	0	0	0	0	75+
17:40	80+	17:40	75+	0	0	0	0	0	0	75+
17:45	35+	17:45	15	5	0	0	0	0	0	20
17:50	65+	17:50	65	5	0	0	0	0	0	70
17:55	40+	17:55	45	10	0	0	0	0	0	55
18:00	75+	18:00	10	0	0	0	0	0	0	10
18:05	75+	18:05	10	0	0	0	0	0	0	10
18:10	20	18:10	30	0	0	0	0	0	0	50
18:15	75+	18:15	20	0	0	0	0	0	0	20
18:20	75+	18:20	25	0	0	0	0	0	0	25
18:25	75+	18:25	5	0	0	0	0	0	0	5
18:30	75+	18:30	15	0	0	0	0	0	0	15
18:35	75+	18:35	15	0	0	0	0	0	0	15
18:40	75+	18:40	0	0	0	0	0	0	0	0
18:45	35	18:45	0	0	0	0	0	0	0	0
18:50	5	18:50	0	0	0	0	0	0	0	0
18:55	5	18:55	0	0	0	0	0	0	0	0

Bognor Rd (NW) Queue 2 PCU

	Car	LGV	MGV	HGV	Bus	MC	PC	Total
07:00	2	0	1.5	0	0	0	0	3.5
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	1	0	0	0	0	0	0	1
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	1	0	0	0	0	0	0	1
07:40	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	1	0	0	0	0	0	0	1
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:35	2	0	0	0	0	0	0	2
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	1.5	0	0	0	0	1.5
09:10	1	0	0	0	0	0	0	1
09:15	0	1	0	0	0	0	0	1
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	3	2	0	0	0	0	0	5
09:50	0	0	0	0	0	0	0	0
09:55	3	1	0	0	0	0	0	4
18:00	10	2	0	0	0	0.4	0	12.4
18:05	3	2	0	0	0	0	0	5
18:10	15+	0	0	0	0	0	0	15+
18:15	12	0	0	0	0	0	0	12
18:20	8	1	0	0	0	0	0	9
18:25	13	0	0	0	0	0	0	13
18:30	2	0	0	0	0	0	0	2
18:35	15+	0	0	0	0	0	0	15+
18:40	12+	1	1.5	0	0	0	0	14.5+
18:45	8	0	0	0	0	0	0	8
18:50	14+	1	0	0	0	0	0	15+
18:55	14+	1	0	0	0	0	0	15+
17:00	9	0	0	0	0	0	0	9
17:05	4	1	0	0	0	0	0	5
17:10	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0
17:20	7	1	0	0	0	0	0	8
17:25	7	0	0	0	0	0	0	7
17:30	8	0	0	0	0	0	0	8
17:35	15+	0	0	0	0	0	0	15+
17:40	15+	0	0	0	0	0	0	15+
17:45	3	1	0	0	0	0	0	4
17:50	13	1	0	0	0	0	0	14
17:55	9	2	0	0	0	0	0	11
18:00	2	0	0	0	0	0	0	2
18:05	2	0	0	0	0	0	0	2
18:10	6	0	0	0	0	0	0	6
18:15	4	0	0	0	0	0	0	4
18:20	5	0	0	0	0	0	0	5
18:25	1	0	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	3
18:35	3	0	0	0	0	0	0	3
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

APPENDIX D – TEMPRO OUTPUT REPORT

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2017
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

		Principal Road
Level	Area	Local Growth Figure
County	West Sussex	1.014144
Authority	Arun	1.014797
E02006560	Arun 019	1.016404

		Trunk Road
Level	Area	Local Growth Figure
County	West Sussex	1.014469
Authority	Arun	1.015123
E02006560	Arun 019	1.016731

ARUN DISTRICT COUNCIL P/6/17/OUT

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2017
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

		Principal Road
Level	Area	Local Growth Figure
County	West Sussex	1.014294
Authority	Arun	1.014897
E02006560	Arun 019	1.016404

		Trunk Road
Level	Area	Local Growth Figure
County	West Sussex	1.01462
Authority	Arun	1.015223
E02006560	Arun 019	1.016731

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

		Principal Road
Level	Area	Local Growth Figure
County	West Sussex	1.084693
Authority	Arun	1.088756
E02006560	Arun 019	1.098115

		Trunk Road
Level	Area	Local Growth Figure
County	West Sussex	1.089236
Authority	Arun	1.093316
E02006560	Arun 019	1.102714

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

		Principal Road
Level	Area	Local Growth Figure
County	West Sussex	1.085259
Authority	Arun	1.08927
E02006560	Arun 019	1.097601

		Trunk Road
Level	Area	Local Growth Figure
County	West Sussex	1.089804
Authority	Arun	1.093832
E02006560	Arun 019	1.102198

APPENDIX E – WALKING CATCHMENT ISOCHRONES AND LOCAL FACILITIES PLAN



Key

- Site Location
- Recreation / Sports Ground
- Sports / Fitness Venue
- Doctor
- Dentist
- Co-op
- Costcutter / Petrol Station
- Tesco E press
- Primary School
- Library
- Post Office
- Place of Worship
- Pub
- Fire Station
- Bus Stop
- Walk Start
- 0 - 5 minute walk
- 5 - 10 minute walk
- 10 - 15 minute walk
- 15 - 20 minute walk
- 20 - 25 minute walk

Note

Walk sochrone is based on an average speed of 4.8kph (3mph, 80m per minute).

RPS

Date: MAY 2016 Scale: NTS Rev:
Dwg. No: JNY8640 Drawn: AVG Checked: MAL

Project: PAGHAM

Title: WAL NG SOCHRONE

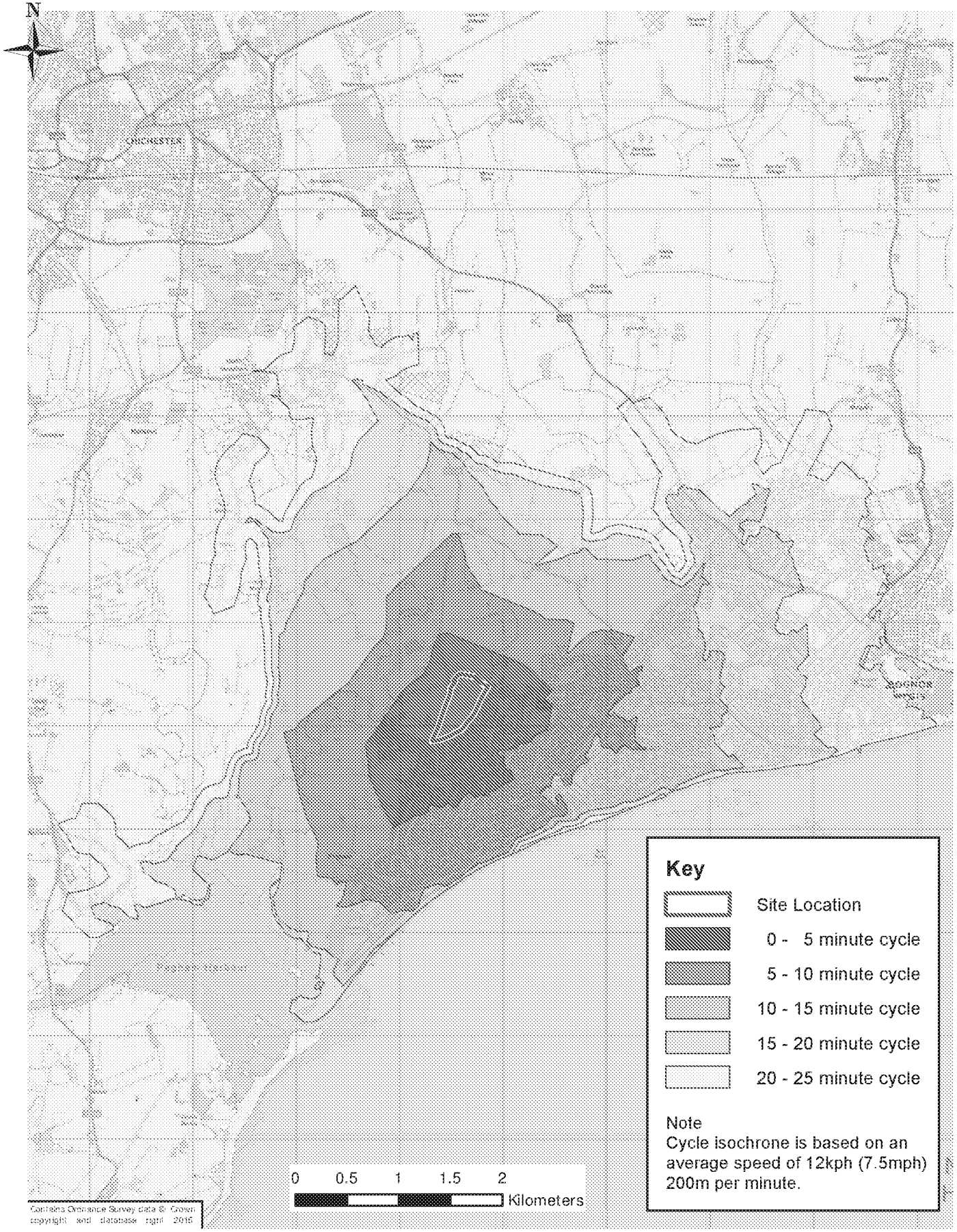
Figure No:

Transport

Ref: 7689-0853-01

© Crown Copyright. All rights reserved. 2013 License Number 0100031673

APPENDIX F – CYCLE CATCHMENT ISOCHRONES



RPS

Project: PAGHAM

Title: CYCLE SOCHRONE

Figure No:

Date: MAY 2016 | Scale: AS SHOWN | Rev:

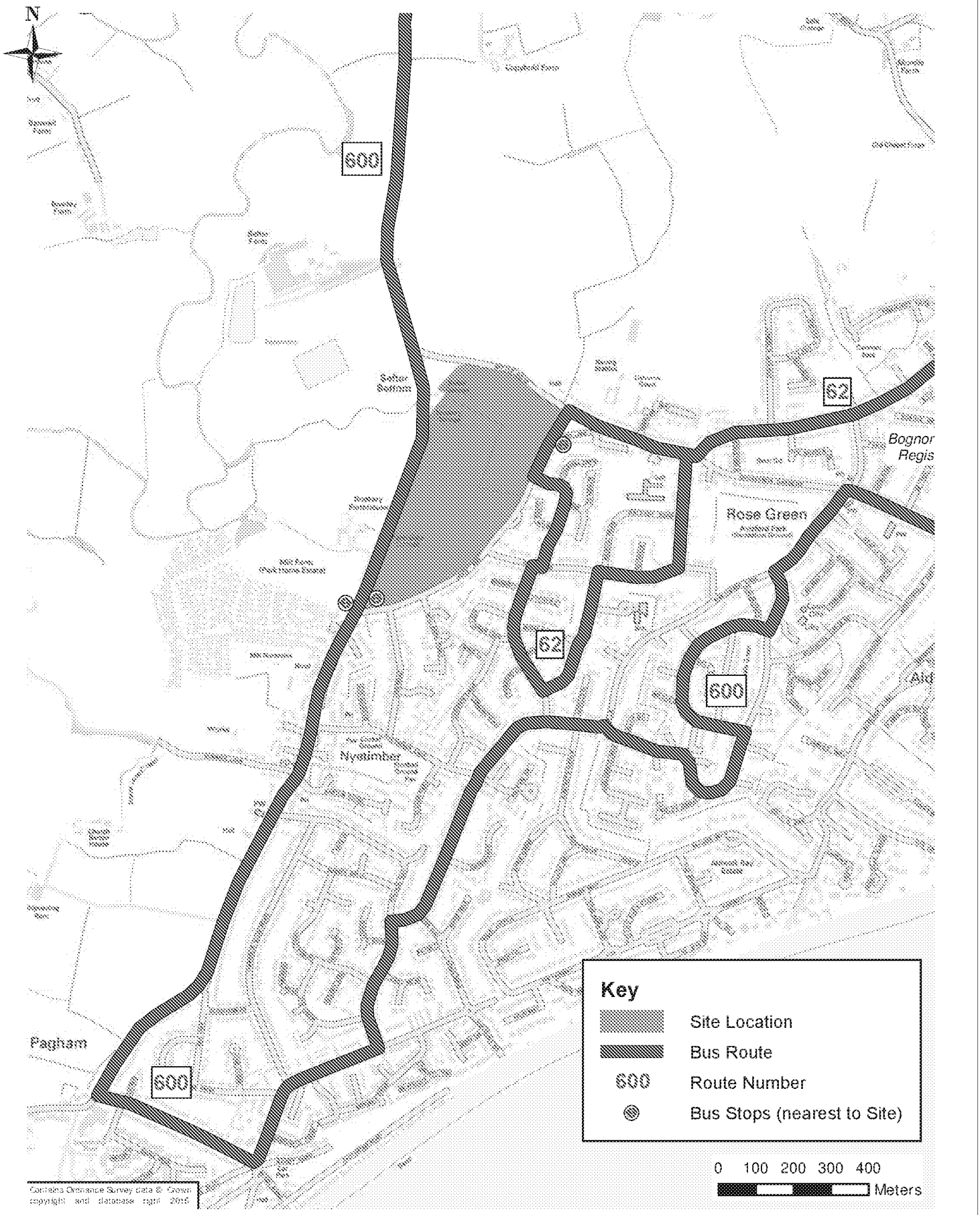
Drwg. No: JNY8840 | Drawn: AVG | Checked: MAL

Ref: 7689-0847-01

© Crown Copyright. All rights reserved. 2016 License Number 0100031673

ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX G – BUS ROUTE PLAN



RPS

Project: PAGHAM

Title: LOCAL BUS ROUTES

Figure No:

Date: MAY 2016	Scale: AS SHOWN	Rev:
Drwg. No: JNY8840	Drawn: AVG	Checked: MAL

© Crown Copyright. All rights reserved. 2016 License Number 0100031673
ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX H – PROPOSED DEVELOPMENT FRAMEWORK PLAN

NORTH

Application Boundary (17.2ha)

Housing - up to 7.2ha

Primary School or Housing - 2.4ha
Land safeguarded for the provision of a Two Form Entry Primary School to include access, car parking and external play space - should this area not be required it could be used for Housing.

Proposed D1 Use - 0.4ha
Potential for a Children's Day Nursery and / or Health Centre as required - should this area not be required it could be used for Housing.

Care Home or Specialist Housing for the Elderley - 0.55ha

Vehicular Access

Primary Vehicular Route
Masterplan Option 1& 2.

Potential Vehicular Access
This is not required if the Two Form Entry Primary School is to be constructed.

Pedestrian Access
Proposed footpath connections onto Hook Lane

Potential Vehicular Route
This is not required if the Two Form Entry Primary School is to be constructed.

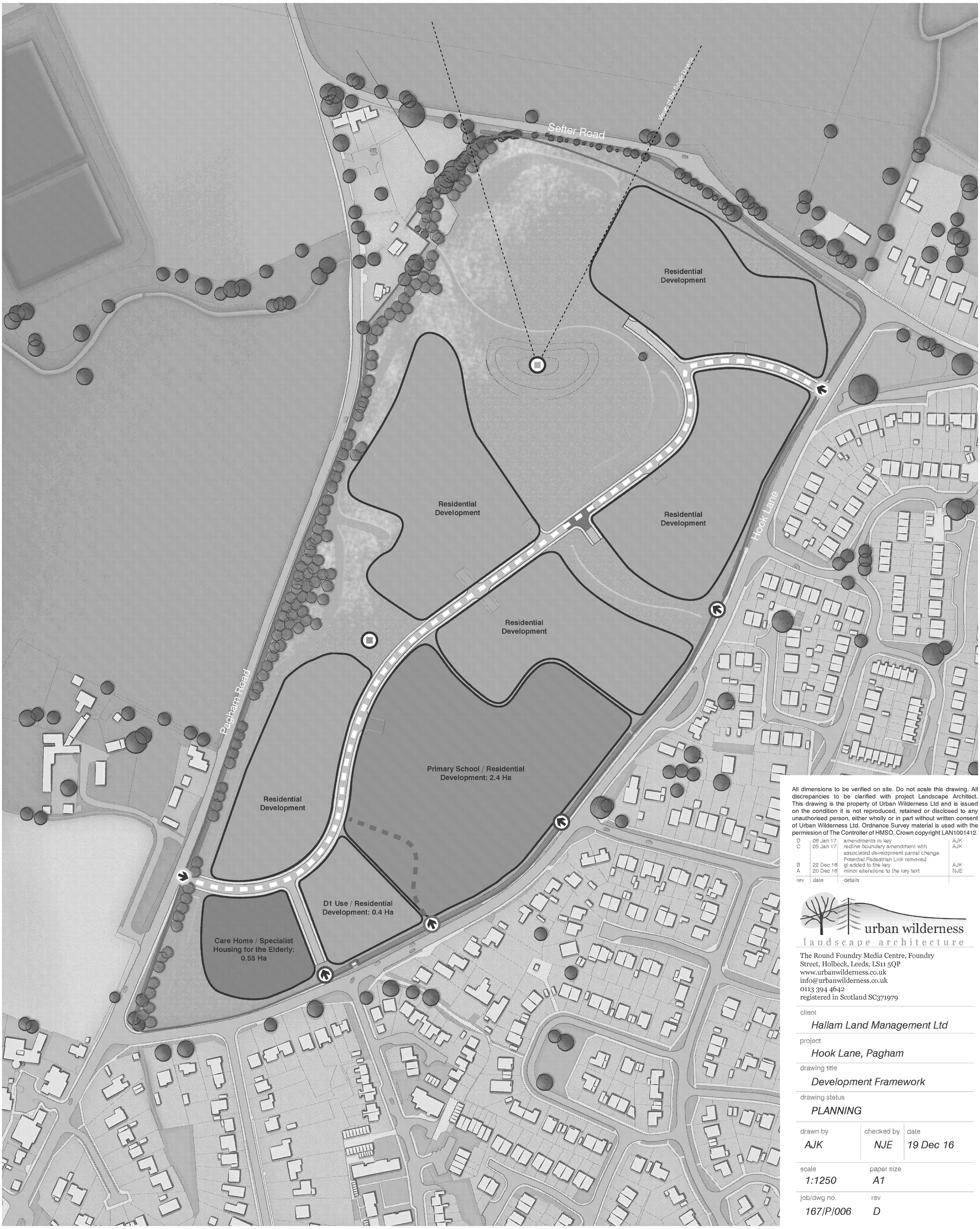
Areas of Interest
Viewing Mound - provides views towards the South Downs

Areas of Interest
Formal Equipped Children's Play Space

Green Infrastructure - 6.65ha
Framework of structural planting, open spaces (both hard and soft) and habitats - includes road infrastructure with single frontage development (excluding Semi-Private Drives)

Waterways & Ponds
Sustainable Drainage Systems Planted for Amenity Benefit

All areas shown on this development framework are approximate



All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect. This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd. Ordnance Survey material is used with the permission of The Controller of HMSO, Crown copyright LAN1001412.

rev	date	details	
D	06 Jan 17	amendments to key	AJK
C	05 Jan 17	redline boundary amendment with associated development parcel change. Potential Pedestrian Link removed.	AJK
B	22 Dec 16	gi added to the key	AJK
A	20 Dec 16	minor alterations to the key text	NJE

urban wilderness
landscape architecture

The Round Foundry Media Centre, Foundry Street, Holbeck, Leeds, LS11 5QP
www.urbanwilderness.co.uk
info@urbanwilderness.co.uk
0113 394 4642
registered in Scotland SC371979

client
Hallam Land Management Ltd

project
Hook Lane, Pagham

drawing title
Development Framework

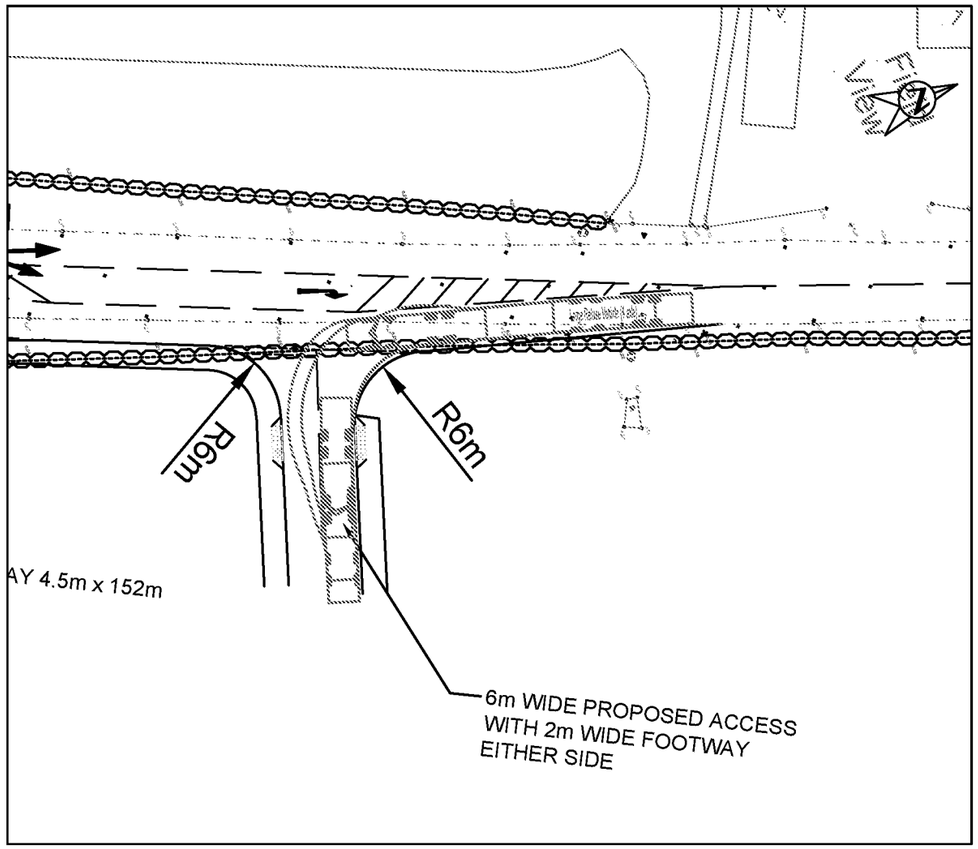
drawing status
PLANNING

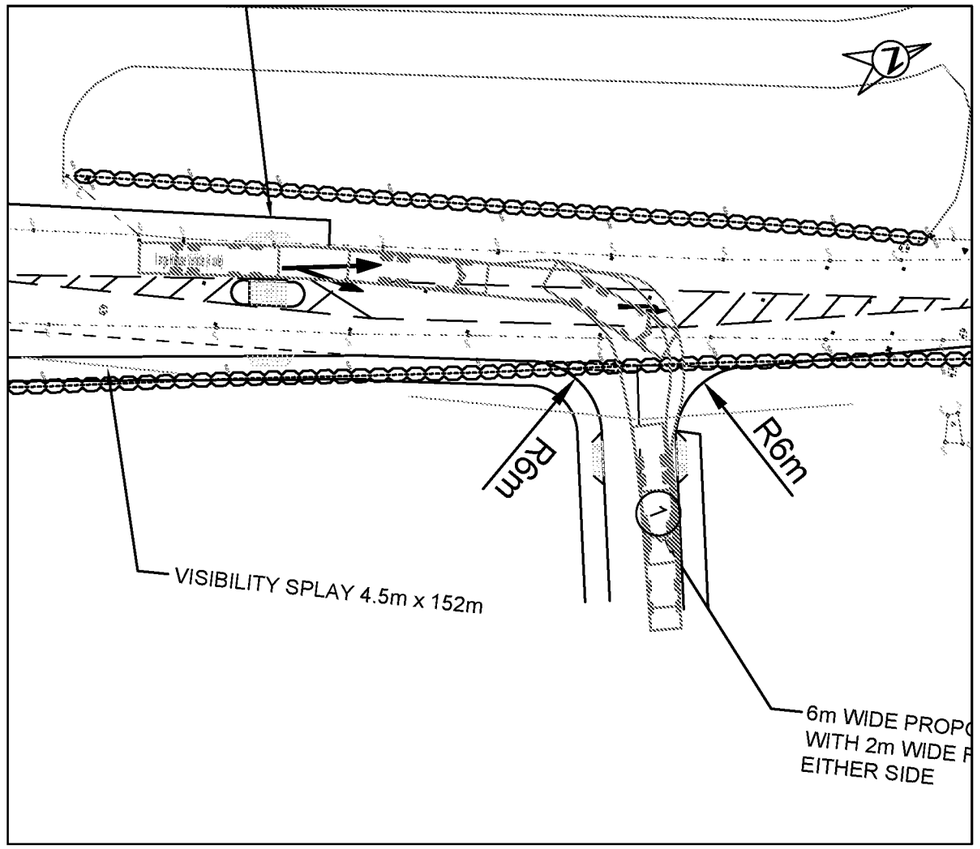
drawn by	checked by	date
AJK	NJE	19 Dec 16

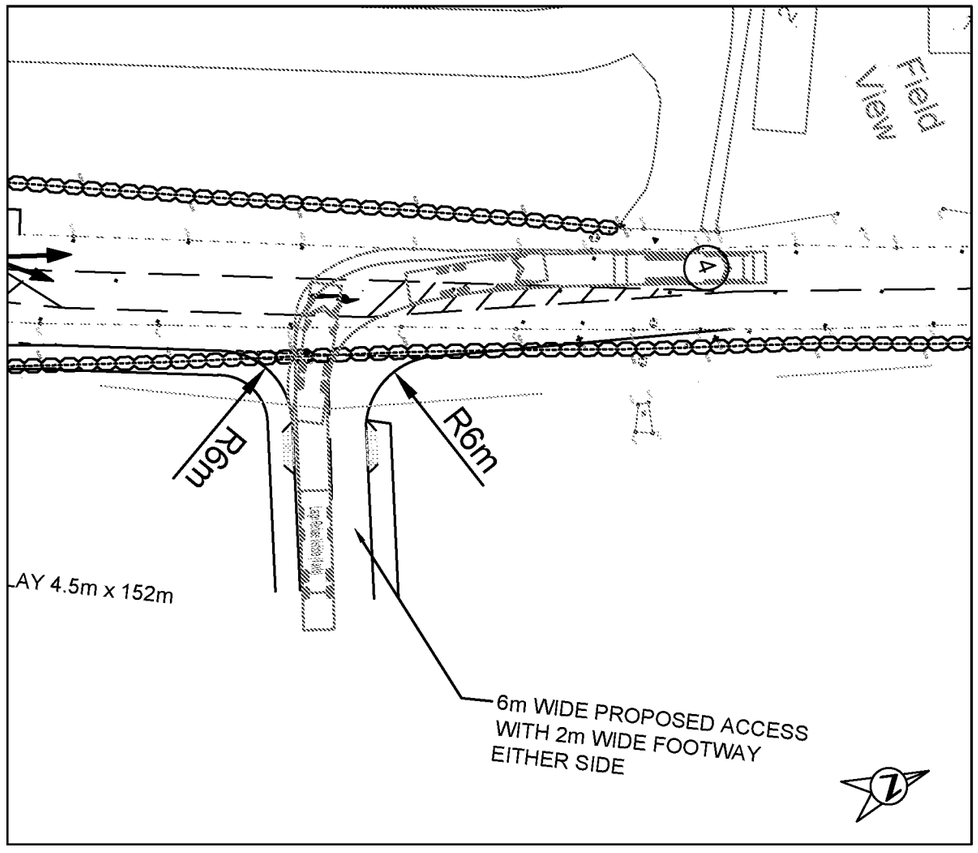
scale	paper size
1:1250	A1

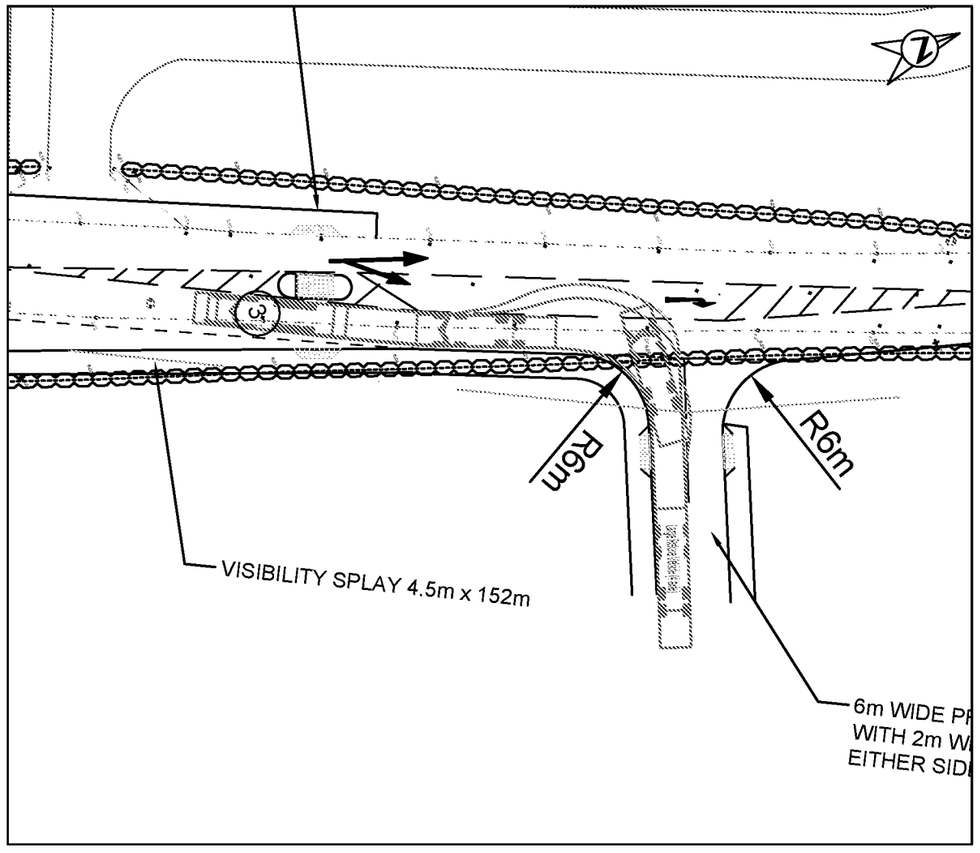
job/dwg no. 167/P/006 rev. D

APPENDIX I – SWEPT PATH ANALYSIS



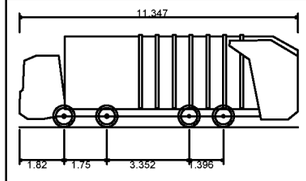






NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	11.330m

Rev	Description	Date	Initial	Checked

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client: Hallam Land Management

Project: Land West of Hook Lane
Pagham

Title: PROPOSED ACCESS OFF PAGHAM ROAD - SERVICE VEHICLE SWEPT PATHS

Status	Drawn By	Checked by
	AJ	
Project Number	**Scale @ A3**	**Date Created**
JNY8840	1:500	28.07.16

Drawing Number: JNY8840-04

Rev:

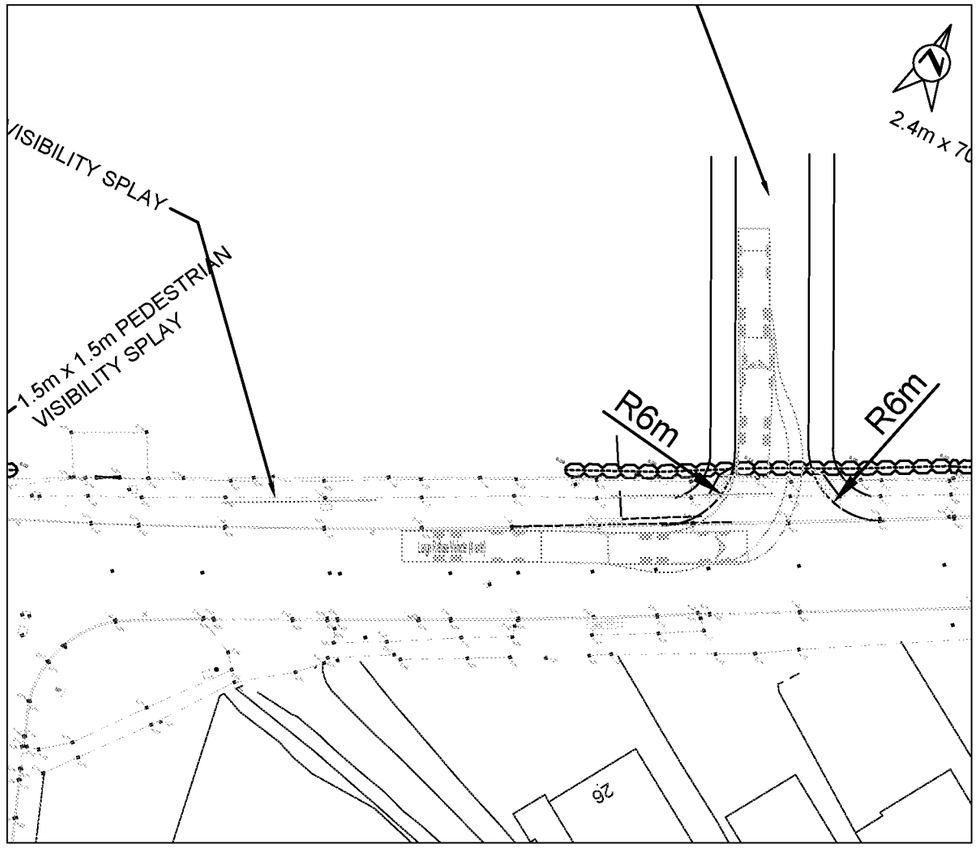
© 2016 RPS Group

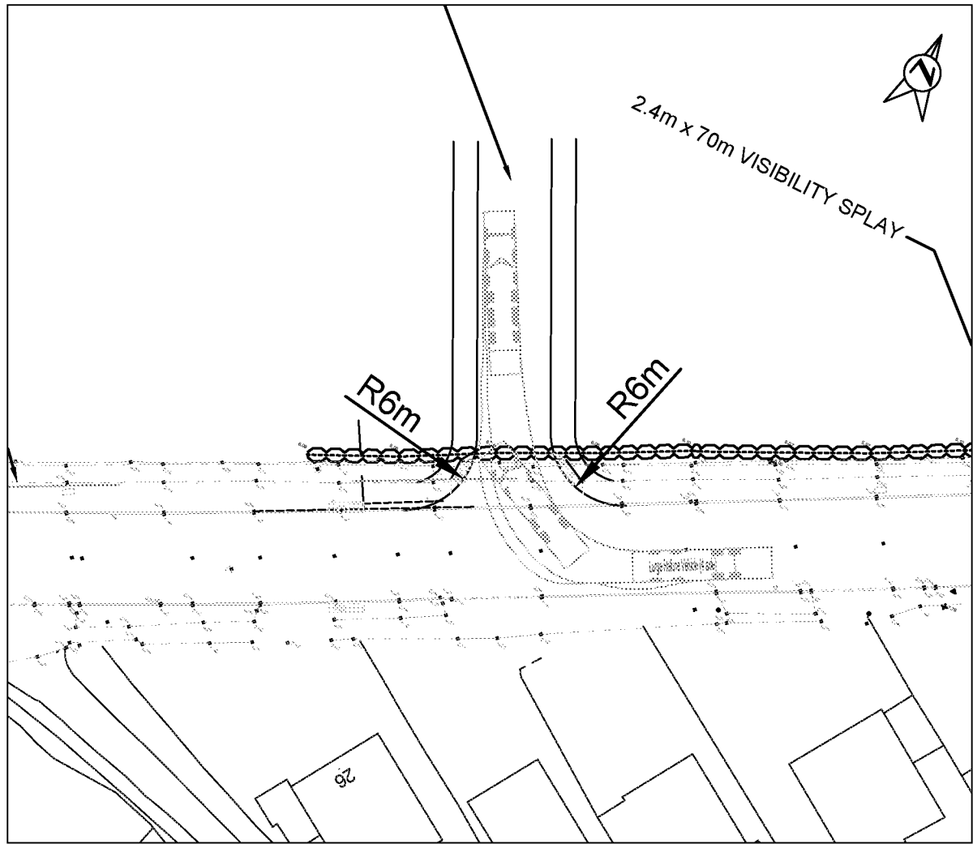
rpsgroup.com

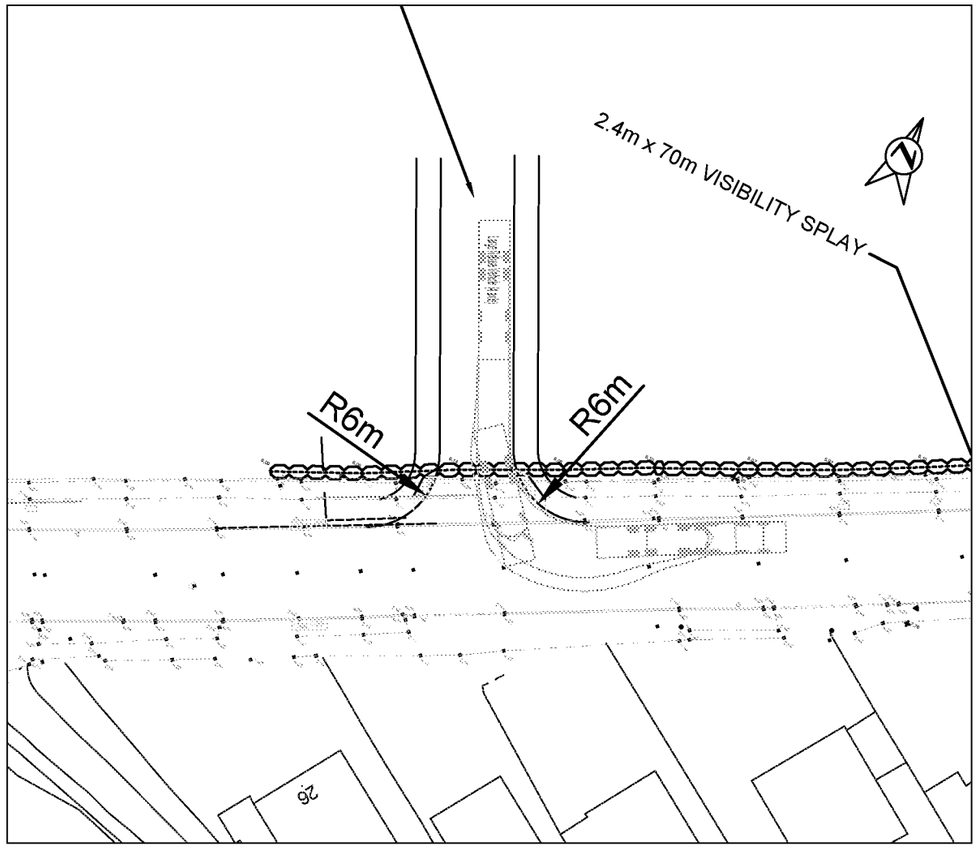
Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGH-AM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840_01D-02D-03C-09A-04-05-10.DWG Plotted Date: 12/12/2016 11:11 AM

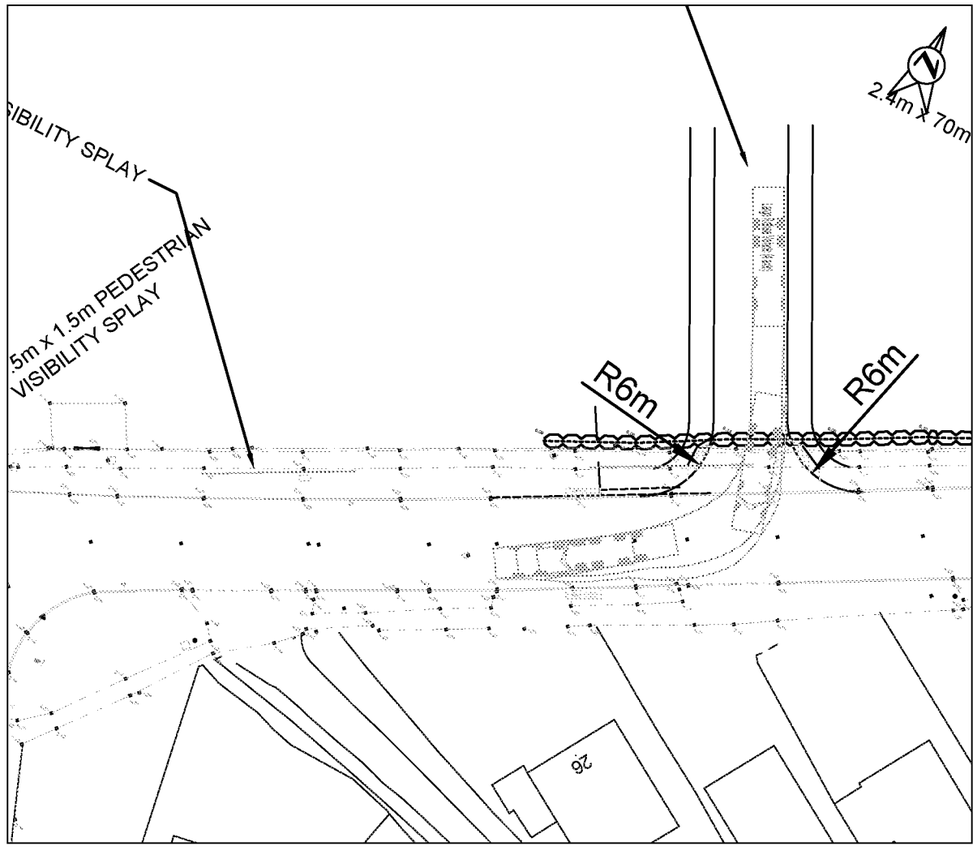
Crown Copyright, All rights reserved. RPS Group license number 0100039993

ARUN DISTRICT COUNCIL P/6/17/OUT



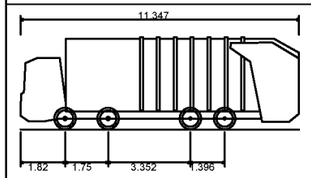






NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	11.330m

Rev	Description	Date	Initial	Checked
A	Access adjusted	06/01/17	MRA	BRP

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client Hallam Land Management

Project Land West of Hook Lane
Pagham

Title PROPOSED ACCESS OFF HOOK LANE (SOUTH) - SERVICE VEHICLE SWEPT PATHS

Status	Drawn By	Checked by
	AJ	
Project Number	Scale @ A3	Date Created
JNY8840	1:500	30.06.16

Drawing Number	Rev
JNY8840-05	A

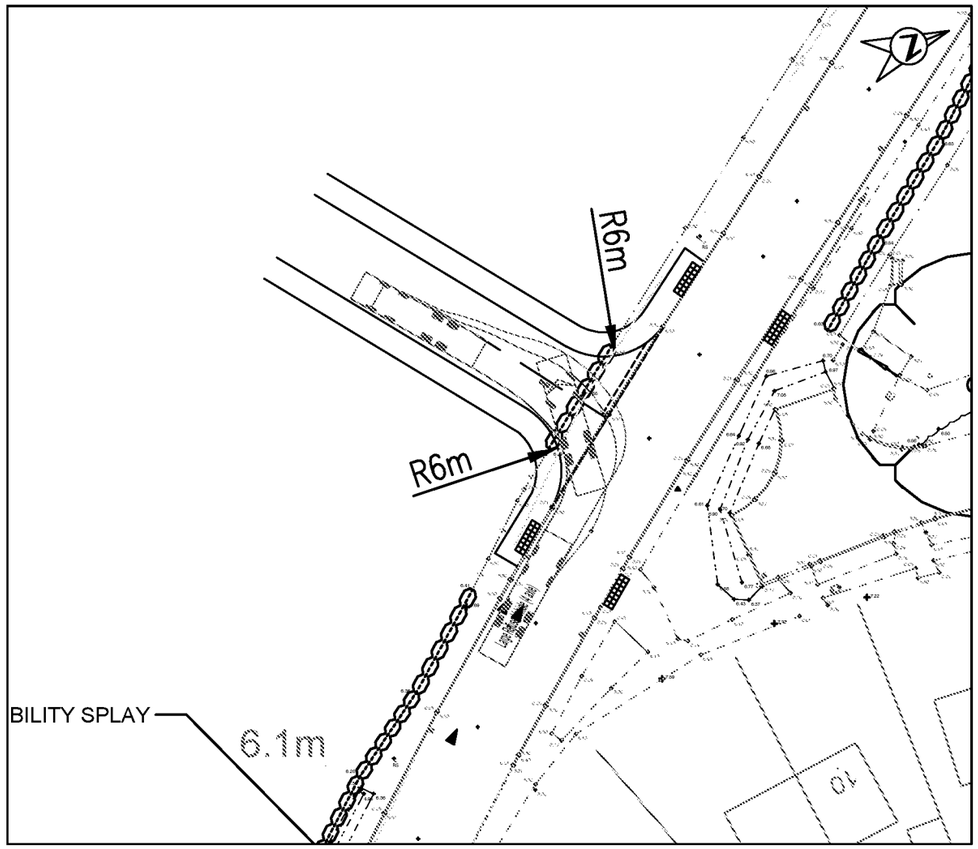
© 2016 RPS Group

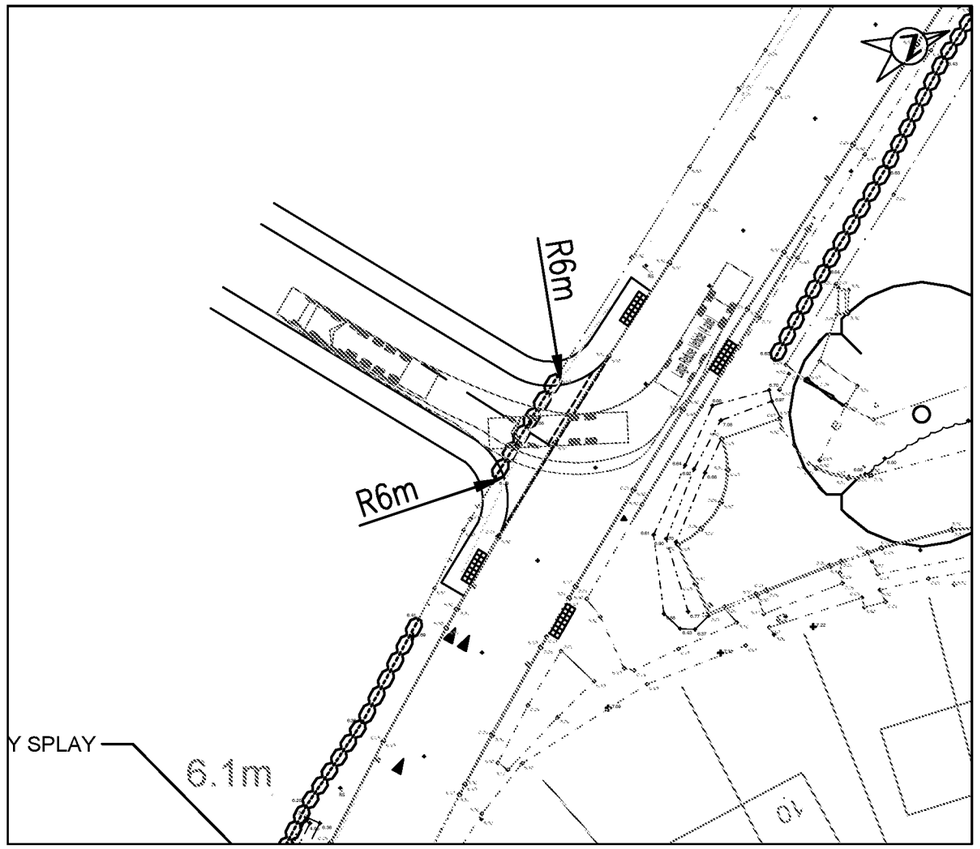
rpsgroup.com

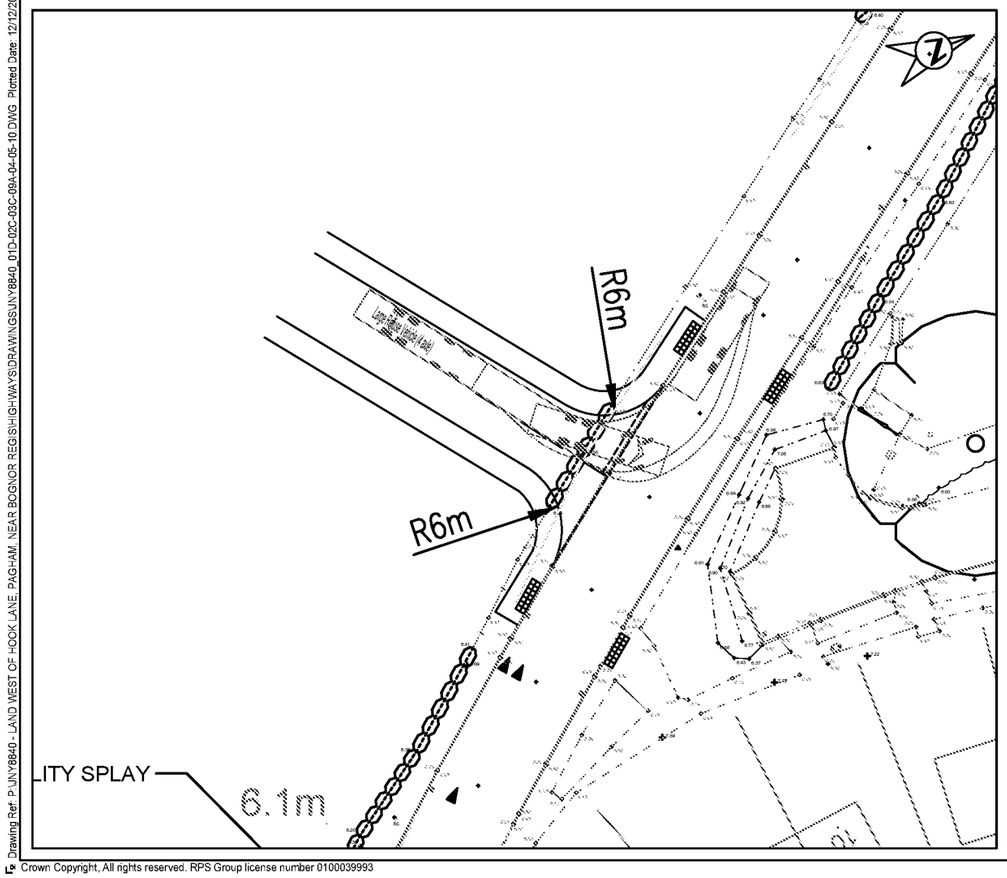
Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840_01E-02D-03C-09B-04-05A-10-11A.DWG Plotted Date: 1/9/2017 9:35 AM

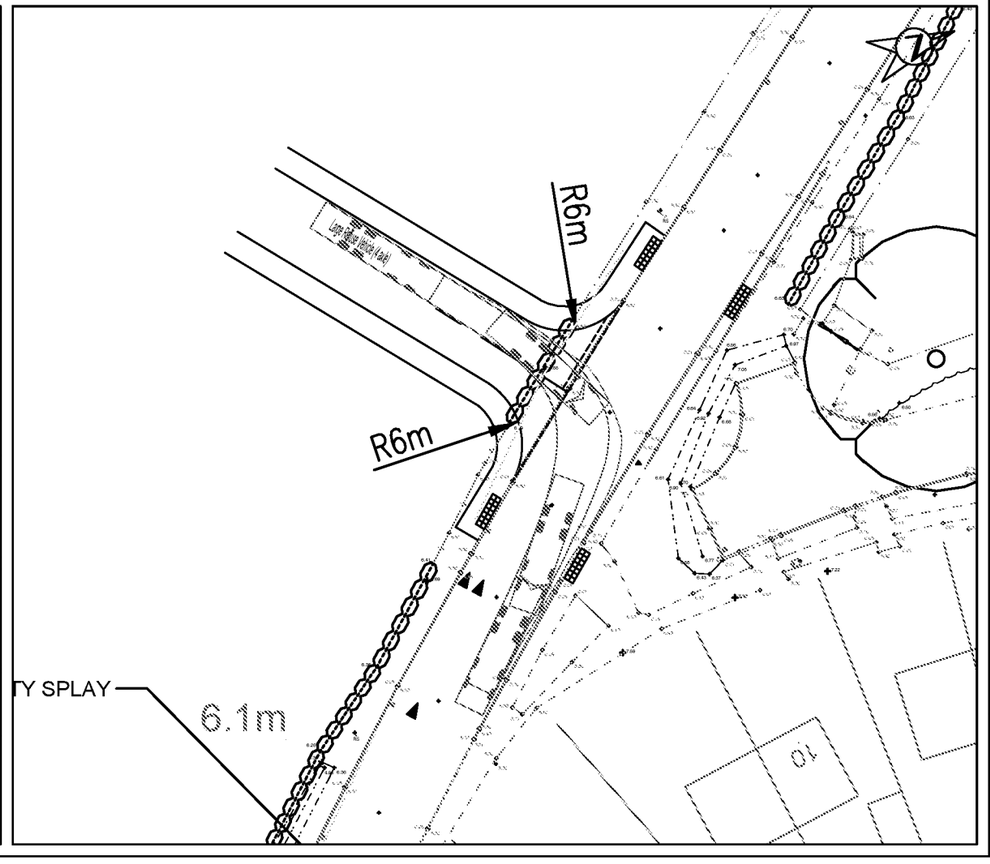
Crown Copyright, All rights reserved. RPS Group license number 0100039993

ARUN DISTRICT COUNCIL P/6/17/OUT



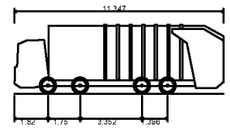






NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	11.330m

Rev	Description	Date	Initial	Checked

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client: Hallam Land Management

Project: Land West of Hook Lane
Pagham

Title: PROPOSED ACCESS ARRANGEMENT OFF HOOK LANE (NORTH) -SERVICE VEHICLE SWEPT PATHS

Status	Drawn By	Checked by
	AJ	
Project Number	Scale @ A3	Date Created
JNY8840	1:500	30.06.16

Drawing Number: JNY8840-10

Rev:

© 2016 RPS Group

rpsgroup.com

Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGH-AM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840_01D-02D-03C-09A-04-05-10.DWG Plotted Date: 12/12/2016 11:14 AM

Crown Copyright, All rights reserved. RPS Group license number 0100039993

ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX J – PROPOSED ACCESS ARRANGEMENTS

PROPOSED CROSSING AND FOOTWAY

EXTENT OF EXISTING 30MPH SPEED LIMIT

VISIBILITY SPLAY 4.5m x 152m

PROPOSED BUS LAYBY

6m WIDE PROPOSED ACCESS WITH 2m WIDE FOOTWAY EITHER SIDE

R6m

R6m

VISIBILITY SPLAY 4.5m x 149m

POTENTIAL REPOSITIONING OF EXISTING 30MPH SPEED LIMIT

PEDESTRIAN ACCESS

1.5m x 1.5m PEDESTRIAN VISIBILITY SPLAY

HOOK LANE

Commonmead Barn

Farm Gate Cottage

Pond

Field View

Mill Lodge

1 to 9

1 to 10

North Lodge

275

Gas Gov

Ditch

8.1m

NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.

Rev	Description	Date	Initial	Checked
E	Pedestrian accesses adjusted	06/01/17	MRA	BRP
D	Traffic Calming removed & title amended	12/12/16	MRA	BRP
C	Traffic island on Pagham Road removed	26/07/16	AJ	MRA
B	Amendments made in response to Stage 1 Road Safety Audit	23/06/16	MRA	BRP
A	Amendments made in response to pre-app comments from WSCC	06/06/16	MRA	BRP

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client: Hallam Land Management

Project: Land West of Hook Lane Pagham

Title: PROPOSED ACCESS ARRANGEMENT OFF PAGHAM ROAD

Status	Drawn By	Checked by
Information	JEY	MRA
Project Number	Scale @ A1	Date Created
JNY8840	1:500	19/05/16

Drawing Number: JNY8840-01

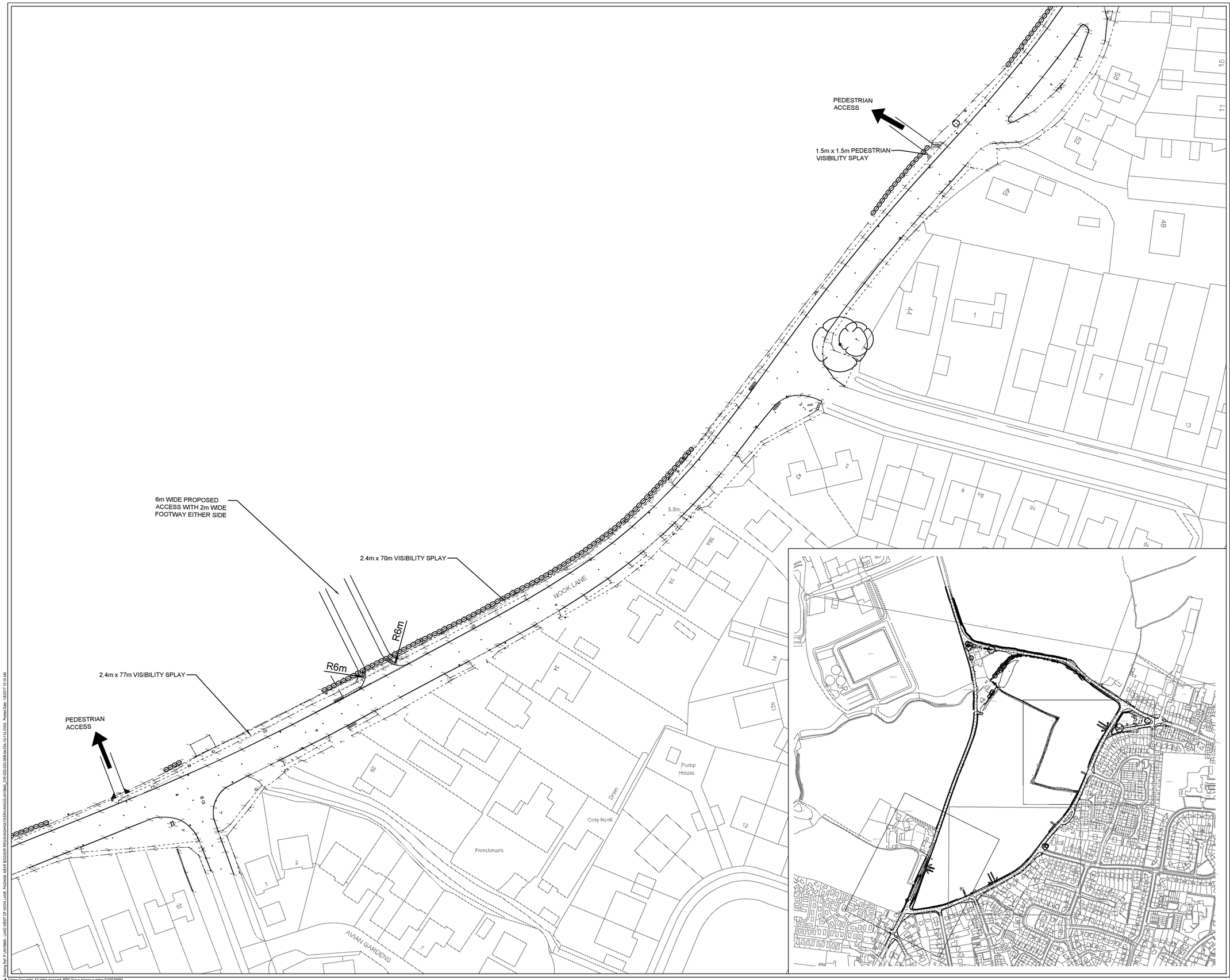
Rev: E

© 2016 RPS Group

rpsgroup.com

© Crown Copyright. All rights reserved. RPS Group license number 0100039993

E:\Jenny\Ref. P JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840_016-OD-OS-08-A-04a-10x14.DWG Printed Date: 19/01/17 8:40 AM



NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.

Rev	Description	Date	Initial	Checked
D	Pedestrian accesses & access location adjusted	06/01/17	MRA	BRP
C	Traffic Calming removed & title amended	12/12/16	MRA	BRP
B	Amendments made in response to Stage 1 Road Safety Audit	23/08/16	MRA	BRP
A	Amendments made in response to Pre-application comments from WSCC	08/08/16	MRA	BRP

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client Hallam Land Management

Project Land West of Hook Lane
Pagham

Title PROPOSED ACCESS ARRANGEMENT ON HOOK LANE (SOUTH) (WITHOUT SCHOOL OPTION)

Status	Drawn By	Checked by
Information	JEY	MRA
Project Number	Scale @ A1	Date Created
JNY8840	1:500	19/05/16

Drawing Number JNY8840-02

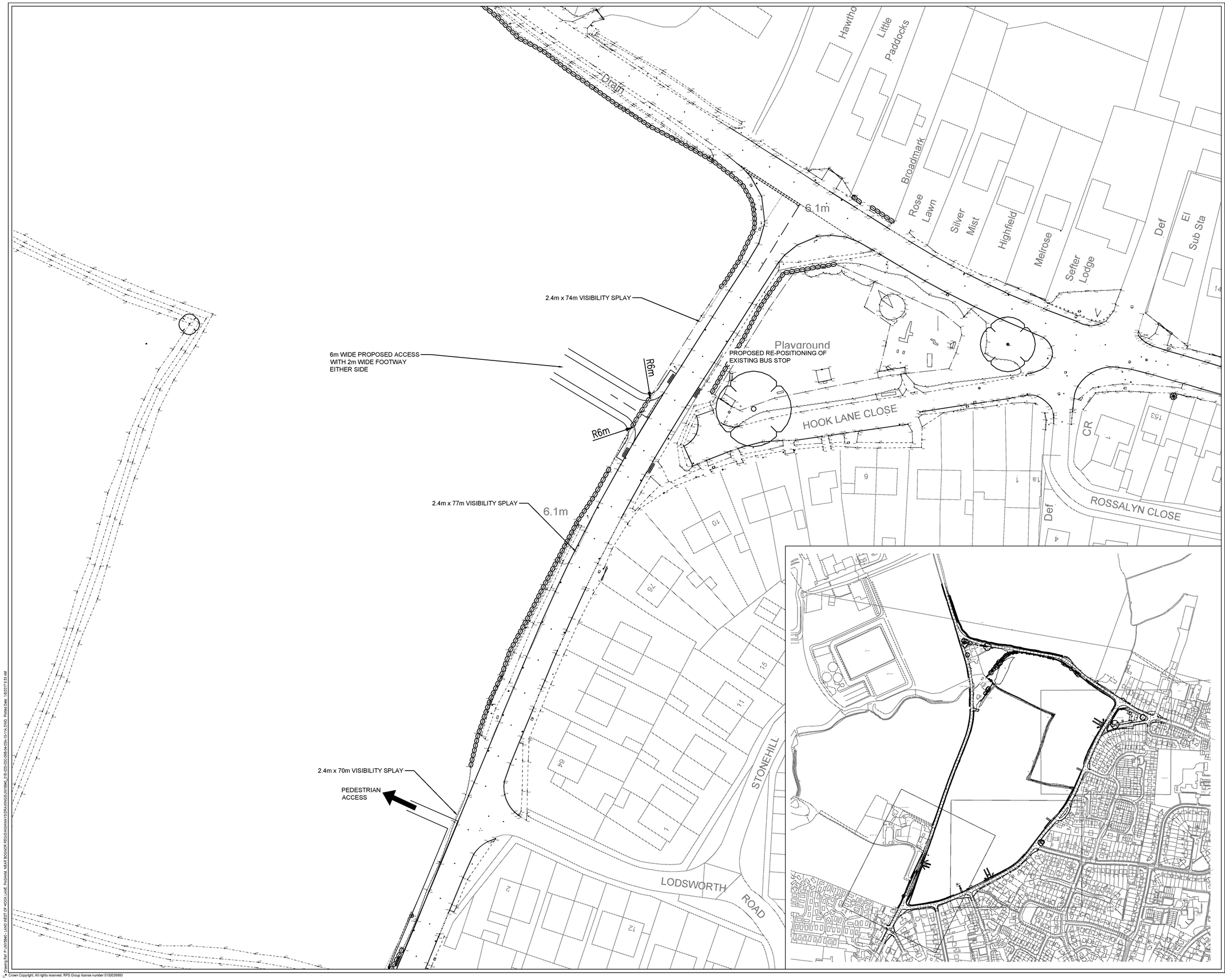
Rev D

© 2016 RPS Group

rpsgroup.com

© Crown Copyright. All rights reserved. RPS Group license number 0100039993

Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE PAGHAM_MEA BOOKS\0 REGISTERED\HIGHWAYS\DRAWINGS\JNY8840_016-020-030-040-050-A4-Site-10-1-16.DWG Printed Date: 1/6/2017 10:10 AM



NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.

Rev	Description	Date	Initial	Checked
B	Pedestrian accesses adjusted	06/01/17	MRA	BRP
A	Traffic Calming removed & title amended	12/12/16	MRA	BRP

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client: Hallam Land Management

Project: Land West of Hook Lane
Pagham

Title: PROPOSED ACCESS ARRANGEMENT ON HOOK LANE (NORTH)

Status	Drawn By	Checked by
Information	JEY	MRA
Project Number	Scale @ A1	Date Created
JNY8840	1:500	19/05/16

Drawing Number: JNY8840-09

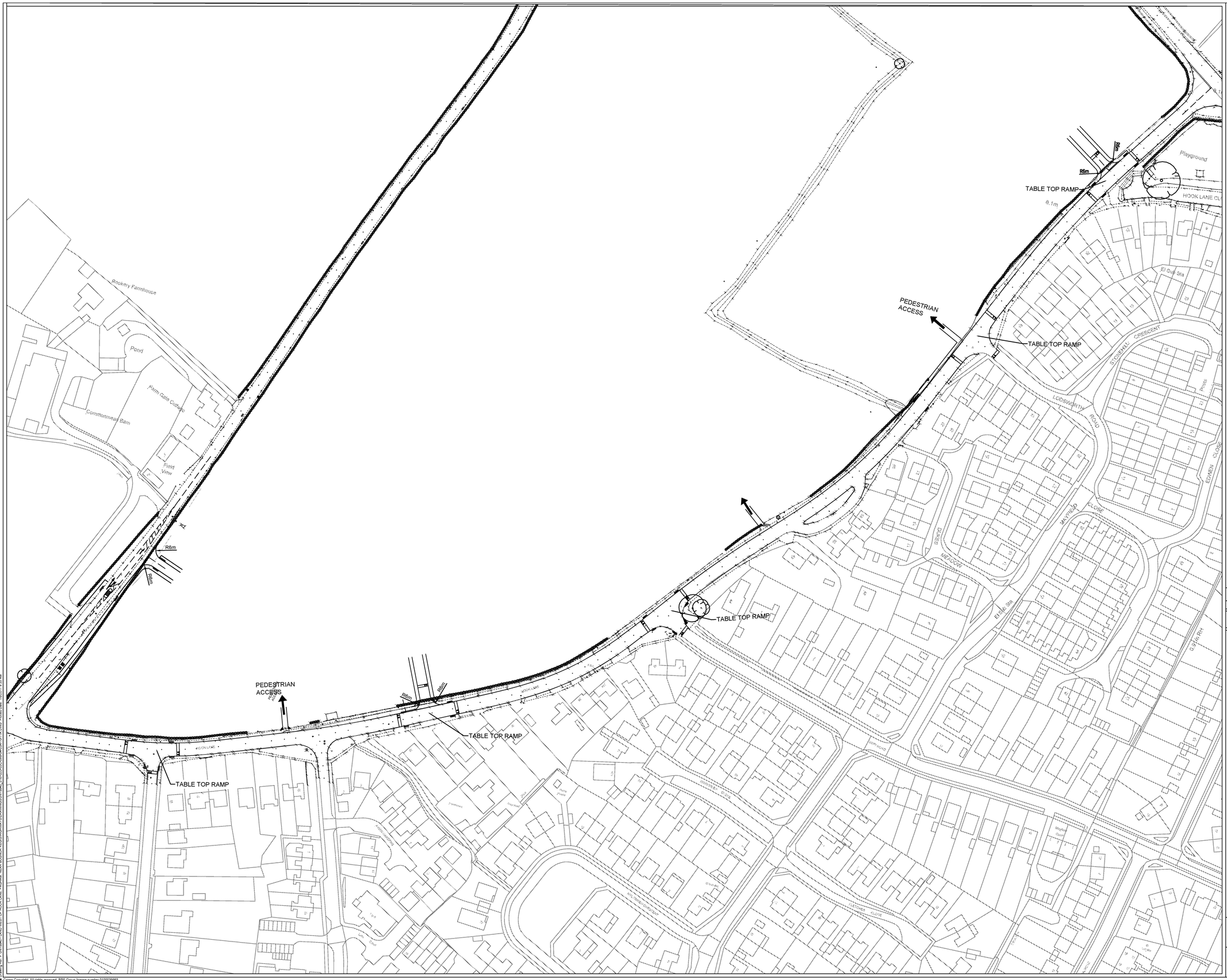
Rev: A

© 2016 RPS Group

rpsgroup.com

Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, WSX BIDDOR REGIONAL\GRAPHICS\DRAWINGS\JNY8840_035-DOC-006-BA-DSA-10-114.DWG, Printed Date: 19/2/2016 8:53 AM

© Crown Copyright. All rights reserved. RPS Group license number 0100031993



NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.

Rev	Description	Date	Initial	Checked
A	pedestrian accesses adjusted	06/01/17	MRA	MRA

RPS

140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client Hallam Land Management

Project Land West of Hook Lane
Pagham

Title POTENTIAL TRAFFIC CALMING MEASURES ALONG HOOK LANE

Status	Drawn By	Checked by
Information	MRA	MRA
Project Number	Scale @ A1	Date Created
JNY8840	1:1000	12/12/2016

Drawing Number JNY8840-11

Rev A

© 2016 RPS Group

rpsgroup.com

© Crown Copyright, All rights reserved. RPS Group license number 0100039993

Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE PAGHAM\MEAS BOOK\DRAWINGS\DRAWINGS\JNY8840_016-020-030-038-040a-04-10-11A.DWG Plotted Date: 1/6/2017 9:35 AM

APPENDIX K – STAGE 1 ROAD SAFETY AUDIT AND DESIGNERS' RESPONSE

LAND WEST OF HOOK LANE, PAGHAM, WEST SUSSEX

Road Safety Audit - Stage 1

Final Report

June 2016

RPS

Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

ARUN DISTRICT COUNCIL P/6/17/OUT

REPORT APPROVAL

Document Location

Ensure that this document is current. Printed documents and locally copied files may become obsolete due to changes to the master document.

This is a controlled document.

The source of the document can be found on the file server at location:

SB:TAYLOR BOWIE LTD:CLIENTS:RPS:LandWestofHookLanePaghamWestSussex:RSAStage 1.docx

Revision History

This document has the following history:

Version No	Version Date	Summary of Changes	Changes marked
1.0	15/06/2016	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Adriano B Cappella	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Melanie A'Lee	Associate - RPS Planning & Development

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

1 INTRODUCTION

1.1 Commission & Terms of Reference

This report has been prepared in response to an e-mail commission dated 6th June 2016 from Melanie A'Lee, RPS Planning & Development, requiring a Stage 1 Road Safety Audit on a scheme to provide highway improvements associated with a proposed development off Hook Lane, Pagham, West Sussex.

The Terms of Reference are as described in the Highways Agency's Design Manual for Roads and Bridges document HD 19/15 'Road Safety Audit'.

1.2 The Scheme and its Purpose

The proposed development site is located on land to the west of Hook Lane in Pagham, West Sussex. The development proposal is for the provision of circa 300 residential dwellings and a care home.

The key features of the development are:

- 6.5m wide minor access road priority junction located on the southern side of Pagham Road, 4.5 x 151m visibility splays, with associated 2m wide footway either side;
- ghosted right-turn lane facility on Pagham Road;
- extension of existing 30mph speed limit;
- 2 No. minor access road table priority junctions located on the northern side of Hook Lane, 2.4 x 77m & 2.4m x 70m visibility splay at each;
- table junction at Lion Road;
- table junction at Drift Road;
- 2 No. flat top humps located on Hook Lane.

1.3 The Audit & Audit Report

The audit comprised an examination of documents forming the Audit Brief and an examination of the site during daylight hours. The documents were made available to the Audit Team by Melanie A'Lee who was available to respond to queries from the auditors to clarify detailed issues, to provide additional details and to achieve an Audit Brief acceptable to the Audit Team. The total documents forming the Audit Brief are listed in **Appendix A**. Generally, the Brief comprised:

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

- Proposed access arrangements and traffic calming (3 No.)

This information was considered sufficient as the Audit Brief for the purpose of undertaking the road safety audit requested.

The Audit Team membership approved for this audit was:

Sarah Bowie	IEng, AMICE, FIHE, MCIHT
(Audit Team Leader)	Director, Taylor Bowie Ltd
Adriano B Cappella	IEng, FIHE, MCIHT, MSoRSA, (HA Certificate of Competency - Feb 2014)
(Audit Team Member)	Associate Consultant, Taylor Bowie Ltd

The audit took place at Taylor Bowie Ltd Letchworth office during June 2016, and both Audit Team Members examined the site together in daylight hours on the afternoon of Tuesday 14th June 2016. The weather during the site visit was warm and sunny. The carriageway was dry. Traffic flows at all times were very light. One pedestrian and three cyclists were observed during the site visit.

The scheme has been examined, and this report compiled, only with regard to the safety implications to road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B**.

1.4 Audit Administration

This Audit Report has been submitted to the Design Organisation as a draft for checking, consideration and approval. The Design Organisation is responsible for agreeing with the Audit Team Leader the form of the final version of the report and for instructing that the report is presented in its final form.

It is the responsibility of the Audit Project Sponsor, i.e. the local highway authority, West Sussex County Council, to advise the Audit Team Leader if any Problem or Recommendation is not adopted. A copy of every signed Exception Report is required by the Audit Team Leader from the Audit Project Sponsor for attachment to the master copy of the Final Audit Report.

Safety issues identified during the audit and site inspection which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the Audit Project Sponsor, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

2 ITEMS RAISED IN THIS STAGE 1 AUDIT

2.1 General

2.1.1 PROBLEM

Location General - Along the lengths of proposed highway works (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Lack of drainage could result in potential surface water ponding issues with a resultant impact upon the operational safety of the proposed highway works.

Detail - The scheme proposals indicate that there will be significantly revised road layout associated with the overall scheme proposals. Drainage proposals have not been submitted for this Stage 1 Road Safety Audit for the proposed highway works and, concern arises that a new/modified system of drainage will need to be installed to suit the proposed highway works and, to enhance the operational road safety of the overall scheme proposals. This is particularly relevant considering the proposed vertical traffic calming features that are to be incorporated into the overall scheme proposals.

Concern arises that the lack of drainage could create areas of surface water ponding which could result in a potential slide hazard for vehicles, whereby there could be a very slight increased risk of loss of control collisions occurring during wet and subsequent cold/freezing weather conditions.

In addition, areas of potential surface water ponding in the vicinity of pedestrian crossing areas, could present a slip or trip hazard for pedestrians during wet and subsequent cold/freezing weather conditions, with the resultant potential risk that personal injury could be sustained by pedestrians.

RECOMMENDATION

At the detailed design stage of the project, a new or modified drainage installation that will be required to suit the proposed highway works should be submitted to the Audit Team for review and assessment.

2.2 Local Alignment

2.2.1 PROBLEM

Location 1 - Westbound approach to proposed ghosted right-turn facility on Pagham Road (Drawing JNY8840-01 Rev A).

Summary - Reducing the potential for overtaking within the ghosted right-turn facility area, which could result in a potential increased risk of vehicular conflicts occurring.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

Detail - The scheme proposals indicate that a ghosted right-turn facility is proposed on Pagham Road in conjunction with the extension of the existing 30mph speed limit. Concern arises that the proposed layout may result in the potential that an impatient westbound driver may be tempted to utilise the ghosted right-turn facility area to overtake a slower moving vehicle.

This practice could result in an increased risk of westbound vehicular traffic being in conflict with motorists waiting in the ghosted right-turn facility, whereby head-on vehicular conflicts could occur.

RECOMMENDATION

To negate the potential for impatient drivers to overtake utilising the ghosted right-turn facility area within the centre of the Pagham Road carriageway, small traffic islands should be provided on the westbound approach.

2.3 Junctions

No Problems identified in this category at this Stage 1 Road Safety Audit.

2.4 Non-Motorised User Provision

2.4.1 PROBLEM

Locations 2, 3 & 4 - Along the lengths of the proposed highway works (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Accommodating anticipated pedestrian desire lines throughout the proposed highway works.

Detail - At this Stage 1 Road Safety Audit, the scheme proposals indicate that tactile paving is to be provided at a number of locations throughout the proposed highway works to accommodate and assist pedestrian movements. However, there are a number of locations, in areas where raised traffic calming features are proposed, where tactile paving appear to have been omitted.

Whilst this may be a detailed omission at this preliminary design stage, concern arises that this situation could result in a slight detriment to the operational safety for pedestrians, particularly for those pedestrians who may be blind or visually impaired.

RECOMMENDATION

To accommodate anticipated pedestrian movements across junctions throughout the proposed highway works, dropped kerbs and tactile paving should be provided, as appropriate, at the detailed design stage across all side junctions. In areas where raised traffic calming features are proposed, tactile paving will still need to be provided to assist pedestrians who may be blind or visually impaired. The tactile paving should be located and aligned such that it is on the pedestrian desire lines where possible in-line with DETR Guidance on the Use of Tactile.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

2.4.2 PROBLEM

Locations 5, 6 & 7 - 3 No. proposed pedestrian access points on northern side of Hook Lane (Drawing JNY8840-01 Rev A & JNY8840-03 Rev A).

Summary - Accommodating anticipated pedestrian desire lines to/from pedestrian access points on northern side of Hook Lane.

Detail - The scheme proposals indicate that 3 No. pedestrian access points are proposed along the northern side of Hook Lane to/from the development site. However, at this Stage 1 Road Safety Audit, crossing facilities appear to have been omitted entirely Hook Lane to access the pedestrian access points from the footway on the southern side of Hook Lane.

Whilst this may be a drafting error at this detailed stage of design, concern arises that this situation could result in a slight detriment to the operational safety for pedestrians, whereby injudicious crossing manoeuvres may be attempted, particularly for those pedestrians who may be blind or visually impaired.

RECOMMENDATION

To accommodate anticipated pedestrian movements across Hook Lane to access the proposed pedestrian access points on its northern side, tactile paving onto the proposed flat top facilities should be provided, as appropriate, along Hook Lane. The tactile paving should be located and aligned such that it is on the pedestrian desire lines where possible in-line with DETR Guidance on the Use of Tactile Paving.

2.4.3 PROBLEM

Locations 8, 9 & 10 - 3 No. proposed pedestrian access points on northern side of Hook Lane (Drawing JNY8840-01 Rev A & JNY8840-03 Rev A).

Summary - Potential lack of adequate and suitable intervisibility could result in a very slight increased risk of conflicts occurring between pedestrians.

Detail - At this Stage 1 Road Safety Audit, the scheme proposals indicate that 3 No. pedestrian access points are proposed along the northern side of Hook Lane to/from the development site. The site visit has established that at the 3 No. locations the existing public footway on the northern side of Hook Lane is very narrow

Concern arises that this situation could result in a very slight increased risk of conflicts occurring between pedestrians exiting the development site and those that may be on the existing footway or more importantly of pedestrians stepping straight into the Hook Lane carriageway.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

RECOMMENDATION

At the design stage of the project, suitable and adequate intervisibility zones should be provided to enable pedestrians to clearly see any passing pedestrians. Associated localised footway vegetation clearance/widening should also be undertaken at these locations in conjunction with Item 2.4.2.

2.5 Road Signs, Carriageway Markings & Street Lighting

2.5.1 PROBLEM

Location General - Within the extents of the proposed improvements (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Enhancing the conspicuity of the proposed highway works during the hours of darkness.

Detail - The scheme proposals indicate that there will be significantly revised road layout associated with the overall scheme proposals. Street Lighting improvement proposals have not been submitted for this Stage 1 Road Safety Audit for the proposed highway works and, concern arises that a new/modified system of street lighting will need to be installed to suit the proposed Highway Works and, to enhance the operational road safety of the overall scheme proposals during the hours of darkness. This is particularly relevant considering the proposed vertical traffic calming features that are to be incorporated into the overall scheme proposals.

RECOMMENDATION

At the detailed design stage of the project, a new or modified Street Lighting installation that will be required to suit the proposed highway works should be submitted to the Audit Team for review and assessment.

2.5.2 PROBLEM

Location General - Within the extents of the proposed improvements (Drawings JNY8840-01 Rev A, JNY8840-02 Rev A & JNY8840-03 Rev A).

Summary - Enhancing the conspicuity of the proposed highway works.

Detail - The scheme proposals indicate that there will be a significantly revised road layout, particularly along Hook Lane, associated with the overall scheme proposals. Signing proposals have not been submitted for this Stage 1 Road Safety Audit for the proposed highway works and, concern arises that new signing will need to be installed to suit the proposed Highway Works. This is particularly relevant considering the proposed vertical traffic calming features that are to be incorporated into the overall scheme proposals.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

RECOMMENDATION

At the detailed design stage of the project, new signing that will be required to suit the proposed highway works should be added to the scheme proposals accordingly.

END OF ROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

3 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Sarah Bowie I.Eng, AMICE, FIHE, MCIHT

Director

Taylor Bowie Ltd

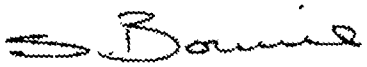
Road Safety & Transportation Consultants

5 Curlew Close

Letchworth Garden City

Hertfordshire

SG6 4TG

Signed: 

Date : 21st June 2016

AUDIT TEAM MEMBER

Adriano B Cappella I.Eng, FIHE, MCIHT, MSoRSA, (HA Certificate of Competency - Feb 2014)

Associate Consultant

Taylor Bowie Ltd

Road Safety & Transportation Consultants

5 Curlew Close

Letchworth Garden City

Hertfordshire

SG6 4TG

Signed: 

Date : 21st June 2016

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX A

Documents Forming the Audit Brief

© Taylor Bowie Ltd

Drawings:

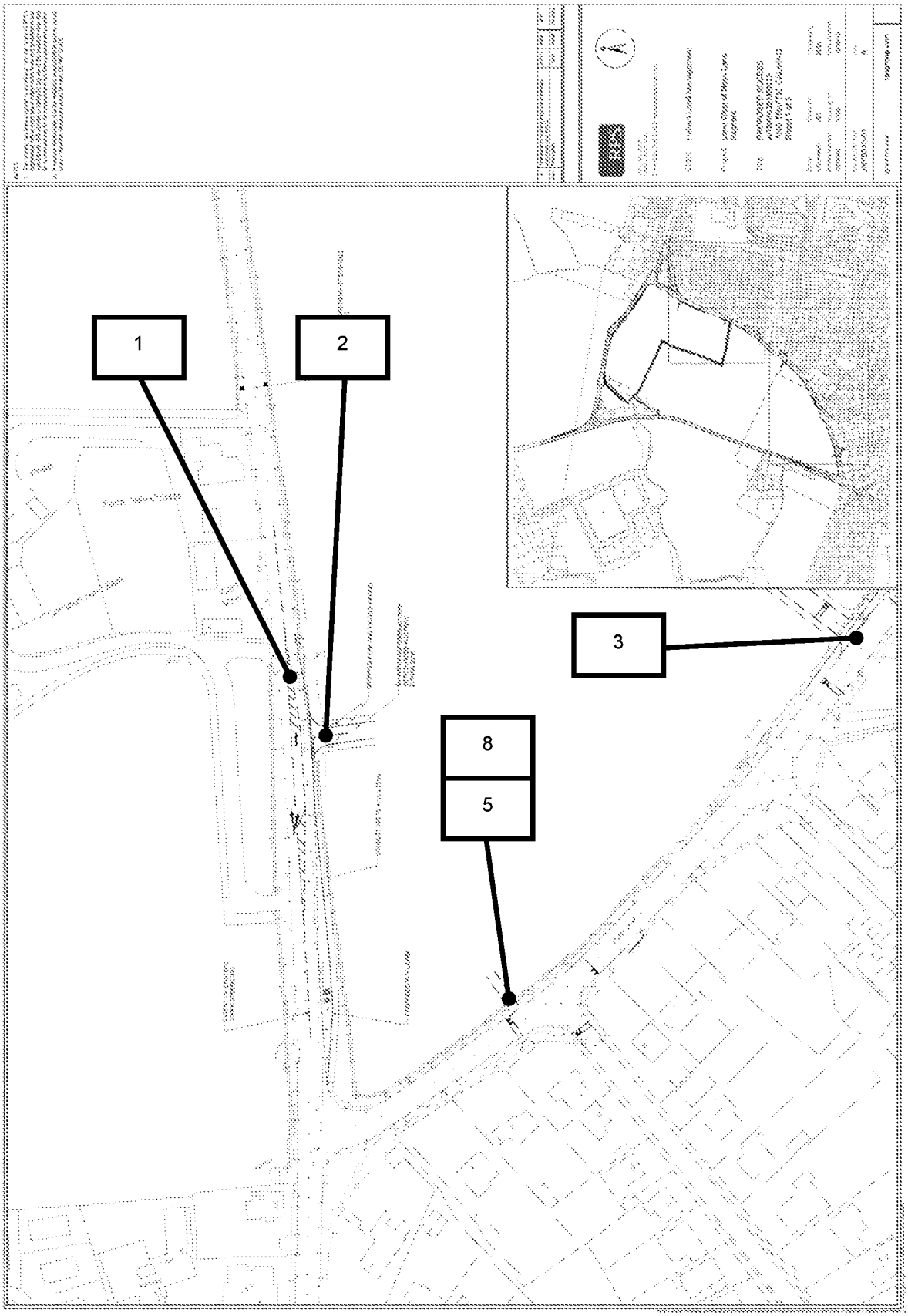
DRAWING NO.	TITLE
JNY8840-01 Rev A	Proposed Access Arrangements and Traffic Calming Sheet 1 of 3
JNY8840-02 Rev A	Proposed Access Arrangements and Traffic Calming Sheet 2 of 3
JNY8840-03 Rev A	Proposed Access Arrangements and Traffic Calming Sheet 2 of 3

© Taylor Bowie Ltd

APPENDIX B

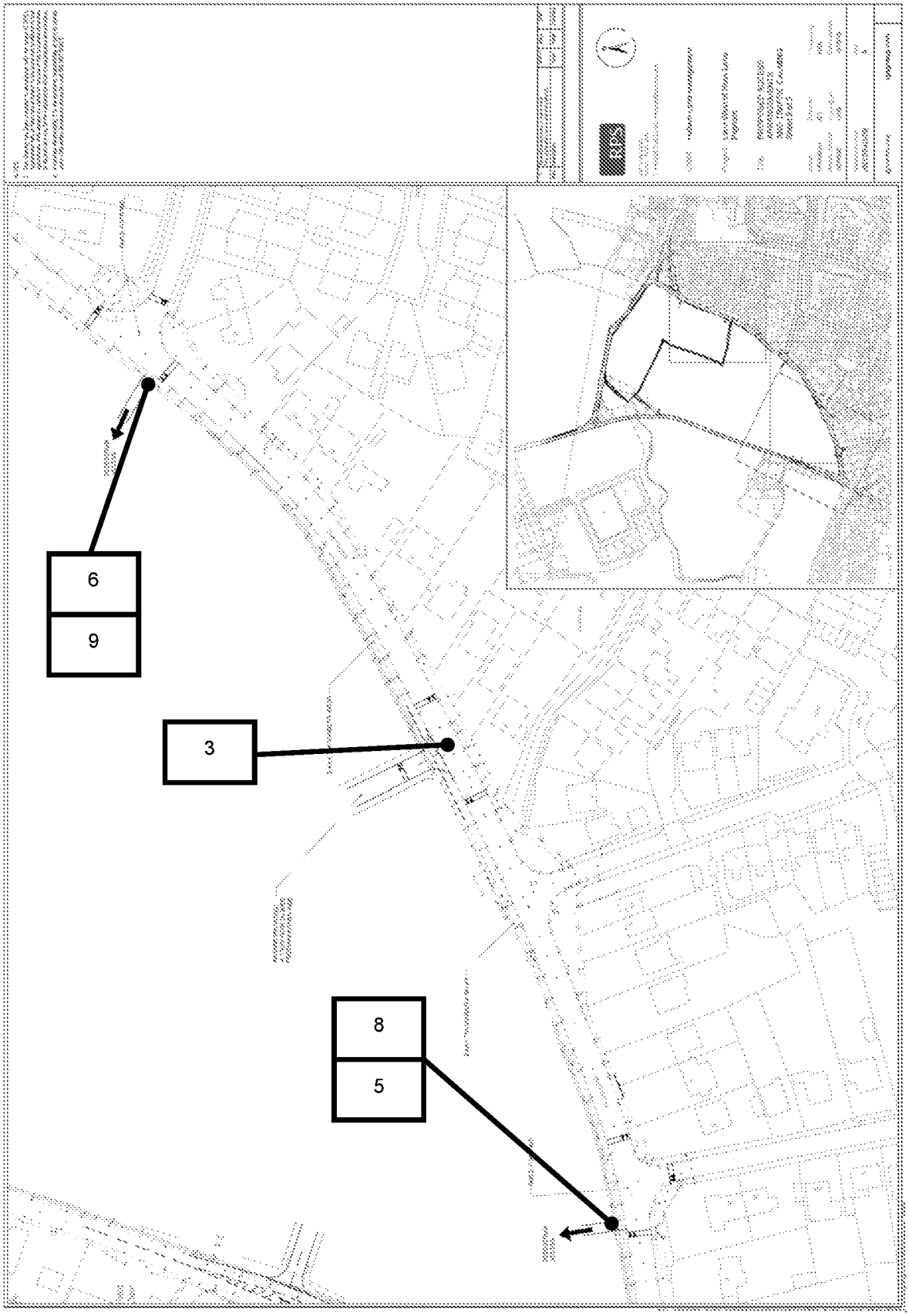
Problem Location Plan

© Taylor Bowie Ltd

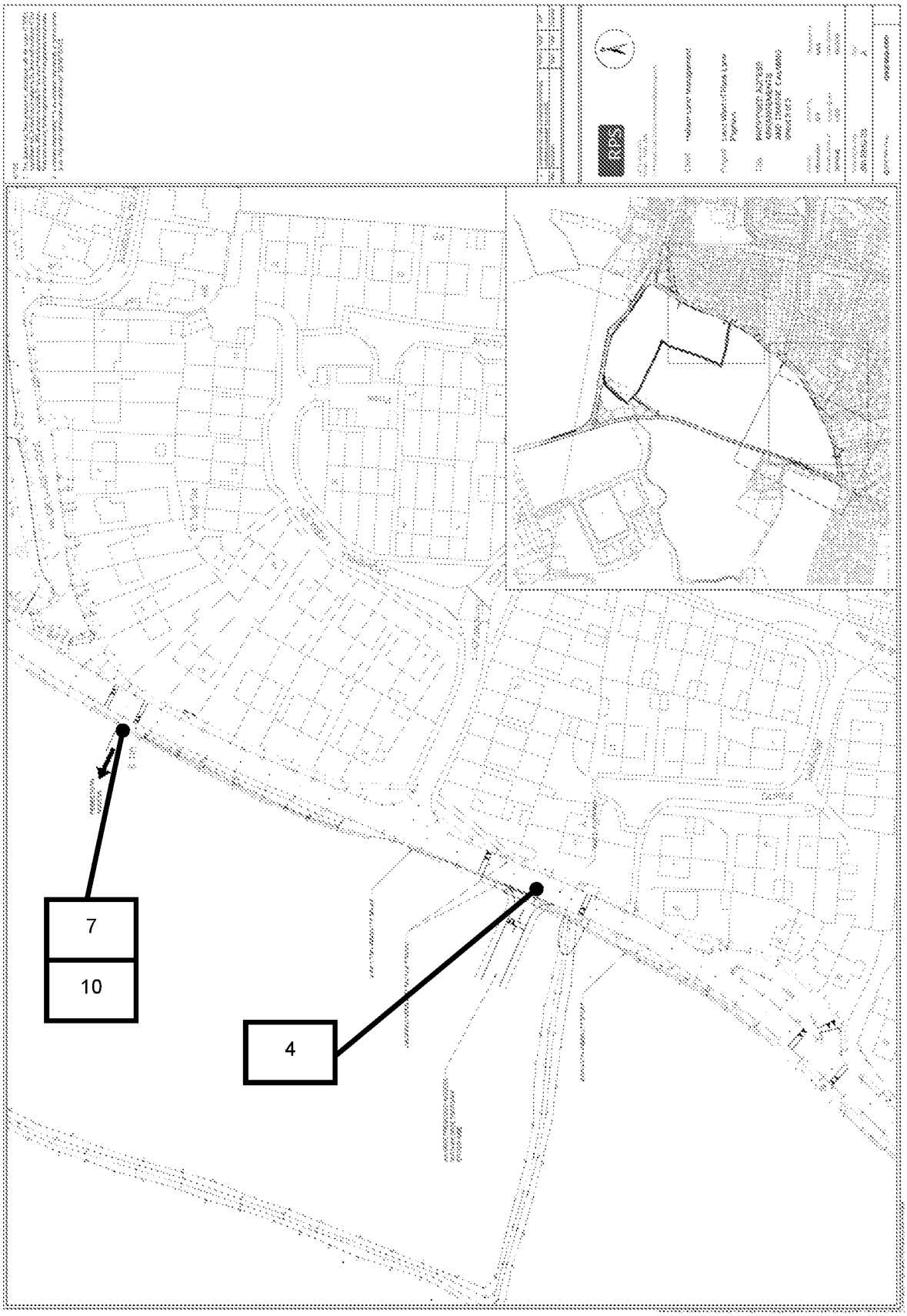


SB:TAYLOR BOWIE LTD:CLIENTS:RPS:LandWestofHookLanePaghamWestSussex:RSAStage 1.docx

© Taylor Bowie Ltd



© Taylor Bowie Ltd



SB:TAYLOR BOWIE LTD:CLIENTS:RPS:LandWestofHookLanePaghamWestSussex:RSAStage 1.docx

© Taylor Bowie Ltd

Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

5 Curlew Close
Letchworth Garden City
Hertfordshire
SG6 4TG

E: sarah.bowie@taylorbowie.co.uk

M: 07810 712985

1 INTRODUCTION

1.1 Design Manual for Roads & Bridges - HD 19/15 Road Safety Audit

The Terms of Reference for the undertaking of Road Safety Audits are as described in the Highways Agency's Design Manual for Roads and Bridges (DMRB) document HD 19/15 - Road Safety Audit. This Standard sets out the procedures that are required to implement Road Safety Audits - defining the relevant schemes and stages in the design and construction process at which audits shall be undertaken. It is the Standard generally adopted by most Highway Authorities for highway improvement schemes.

2 DESIGN CONSIDERATIONS

2.1 Introduction

Firstly, it is important to reiterate that the Road Safety Audit process is to identify any aspects of the proposed scheme that may give rise to road safety concerns and, where possible, to suggest modifications that would improve the road safety of the resultant scheme. It is not for the purposes of technical audit. As such, it is the responsibility of the Design Organisation to ensure that the proposed scheme meets the relevant Design Standards.

The terms of reference of this Audit (Addendum Note) are as described in HD 19/15. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria.

2.2 Design Changes

RPS has submitted an updated drawing (Drawing No. JNY8840-03 Rev C) which shows a revised location for the northern most access road junction. The proposed location of this junction is now approximately 150m further north towards Sefter Road opposite the turning head facility for Hook Lane Close.

The achievable visibility splay, indicated on the drawing, at this location is 2.4m x 74m and 2.4m x 77m to the north and south respectively.

Associated measures include the repositioning of an existing flag-type bus stop.

No Departures from Design Standards have been reported by the Design Organisation RPS.

3 PREVIOUS SAFETY AUDITS - TIMELINE

3.1 Stage 1 Road Safety Audit - October 2013

The safety aspects of the Proposed Access Arrangements & Potential Traffic Calming on land to the west of Hook Lane, Pagham, West Sussex were the subject of comment in the June 2016 Stage 1 Road Safety Audit undertaken by Taylor Bowie Ltd.

A Designers Response to the June 2016 Stage 1 Road Safety Audit was not supplied to the Audit Team.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

4 ROAD SAFETY AUDIT ADDENDUM NOTE

4.1 Safety Implications of Proposed Design Changes

Taylor Bowie Ltd has been instructed to review Drawing No. JNY8840-03 Rev C - Proposed Access Arrangements and Potential Traffic Calming with regard to the revised location for the northern most access road junction.

It is unclear from the drawing provided whether the original flat-top hump feature that was proposed at this location will be relocated to where the access junction was originally proposed i.e. swapped over.

The original scheme proposals included vertical traffic calming measures at regular intervals along the length of Hook Lane, which would likely achieve good speed compliance. The removal of a vertical traffic calming measure (in the vicinity of Lodsworth Road) would leave a length of carriageway where vehicular speeds could increase with the associated risk to pedestrians and other vulnerable road users.

It is recommended that if the proposed access road is relocated further north that a separate flat top hump should be added in the vicinity of Lodsworth Road to ensure that consistent speeds are achieved along Hook Lane.

5 Conclusion

The Audit Team are satisfied that, if the highlighted safety implication detailed in Section 4.1 is taken into account together with the items raised in the June 2016 Stage 1 Road Safety Audit, that the revised proposed Access Junction location does not raise any additional road safety concerns.

© Taylor Bowie Ltd

ARUN DISTRICT COUNCIL P/6/17/OUT

Hook Lane, Pagham Stage 1 Road Safety Audit Designers Response

Audit Ref	Problem Summary and Recommendation	Designers Response
2.1.1	**Summary:** Lack of drainage could result in potential surface water ponding issues with a resultant impact upon the operational safety of the proposed highway works. **Recommendation:** At the detailed design stage of the project, a new or modified drainage installation that will be re uired to suit the proposed highway works should be submitted to the Audit Team for review and assessment.	Accept recommendation, at detail design the drainage for the proposed arrangement will be provided.
2.2.1	**Summary:** Reducing the potential for overtaking within the ghosted right-turn facility area, which could result in a potential increased risk of vehicular conflicts occurring. **Recommendation:** To negate the potential for impatient drivers to overtake utilising the ghosted right-turn facility area within the centre of the Pagham Road carriageway, small traffic islands should be provided on the westbound approach.	Recommendation not implemented due to there being unsufficient room for a large vehicle to turn right out of the site with a traffic island in position. A centre island pedestrian refuge island on the southern side of the junction has however been provided.
2.4.1	**Summary:** Accommodating anticipated pedestrian desire lines throughout the proposed highway works. **Recommendation:** To accommodate anticipated pedestrian movements across junctions throughout the proposed highway works, dropped kerbs and tactile paving should be provided to assist pedestrians who may be blind or visually impaired. The tactile paving should be located and aligned such that it is on the pedestrian desire lines where possible in line with DETR Guidance on the Use of Tactile.	Accept recommendation, tactile paving has been provided on the proposed access arrangement.

ARUN DISTRICT COUNCIL P/6/17/OUT

2.4.3	**Summary:** Potential lack of ade uate and suitable inter-visibility could result in a very slight increased risk of conflicts occurring between pedestrians. **Recommendation**: At the detail design stage of the project, suitable and ade uate inter-visibility ones should be provided to enable pedestrians to clearly see any passing pedestrians. Associated localised footway vegetation clearance / widening should also be undertaken at these locations in conjunction with item 2.4.2.	The proposed pedestrian accesses will be a minimum of 3m wide and as such it is considered that this is more than sufficient to provide ade uate visibility for pedestrians. The appropriate visibilitity splays for pedestrians is identified on the proposed access plans.
2.5.1	**Summary**: Enhancing the conspicuity of the proposed highway works during the hours of darkness. **Recommendation:** At the detailed design stage of the project, a new or modified Street Lighting installation that will be re uired to suit the proposed highway works should be submitted to the Audit Team for review and assessment.	Accept recommendation, a street lighting design will be carried out as part of the detail design stage.
2.5.2	**Summary:** Enhancing the conspicuity of the proposed highway works **Recommendation:** At the detailed design stage of the project, new signing that will be re uired to suit the proposed highway works should be added to the scheme proposals accordingly.	Accept recommendation, details of the re uired signiage will be provided as part of the detail design stage.

Project Ref: JNY8840

ARUN DISTRICT COUNCIL P/6/17/OUT

Hook Lane, Pagham Stage 1 Road Safety Audit Designers Response

Safety Audit Note re Northern Access on Pagham Road

Audit Ref	Problem Summary and Recommendation	Designers Response
2.1.1	**Summary:** t is unclear from the drawing provided whether the original flat-top hump feature that was proposed at this location will be relocated to where the access junction was originally proposed i.e. swapped over. **Recommendation:** t is recommended that if the proposed access road is relocated further north that a seperate flat top hump should be added in the vicinity of Lodsworth Road to ensure a consistent speeds are achieved along Hook Lane.	Agreed. The arrangement of the road humps has been saved as a seperate plan to show the spacing of the proposed humps.

ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX L – TRICS OUTPUT

Calculation Reference: AUDIT-355901-161105-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
05	**EAST MIDLANDS**		
	NR	NORTHAMPTONSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of residents
Actual Range:	43 to 58 (units:)
Range Selected by User:	40 to 90 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 16/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	**DC-05-F-02**	**NURSING HOME**		**DORSET**
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		43	
	Survey date: WEDNESDAY		*16/07/08*	*Survey Type: MANUAL*
2	**NR-05-F-01**	**NURSING HOME**		**NORTHAMPTONSHIRE**
	ROCKINGHAM ROAD			
	CORBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		55	
	Survey date: FRIDAY		*21/11/08*	*Survey Type: MANUAL*
3	**WY-05-F-01**	**NURSING HOME**		**WEST YORKSHIRE**
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		58	
	Survey date: TUESDAY		*15/06/10*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.077	3	52	0.038	3	52	0.115
08:00 - 09:00	3	52	0.071	3	52	0.045	3	52	0.116
09:00 - 10:00	3	52	0.064	3	52	0.038	3	52	0.102
10:00 - 11:00	3	52	0.064	3	52	0.038	3	52	0.102
11:00 - 12:00	**3**	**52**	**0.090**	3	52	0.090	3	52	0.180
12:00 - 13:00	3	52	0.071	3	52	0.051	3	52	0.122
13:00 - 14:00	3	52	0.083	3	52	0.077	3	52	0.160
14:00 - 15:00	3	52	0.071	**3**	**52**	**0.115**	**3**	**52**	**0.186**
15:00 - 16:00	3	52	0.032	3	52	0.071	3	52	0.103
16:00 - 17:00	3	52	0.090	3	52	0.077	3	52	0.167
17:00 - 18:00	3	52	0.071	3	52	0.115	3	52	0.186
18:00 - 19:00	3	52	0.064	3	52	0.051	3	52	0.115
19:00 - 20:00	2	51	0.050	2	51	0.059	2	51	0.109
20:00 - 21:00	1	58	0.017	1	58	0.069	1	58	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.915			0.934			1.849

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.006	3	52	0.012
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.006	3	52	0.006	3	52	0.012
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.013	3	52	0.013	3	52	0.026
14:00 - 15:00	**3**	**52**	**0.019**	**3**	**52**	**0.019**	**3**	**52**	**0.038**
15:00 - 16:00	3	52	0.006	3	52	0.006	3	52	0.012
16:00 - 17:00	3	52	0.013	3	52	0.013	3	52	0.026
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.006	3	52	0.006	3	52	0.012
19:00 - 20:00	2	51	0.010	2	51	0.010	2	51	0.020
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.013	3	52	0.013	3	52	0.026
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	**3**	**52**	**0.026**	3	52	0.013	**3**	**52**	**0.039**
11:00 - 12:00	3	52	0.013	**3**	**52**	**0.019**	3	52	0.032
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	**3**	**52**	**0.006**	**3**	**52**	**0.006**	**3**	**52**	**0.012**
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.013	3	52	0.019
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.019	**3**	**52**	**0.019**	3	52	0.038
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	**3**	**52**	**0.026**	3	52	0.019	**3**	**52**	**0.045**
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.090	3	52	0.038	3	52	0.128
08:00 - 09:00	3	52	0.109	3	52	0.058	3	52	0.167
09:00 - 10:00	3	52	0.064	3	52	0.045	3	52	0.109
10:00 - 11:00	3	52	0.090	3	52	0.058	3	52	0.148
11:00 - 12:00	**3**	**52**	**0.122**	3	52	0.122	**3**	**52**	**0.244**
12:00 - 13:00	3	52	0.064	3	52	0.038	3	52	0.102
13:00 - 14:00	3	52	0.103	3	52	0.083	3	52	0.186
14:00 - 15:00	3	52	0.083	3	52	0.135	3	52	0.218
15:00 - 16:00	3	52	0.051	3	52	0.096	3	52	0.147
16:00 - 17:00	3	52	0.096	3	52	0.109	3	52	0.205
17:00 - 18:00	3	52	0.090	**3**	**52**	**0.154**	3	52	0.244
18:00 - 19:00	3	52	0.083	3	52	0.064	3	52	0.147
19:00 - 20:00	2	51	0.059	2	51	0.079	2	51	0.138
20:00 - 21:00	1	58	0.034	1	58	0.086	1	58	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.165			2.303

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**52**	**0.083**	3	52	0.026	**3**	**52**	**0.109**
08:00 - 09:00	3	52	0.058	3	52	0.032	3	52	0.090
09:00 - 10:00	3	52	0.013	3	52	0.000	3	52	0.013
10:00 - 11:00	3	52	0.045	3	52	0.038	3	52	0.083
11:00 - 12:00	3	52	0.019	3	52	0.032	3	52	0.051
12:00 - 13:00	3	52	0.019	3	52	0.032	3	52	0.051
13:00 - 14:00	3	52	0.038	3	52	0.058	3	52	0.096
14:00 - 15:00	3	52	0.032	3	52	0.026	3	52	0.058
15:00 - 16:00	3	52	0.026	3	52	0.045	3	52	0.071
16:00 - 17:00	3	52	0.006	3	52	0.026	3	52	0.032
17:00 - 18:00	3	52	0.006	3	52	0.013	3	52	0.019
18:00 - 19:00	3	52	0.000	3	52	0.006	3	52	0.006
19:00 - 20:00	2	51	0.030	**2**	**51**	**0.059**	2	51	0.089
20:00 - 21:00	1	58	0.000	1	58	0.034	1	58	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.375			0.427			0.802

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	**2**	**51**	**0.040**	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	**1**	**58**	**0.034**	**1**	**58**	**0.051**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.091			0.230

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	**3**	**52**	**0.013**	**3**	**52**	**0.013**
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.013			0.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.019	3	52	0.019
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	**2**	**51**	**0.040**	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	**1**	**58**	**0.034**	**1**	**58**	**0.051**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.104			0.243

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**52**	**0.205**	3	52	0.064	3	52	0.269
08:00 - 09:00	3	52	0.186	3	52	0.122	3	52	0.308
09:00 - 10:00	3	52	0.083	3	52	0.051	3	52	0.134
10:00 - 11:00	3	52	0.141	3	52	0.096	3	52	0.237
11:00 - 12:00	3	52	0.154	3	52	0.154	3	52	0.308
12:00 - 13:00	3	52	0.083	3	52	0.090	3	52	0.173
13:00 - 14:00	3	52	0.147	3	52	0.141	3	52	0.288
14:00 - 15:00	3	52	0.122	**3**	**52**	**0.186**	3	52	0.308
15:00 - 16:00	3	52	0.096	3	52	0.160	3	52	0.256
16:00 - 17:00	3	52	0.103	3	52	0.141	3	52	0.244
17:00 - 18:00	3	52	0.128	3	52	0.186	**3**	**52**	**0.314**
18:00 - 19:00	3	52	0.083	3	52	0.071	3	52	0.154
19:00 - 20:00	2	51	0.129	2	51	0.139	2	51	0.268
20:00 - 21:00	1	58	0.052	1	58	0.155	1	58	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.712			1.756			3.468

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-657801-160531-0548

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of pupils
Actual Range:	82 to 414 (units:)
Range Selected by User:	82 to 447 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

D1	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 **MS-04-A-02** **PRIMARY SCHOOL** **MERSEYSIDE**
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY *13/06/13* *Survey Type: MANUAL*

2 **MT-04-A-01** **PRIMARY SCHOOL** **MERTHYR TYDFIL**
BRECON ROAD

MERTHYR TYDFIL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 184
Survey date: FRIDAY *18/10/13* *Survey Type: MANUAL*

3 **NE-04-A-01** **PRIMARY SCHOOL** **NORTH EAST LINCOLNSHIRE**
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

4 **RO-04-A-01** **PRIMARY SCHOOL** **ROSCOMMON**
WARREN ROAD

BOYLE
Edge of Town
Residential Zone
Total Number of pupils: 82
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

5 **SC-04-A-01** **PRIMARY SCHOOL** **SURREY**
SCHOOL LANE
PIRBRIGHT
NEAR WOKING
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 414
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.053	5	218	0.026	5	218	0.079
08:00 - 09:00	**5**	**218**	**0.267**	**5**	**218**	**0.195**	**5**	**218**	**0.462**
09:00 - 10:00	5	218	0.080	5	218	0.083	5	218	0.163
10:00 - 11:00	5	218	0.012	5	218	0.008	5	218	0.020
11:00 - 12:00	5	218	0.022	5	218	0.013	5	218	0.035
12:00 - 13:00	5	218	0.018	5	218	0.023	5	218	0.041
13:00 - 14:00	5	218	0.020	5	218	0.034	5	218	0.054
14:00 - 15:00	5	218	0.038	5	218	0.019	5	218	0.057
15:00 - 16:00	5	218	0.140	5	218	0.165	5	218	0.305
16:00 - 17:00	5	218	0.096	5	218	0.132	5	218	0.228
17:00 - 18:00	5	218	0.071	5	218	0.076	5	218	0.147
18:00 - 19:00	4	227	0.045	4	227	0.055	4	227	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.829			1.691

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	**5**	**218**	**0.004**	**5**	**218**	**0.004**	**5**	**218**	**0.008**
09:00 - 10:00	5	218	0.002	5	218	0.001	5	218	0.003
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.001	5	218	0.000	5	218	0.001
12:00 - 13:00	5	218	0.000	5	218	0.001	5	218	0.001
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**218**	**0.001**	**5**	**218**	**0.001**	**5**	**218**	**0.002**
08:00 - 09:00	5	218	0.001	5	218	0.001	5	218	0.002
09:00 - 10:00	5	218	0.001	5	218	0.001	5	218	0.002
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.000	5	218	0.000
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	**5**	**218**	**0.007**	**5**	**218**	**0.007**	**5**	**218**	**0.014**
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.005	5	218	0.000	5	218	0.005
08:00 - 09:00	**5**	**218**	**0.013**	5	218	0.003	**5**	**218**	**0.016**
09:00 - 10:00	5	218	0.002	5	218	0.003	5	218	0.005
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.001	5	218	0.001
15:00 - 16:00	5	218	0.005	5	218	0.005	5	218	0.010
16:00 - 17:00	5	218	0.001	**5**	**218**	**0.012**	5	218	0.013
17:00 - 18:00	5	218	0.002	5	218	0.004	5	218	0.006
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.029			0.057

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.074	5	218	0.028	5	218	0.102
08:00 - 09:00	**5**	**218**	**0.467**	5	218	0.162	**5**	**218**	**0.629**
09:00 - 10:00	5	218	0.095	5	218	0.035	5	218	0.130
10:00 - 11:00	5	218	0.016	5	218	0.012	5	218	0.028
11:00 - 12:00	5	218	0.025	5	218	0.014	5	218	0.039
12:00 - 13:00	5	218	0.019	5	218	0.024	5	218	0.043
13:00 - 14:00	5	218	0.023	5	218	0.040	5	218	0.063
14:00 - 15:00	5	218	0.022	5	218	0.022	5	218	0.044
15:00 - 16:00	5	218	0.105	**5**	**218**	**0.309**	5	218	0.414
16:00 - 17:00	5	218	0.073	5	218	0.237	5	218	0.310
17:00 - 18:00	5	218	0.072	5	218	0.088	5	218	0.160
18:00 - 19:00	4	227	0.075	4	227	0.062	4	227	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			1.033			2.099

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.028	5	218	0.002	5	218	0.030
08:00 - 09:00	**5**	**218**	**0.625**	5	218	0.212	5	218	0.837
09:00 - 10:00	5	218	0.073	5	218	0.058	5	218	0.131
10:00 - 11:00	5	218	0.005	5	218	0.001	5	218	0.006
11:00 - 12:00	5	218	0.021	5	218	0.027	5	218	0.048
12:00 - 13:00	5	218	0.017	5	218	0.025	5	218	0.042
13:00 - 14:00	5	218	0.005	5	218	0.013	5	218	0.018
14:00 - 15:00	5	218	0.019	5	218	0.012	5	218	0.031
15:00 - 16:00	5	218	0.269	**5**	**218**	**0.605**	**5**	**218**	**0.874**
16:00 - 17:00	5	218	0.036	5	218	0.122	5	218	0.158
17:00 - 18:00	5	218	0.009	5	218	0.011	5	218	0.020
18:00 - 19:00	4	227	0.009	4	227	0.010	4	227	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.116			1.098			2.214

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	**5**	**218**	**0.016**	5	218	0.000	**5**	**218**	**0.016**
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.010**	5	218	0.010
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**218**	**0.001**	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.001	5	218	0.000	5	218	0.001
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.002**	**5**	**218**	**0.002**
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	**5**	**218**	**0.018**	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.020**	**5**	**218**	**0.020**
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.020			0.038

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.001	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.016	5	218	0.000	5	218	0.016
09:00 - 10:00	**5**	**218**	**0.018**	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.032**	**5**	**218**	**0.032**
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.109	5	218	0.030	5	218	0.139
08:00 - 09:00	**5**	**218**	**1.122**	5	218	0.377	**5**	**218**	**1.499**
09:00 - 10:00	5	218	0.189	5	218	0.095	5	218	0.284
10:00 - 11:00	5	218	0.022	5	218	0.014	5	218	0.036
11:00 - 12:00	5	218	0.046	5	218	0.041	5	218	0.087
12:00 - 13:00	5	218	0.037	5	218	0.049	5	218	0.086
13:00 - 14:00	5	218	0.028	5	218	0.053	5	218	0.081
14:00 - 15:00	5	218	0.041	5	218	0.035	5	218	0.076
15:00 - 16:00	5	218	0.379	**5**	**218**	**0.951**	5	218	1.330
16:00 - 17:00	5	218	0.110	5	218	0.373	5	218	0.483
17:00 - 18:00	5	218	0.083	5	218	0.104	5	218	0.187
18:00 - 19:00	4	227	0.084	4	227	0.072	4	227	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.194			4.444

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**218**	**0.001**	5	218	0.000	**5**	**218**	**0.001**
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.000	5	218	0.000
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-657801-160719-0738

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 52 to 432 (units:)
Range Selected by User: 50 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

2 CH-03-A-06 SEMI-DET./ BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

6 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

7 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **NE-03-A-03** **PRIVATE HOUSES** **NORTH EAST LINCOLNSHIRE**
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

9 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

10 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

11 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

12 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

13 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

14 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 SH-03-A-05 SEMI-DETACHED/ TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

16 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

17 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-03-A-01	Unrepresentative Peak Hour Removed at HE Request

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.063	17	128	0.243	17	128	0.306
08:00 - 09:00	17	128	0.127	**17**	**128**	**0.359**	**17**	**128**	**0.486**
09:00 - 10:00	17	128	0.144	17	128	0.156	17	128	0.300
10:00 - 11:00	17	128	0.125	17	128	0.161	17	128	0.286
11:00 - 12:00	17	128	0.138	17	128	0.137	17	128	0.275
12:00 - 13:00	17	128	0.163	17	128	0.145	17	128	0.308
13:00 - 14:00	17	128	0.152	17	128	0.152	17	128	0.304
14:00 - 15:00	17	128	0.149	17	128	0.165	17	128	0.314
15:00 - 16:00	17	128	0.265	17	128	0.192	17	128	0.457
16:00 - 17:00	17	128	0.269	17	128	0.170	17	128	0.439
17:00 - 18:00	**17**	**128**	**0.299**	17	128	0.179	17	128	0.478
18:00 - 19:00	17	128	0.213	17	128	0.165	17	128	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.224			4.331

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.004	17	128	0.013	17	128	0.017
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.015**	17	128	0.017
09:00 - 10:00	17	128	0.002	17	128	0.005	17	128	0.007
10:00 - 11:00	17	128	0.003	17	128	0.006	17	128	0.009
11:00 - 12:00	17	128	0.003	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.005	17	128	0.004	17	128	0.009
13:00 - 14:00	17	128	0.004	17	128	0.003	17	128	0.007
14:00 - 15:00	17	128	0.005	17	128	0.005	17	128	0.010
15:00 - 16:00	17	128	0.012	17	128	0.006	17	128	0.018
16:00 - 17:00	17	128	0.011	17	128	0.004	17	128	0.015
17:00 - 18:00	**17**	**128**	**0.014**	17	128	0.009	**17**	**128**	**0.023**
18:00 - 19:00	17	128	0.011	17	128	0.006	17	128	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.072	17	128	0.296	17	128	0.368
08:00 - 09:00	17	128	0.157	**17**	**128**	**0.518**	**17**	**128**	**0.675**
09:00 - 10:00	17	128	0.168	17	128	0.209	17	128	0.377
10:00 - 11:00	17	128	0.154	17	128	0.205	17	128	0.359
11:00 - 12:00	17	128	0.175	17	128	0.183	17	128	0.358
12:00 - 13:00	17	128	0.205	17	128	0.178	17	128	0.383
13:00 - 14:00	17	128	0.195	17	128	0.198	17	128	0.393
14:00 - 15:00	17	128	0.188	17	128	0.215	17	128	0.403
15:00 - 16:00	**17**	**128**	**0.399**	17	128	0.250	17	128	0.649
16:00 - 17:00	17	128	0.376	17	128	0.230	17	128	0.606
17:00 - 18:00	17	128	0.388	17	128	0.234	17	128	0.622
18:00 - 19:00	17	128	0.274	17	128	0.231	17	128	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.751			2.947			5.698

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.024	17	128	0.069	17	128	0.093
08:00 - 09:00	17	128	0.039	**17**	**128**	**0.158**	17	128	0.197
09:00 - 10:00	17	128	0.048	17	128	0.064	17	128	0.112
10:00 - 11:00	17	128	0.044	17	128	0.053	17	128	0.097
11:00 - 12:00	17	128	0.033	17	128	0.036	17	128	0.069
12:00 - 13:00	17	128	0.043	17	128	0.033	17	128	0.076
13:00 - 14:00	17	128	0.031	17	128	0.050	17	128	0.081
14:00 - 15:00	17	128	0.049	17	128	0.059	17	128	0.108
15:00 - 16:00	**17**	**128**	**0.134**	17	128	0.073	**17**	**128**	**0.207**
16:00 - 17:00	17	128	0.097	17	128	0.049	17	128	0.146
17:00 - 18:00	17	128	0.083	17	128	0.039	17	128	0.122
18:00 - 19:00	17	128	0.057	17	128	0.044	17	128	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.727			1.409

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.009	17	128	0.009
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.009**	17	128	0.011
09:00 - 10:00	17	128	0.001	17	128	0.006	17	128	0.007
10:00 - 11:00	17	128	0.002	17	128	0.005	17	128	0.007
11:00 - 12:00	17	128	0.004	17	128	0.005	17	128	0.009
12:00 - 13:00	17	128	0.005	17	128	0.006	17	128	0.011
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.004	17	128	0.006
15:00 - 16:00	17	128	0.004	17	128	0.004	17	128	0.008
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	**17**	**128**	**0.010**	17	128	0.002	**17**	**128**	**0.012**
18:00 - 19:00	17	128	0.008	17	128	0.000	17	128	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.053			0.101

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.100	17	128	0.387	17	128	0.487
08:00 - 09:00	17	128	0.201	**17**	**128**	**0.700**	**17**	**128**	**0.901**
09:00 - 10:00	17	128	0.219	17	128	0.283	17	128	0.502
10:00 - 11:00	17	128	0.203	17	128	0.269	17	128	0.472
11:00 - 12:00	17	128	0.216	17	128	0.226	17	128	0.442
12:00 - 13:00	17	128	0.258	17	128	0.221	17	128	0.479
13:00 - 14:00	17	128	0.235	17	128	0.252	17	128	0.487
14:00 - 15:00	17	128	0.243	17	128	0.282	17	128	0.525
15:00 - 16:00	**17**	**128**	**0.549**	17	128	0.334	17	128	0.883
16:00 - 17:00	17	128	0.488	17	128	0.285	17	128	0.773
17:00 - 18:00	17	128	0.495	17	128	0.284	17	128	0.779
18:00 - 19:00	17	128	0.349	17	128	0.280	17	128	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.803			7.359

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

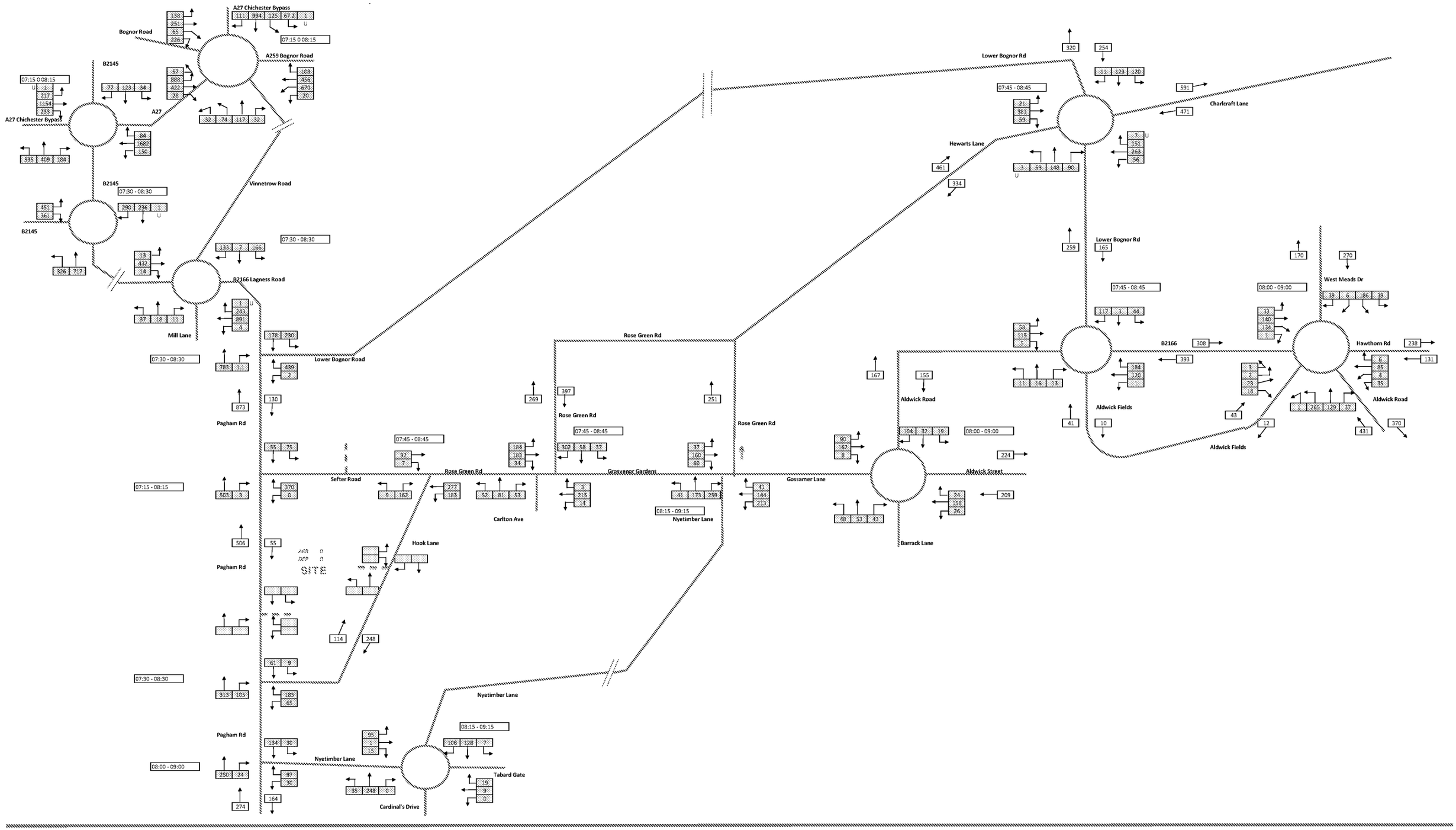
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX M – TRAFFIC FLOW DIAGRAMS



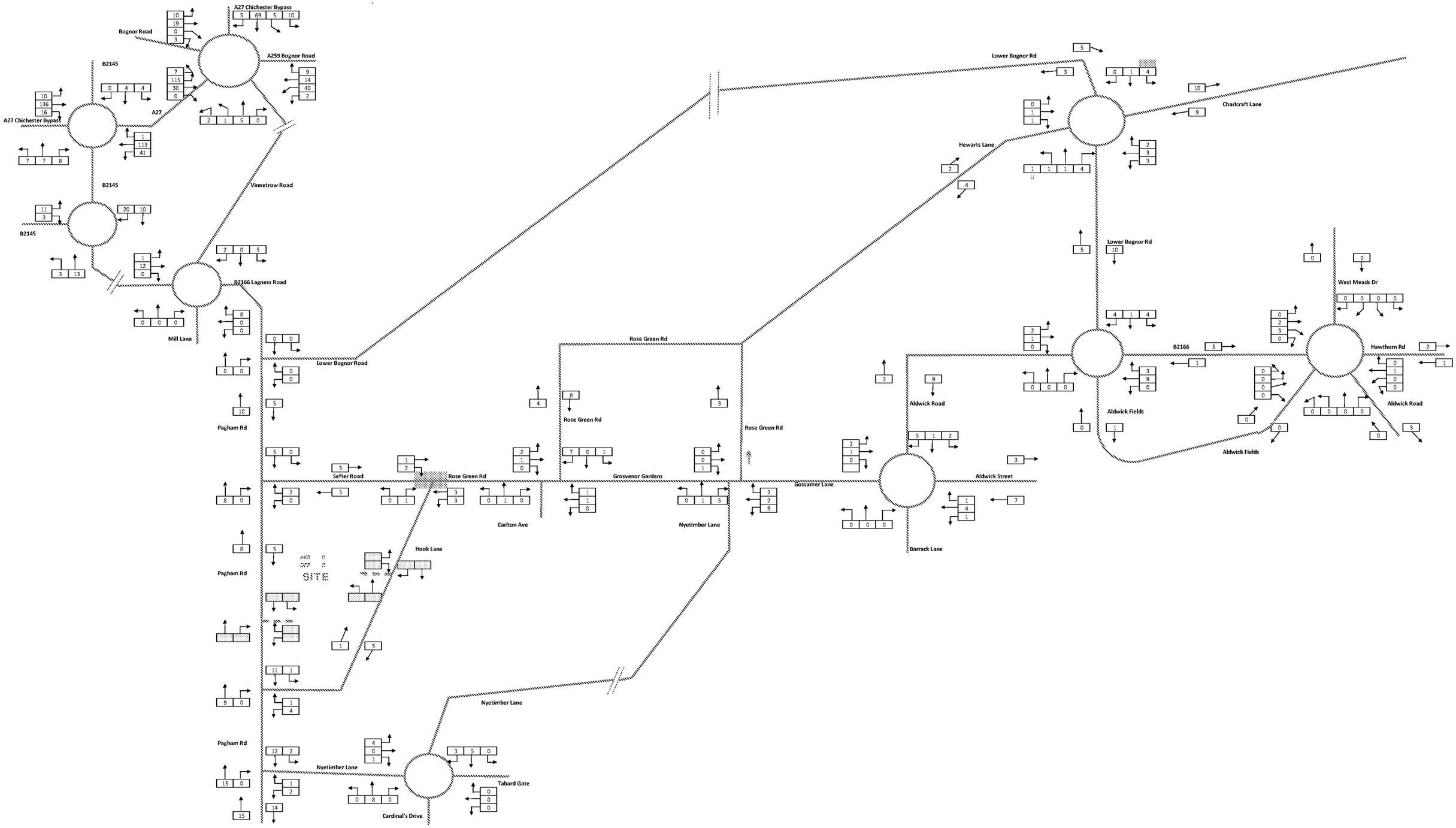
RPS

Figures above include Cars,LGV, OGV1, OGV2 & PSV
Each Junction Peak Period identified
2016 - 2022 Growth Rate: Arun district
AM 1.10 Principal
1.10 Trunk Road

Hook Lane, Pagham

2022 Base Traffic Flows
AM Peak (various Times)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

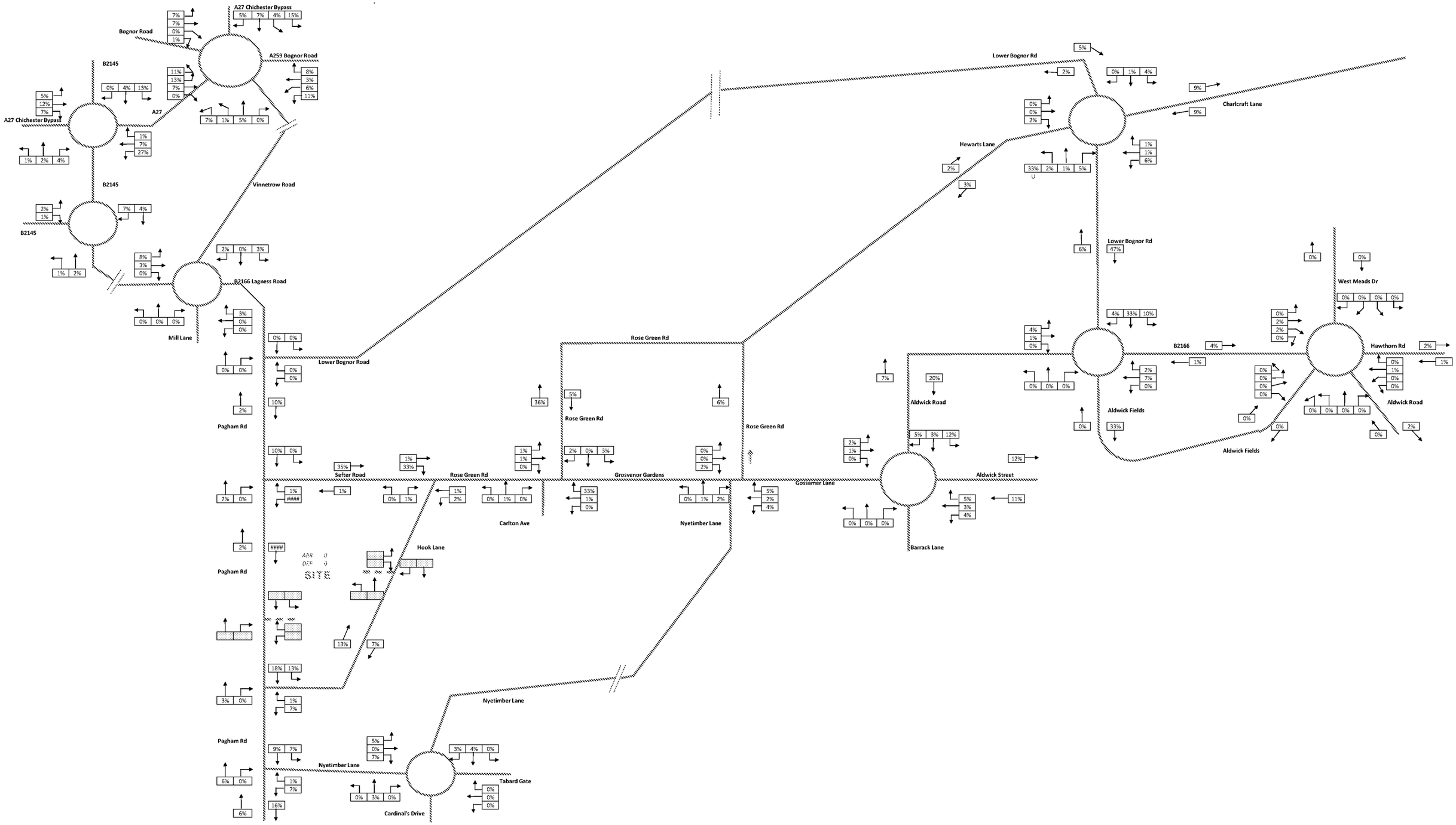


RPS

Hook Lane, Pagham

2022 Base Traffic Flows
AM Peak (Various Times)
HGV's & PSV's

ARUN DISTRICT COUNCIL P/6/17/OUT

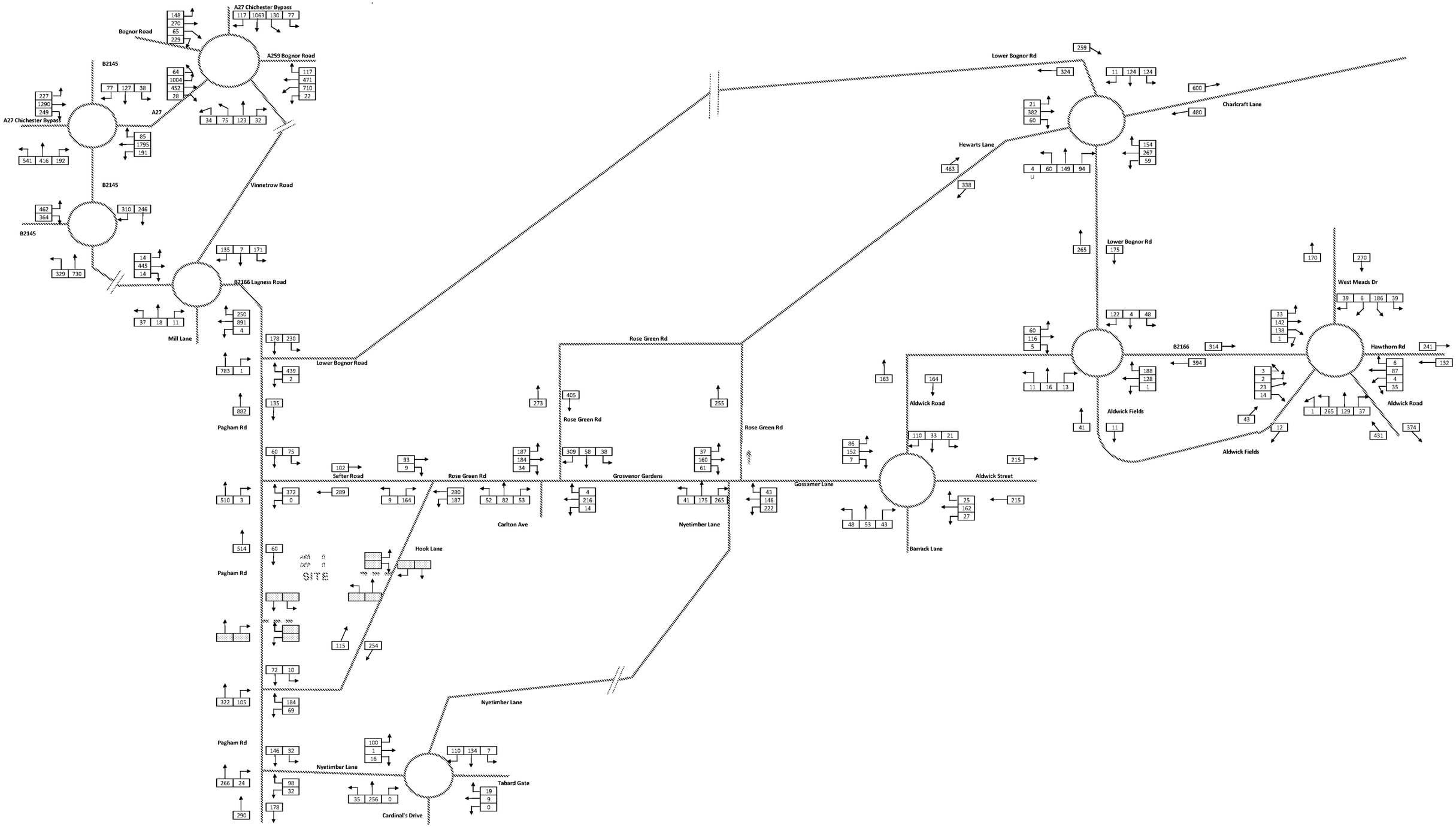


RPS

Hook Lane, Pagham

2022 Base Traffic Flows
AM Peak (Various Times)
HGV's & PSV's%

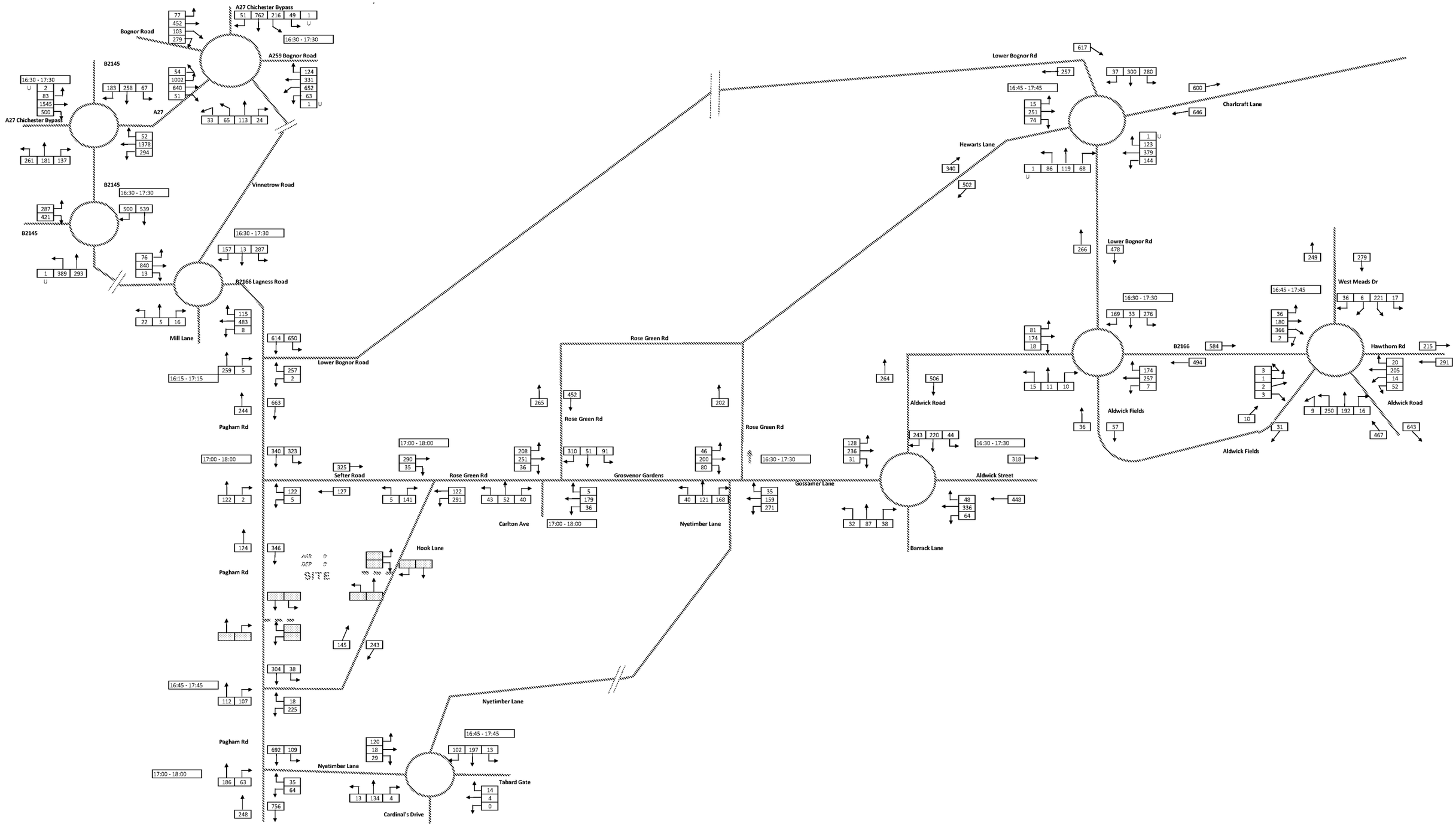
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham

2022 Base Traffic Flows
AM Peak (Various Times)
PCU's



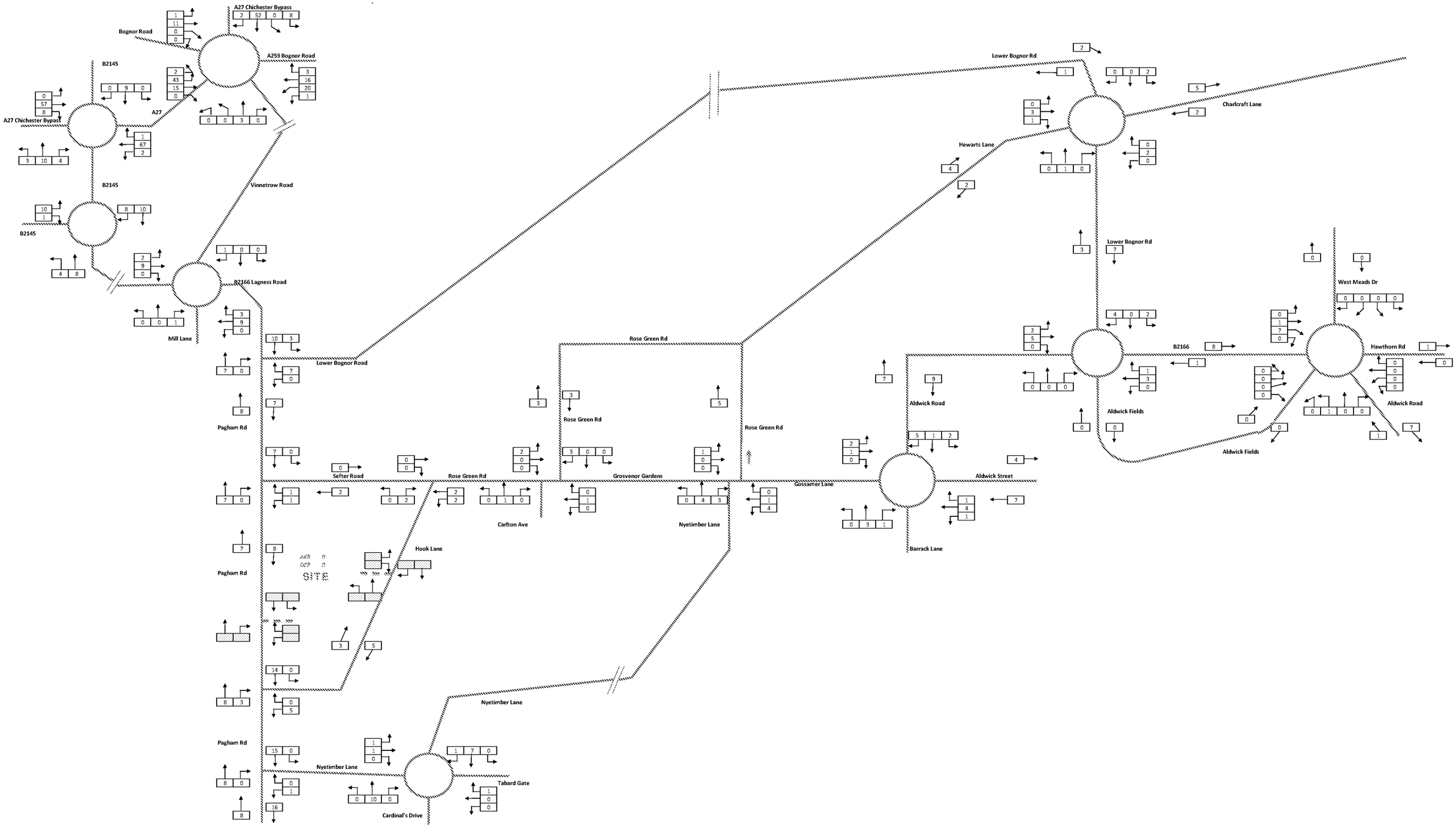
Figures above include Cars,LGV, OGV1, OGV2 & PSV
2016 - 2022 Growth Rate: Arun district

Principal Road		Trunk Road	
PM	1.10	PM	1.10

Hook Lane, Pagham

2022 Base Traffic Flows
PM Peak (Various Times)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

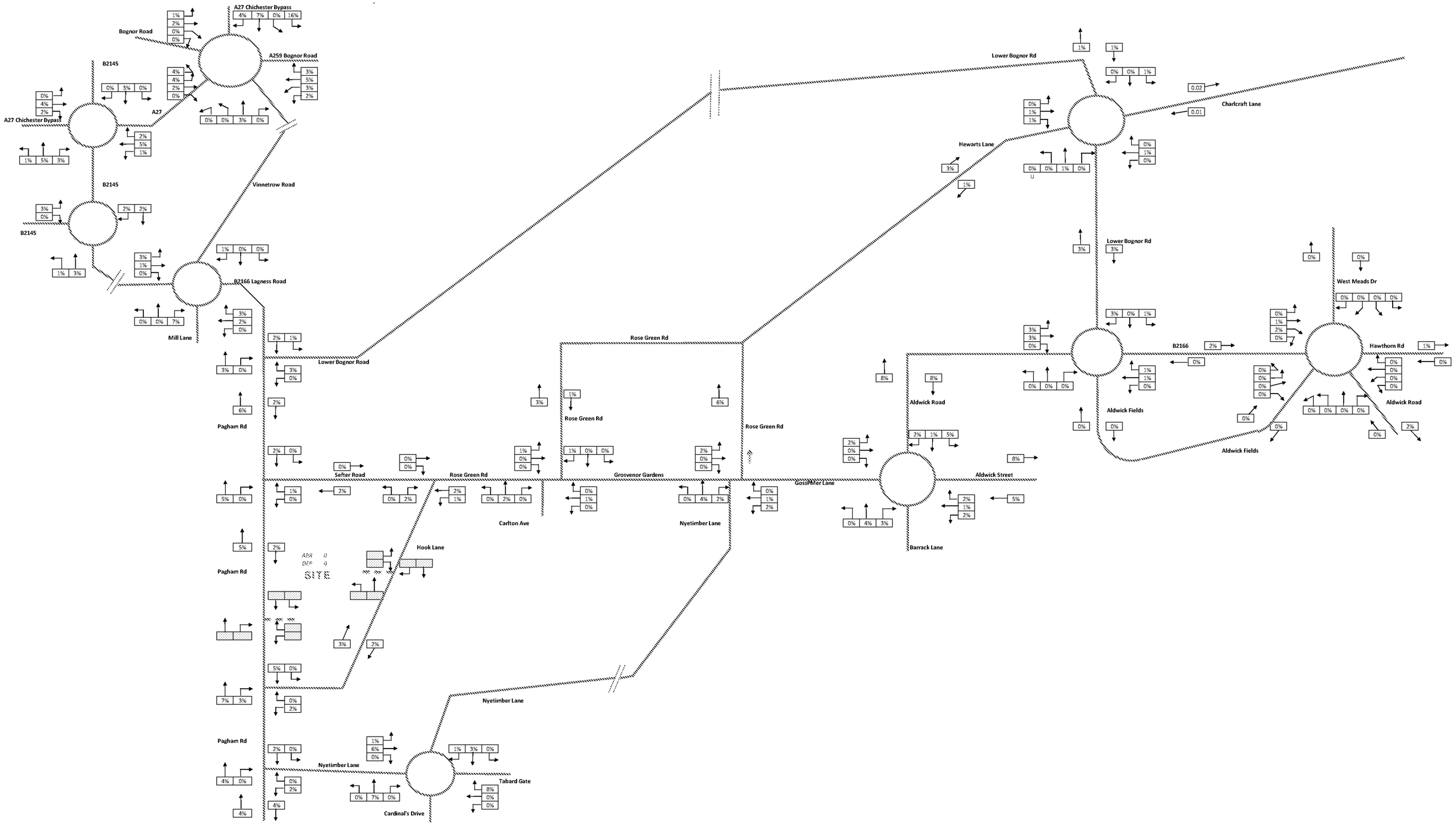


RPS

Hook Lane, Pagham

2022 Base Traffic Flows
PM Peak (Various Times)
HGV's & PSV

ARUN DISTRICT COUNCIL P/6/17/OUT

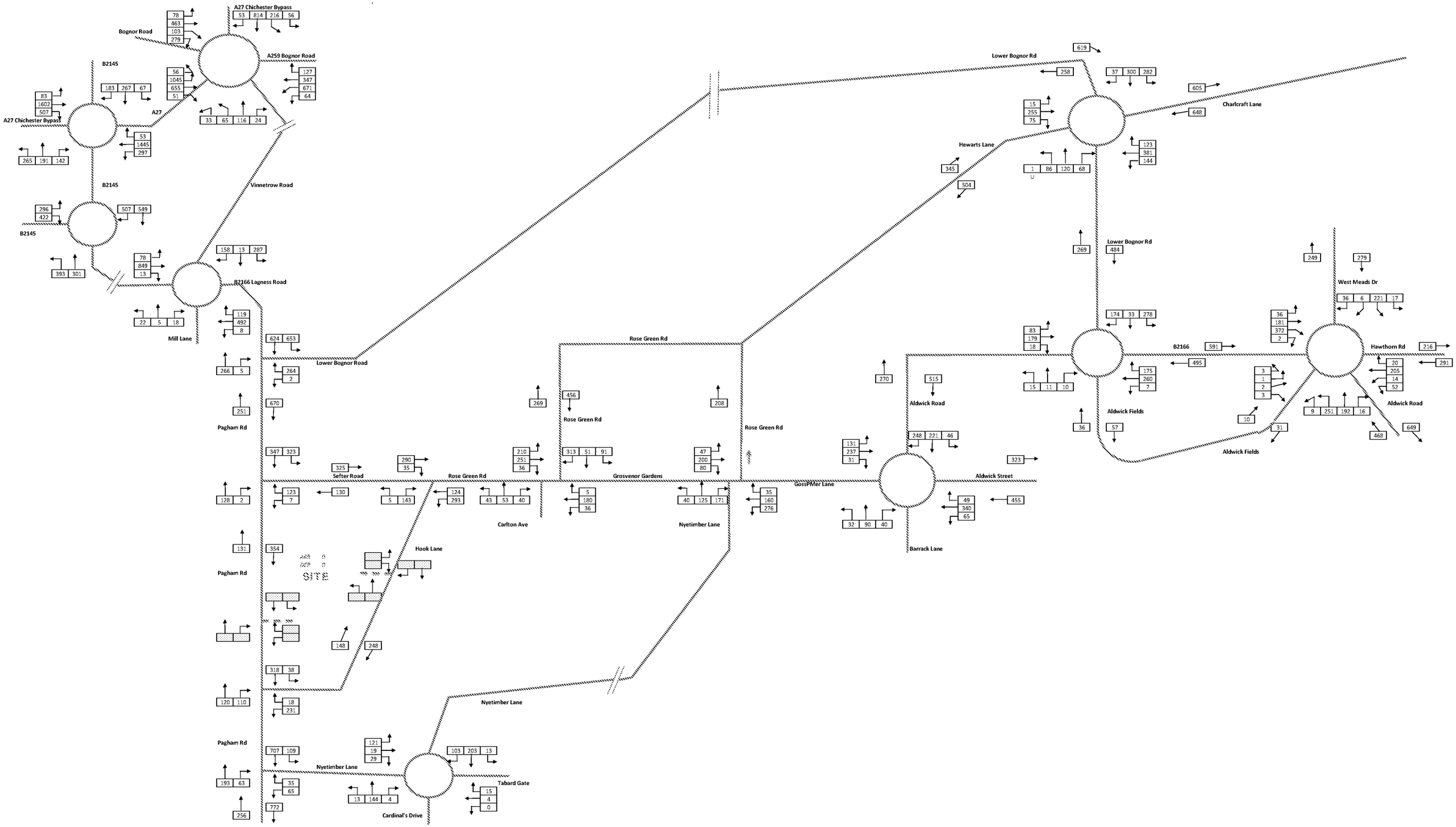


RPS

Hook Lane, PaghPM

2022 Base Traffic Flows
PM Peak (Various Times)
HGV's & PSV's %

ARUN DISTRICT COUNCIL P/6/17/OUT

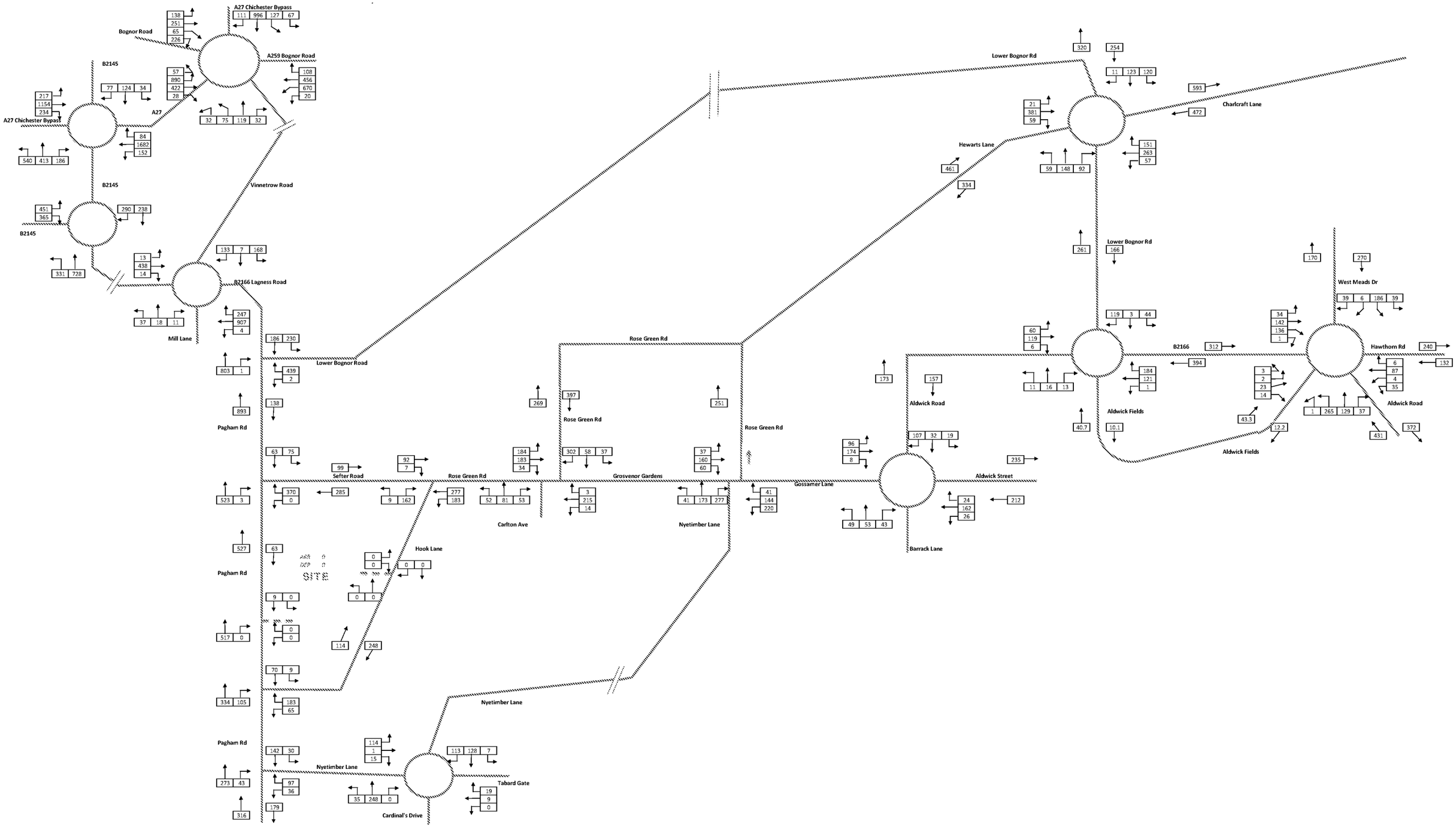


RPS

Hook Lane, PaghPM

2022 Base Traffic Flows
PM Peak (Various Times)
PCU's

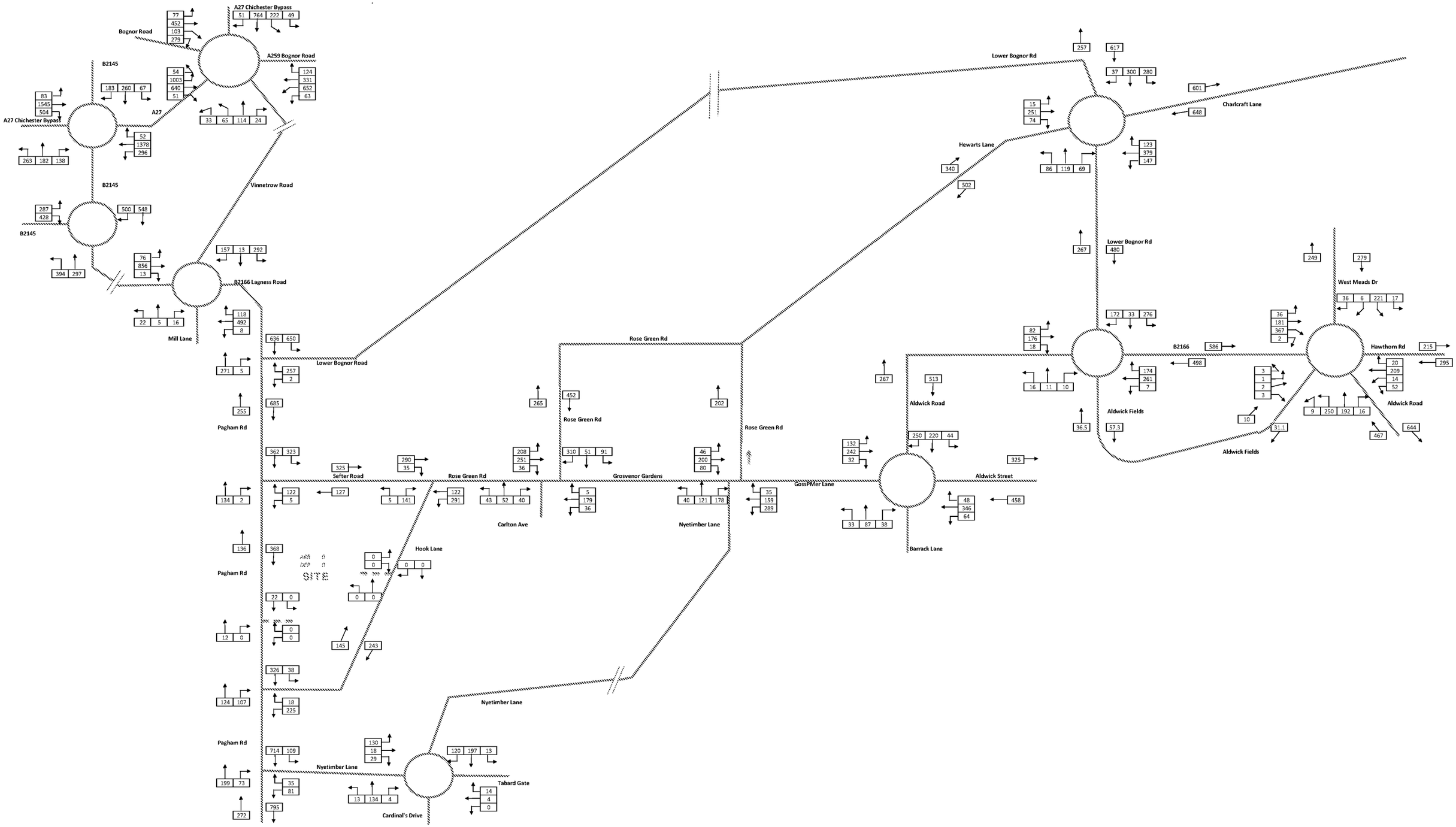
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
2022 Base + Committed Traffic Flows
AM Peak
All Vehicles

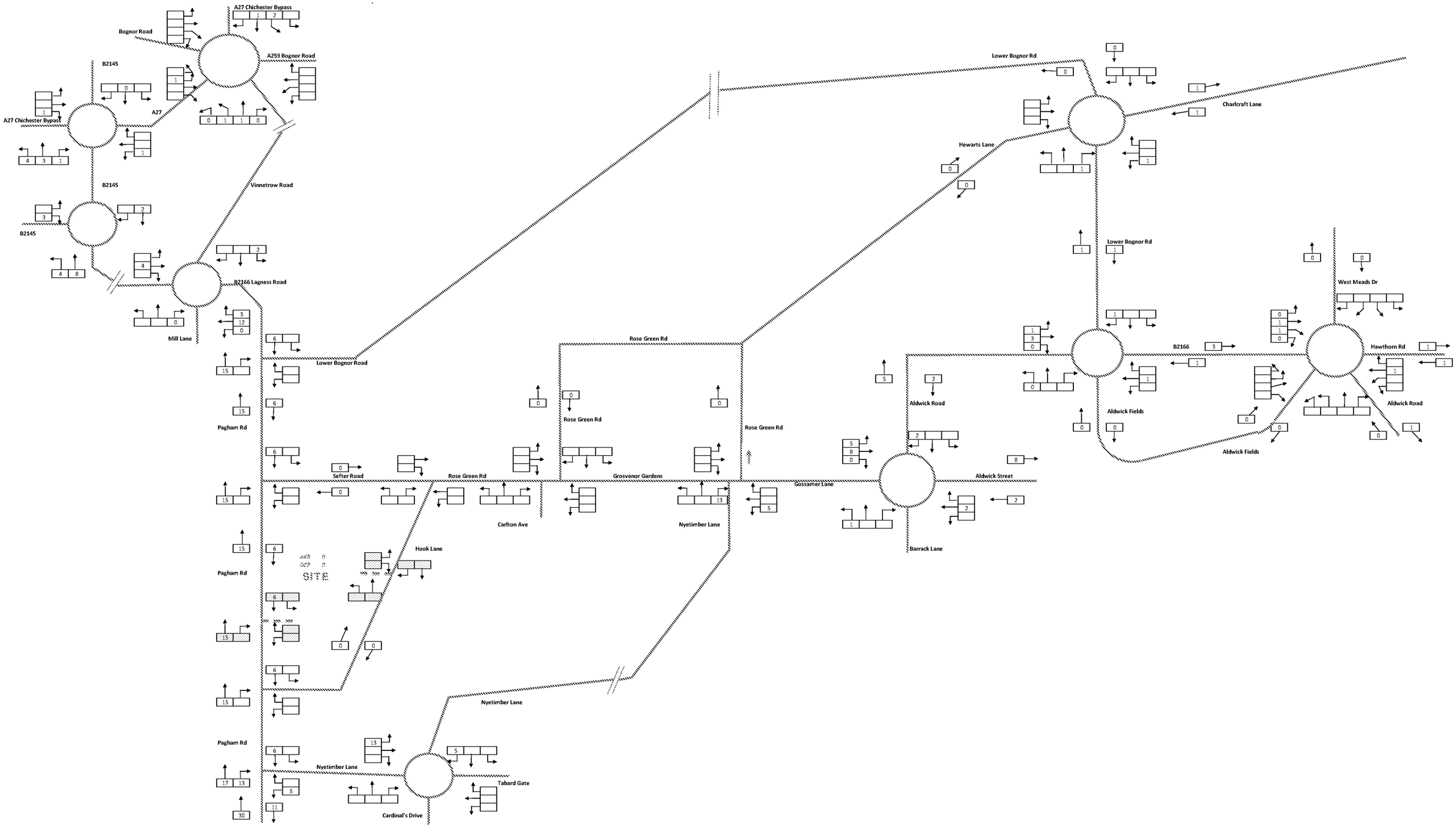
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, PaghPM
JNY 8840
2022 Base + Committed Traffic Flows
PM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

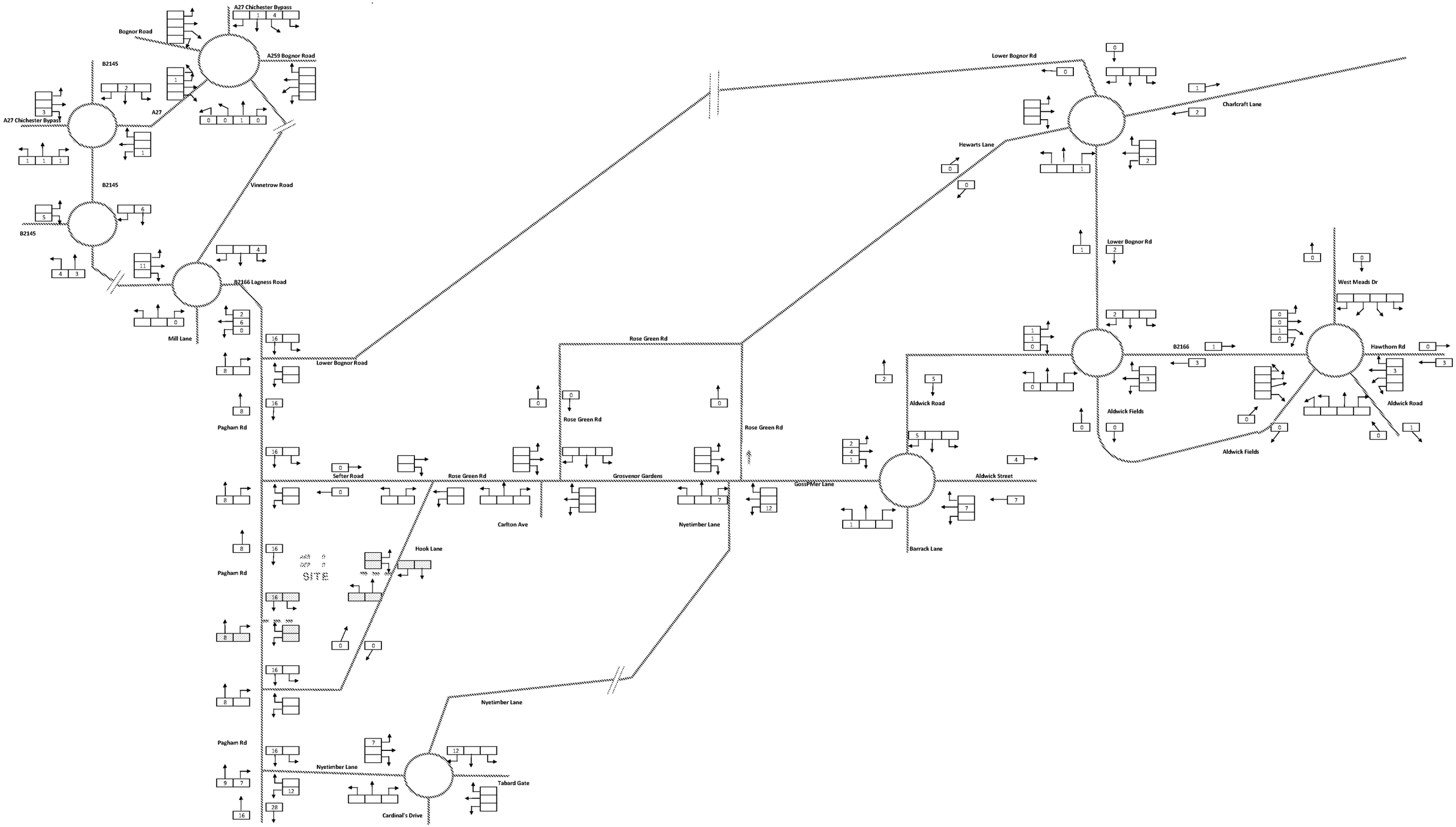


RPS

Planning Application: P/58/15 - Summer Lane (90 Dwellings)
ARR 12 (10% south into Pagham)
DEP 33
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/58/15
AM Peak
All Vehicles

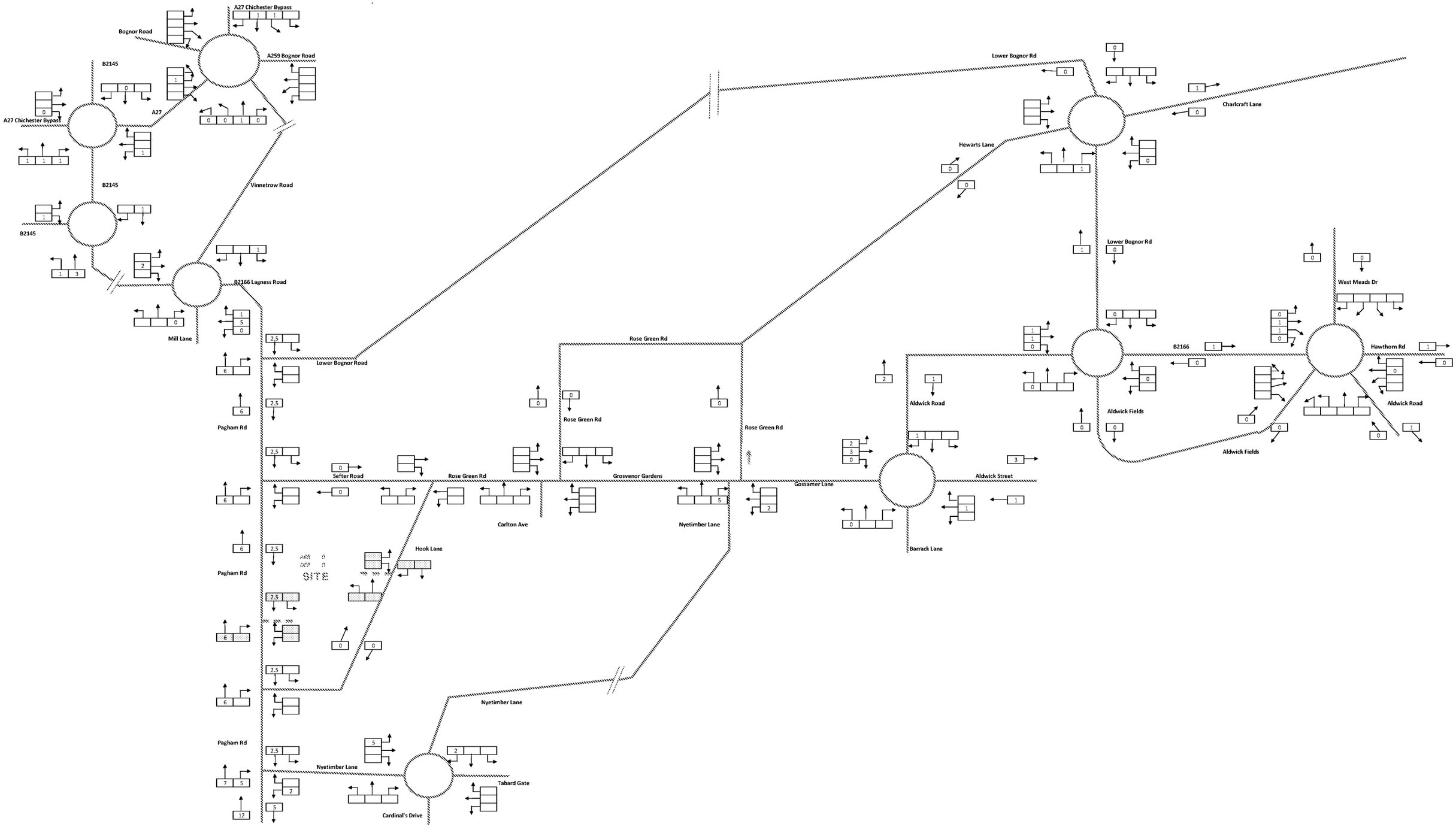
ARUN DISTRICT COUNCIL P/6/17/OUT



Planning Application: P/58/15 - Summer Lane (90 Dwellings)
ARR 31 (10% south into PaghPM)
DEP 18
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/58/15
PM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

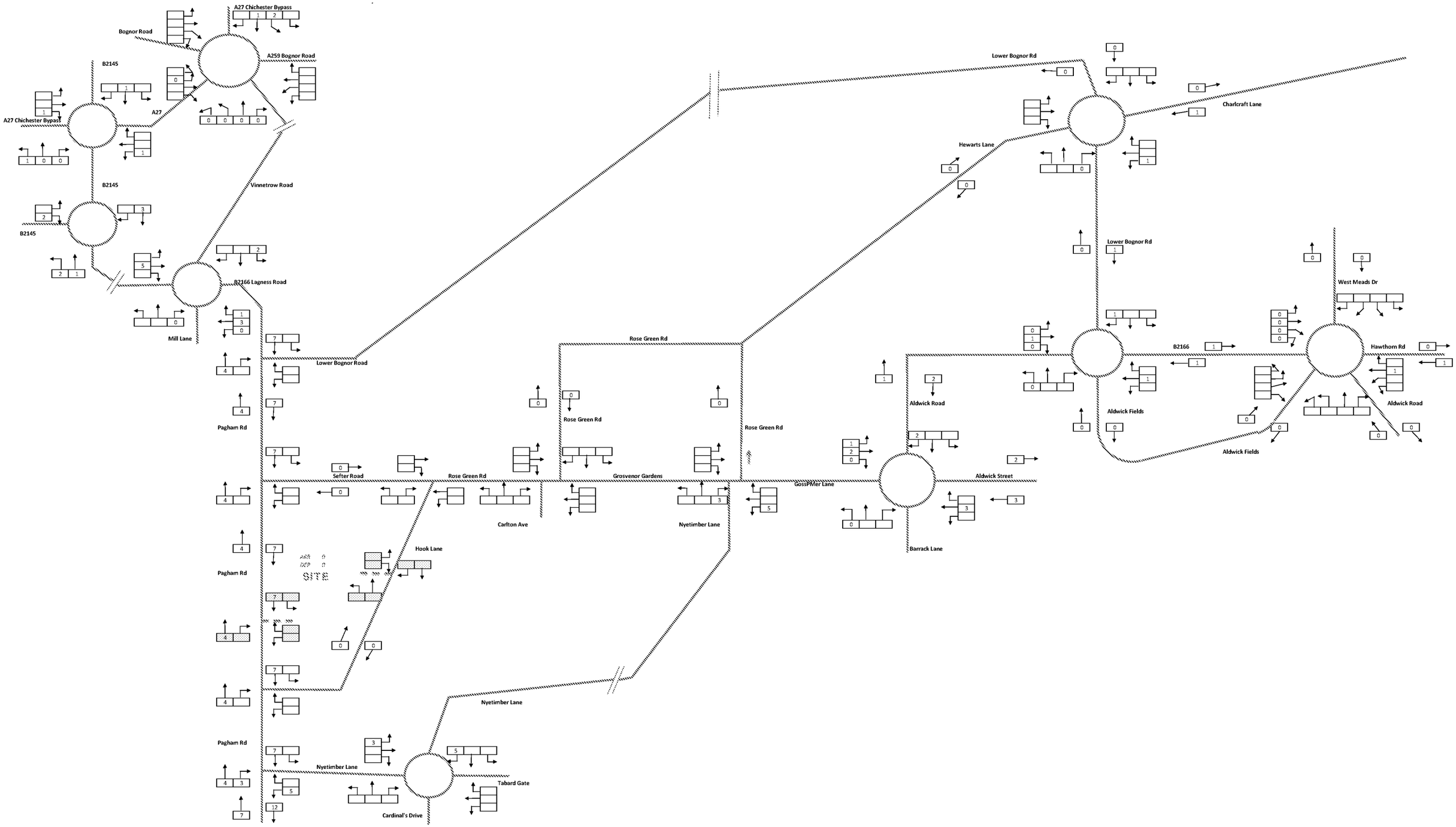


RPS

Planning Application: P/125/14 - 251 Pagham Rd (42 Dwellings)
ARR 5 (10% south into Pagham)
DEP 13
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/125/14
AM Peak (08:00 - 09:00)
All Vehicles

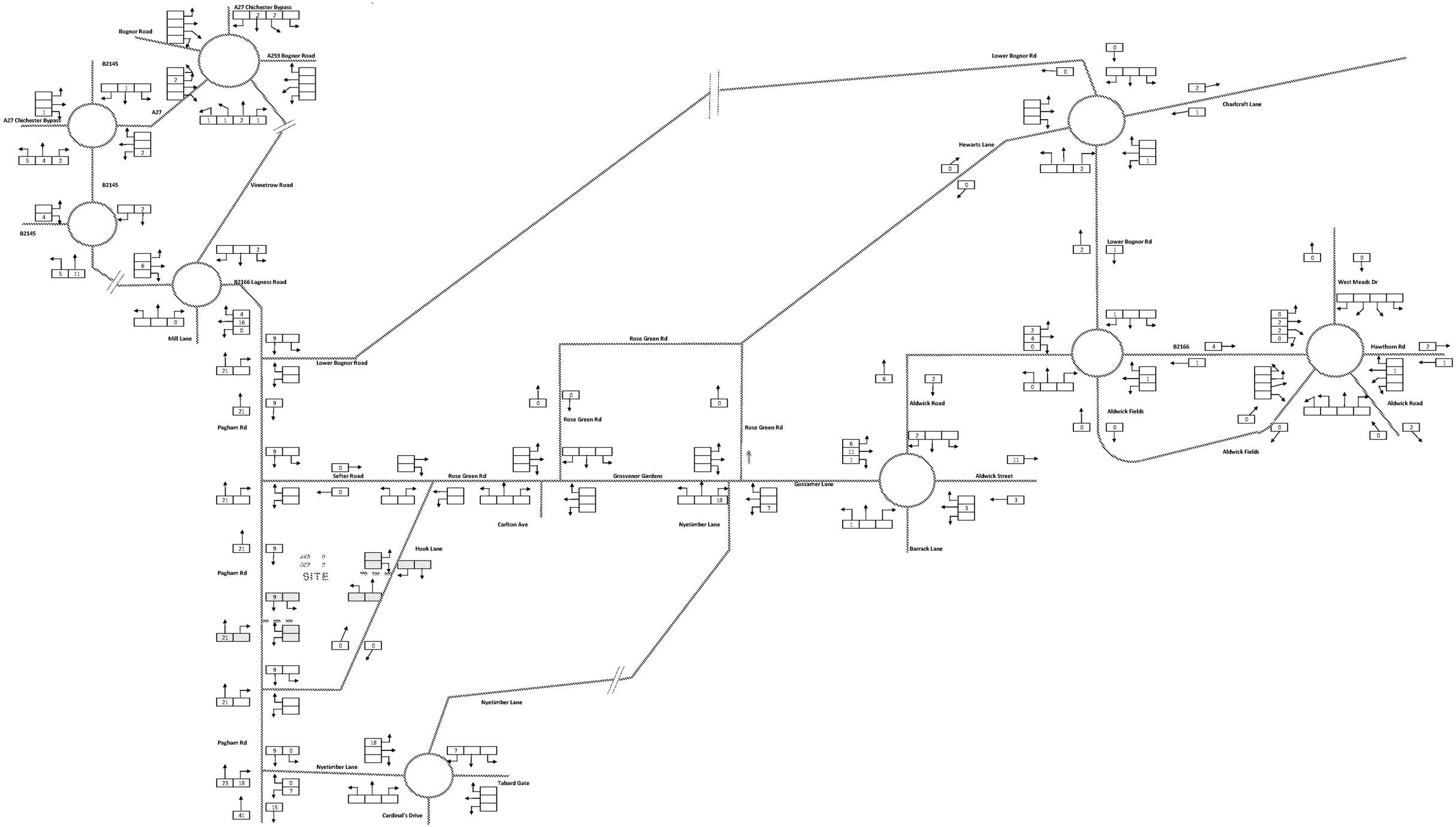
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

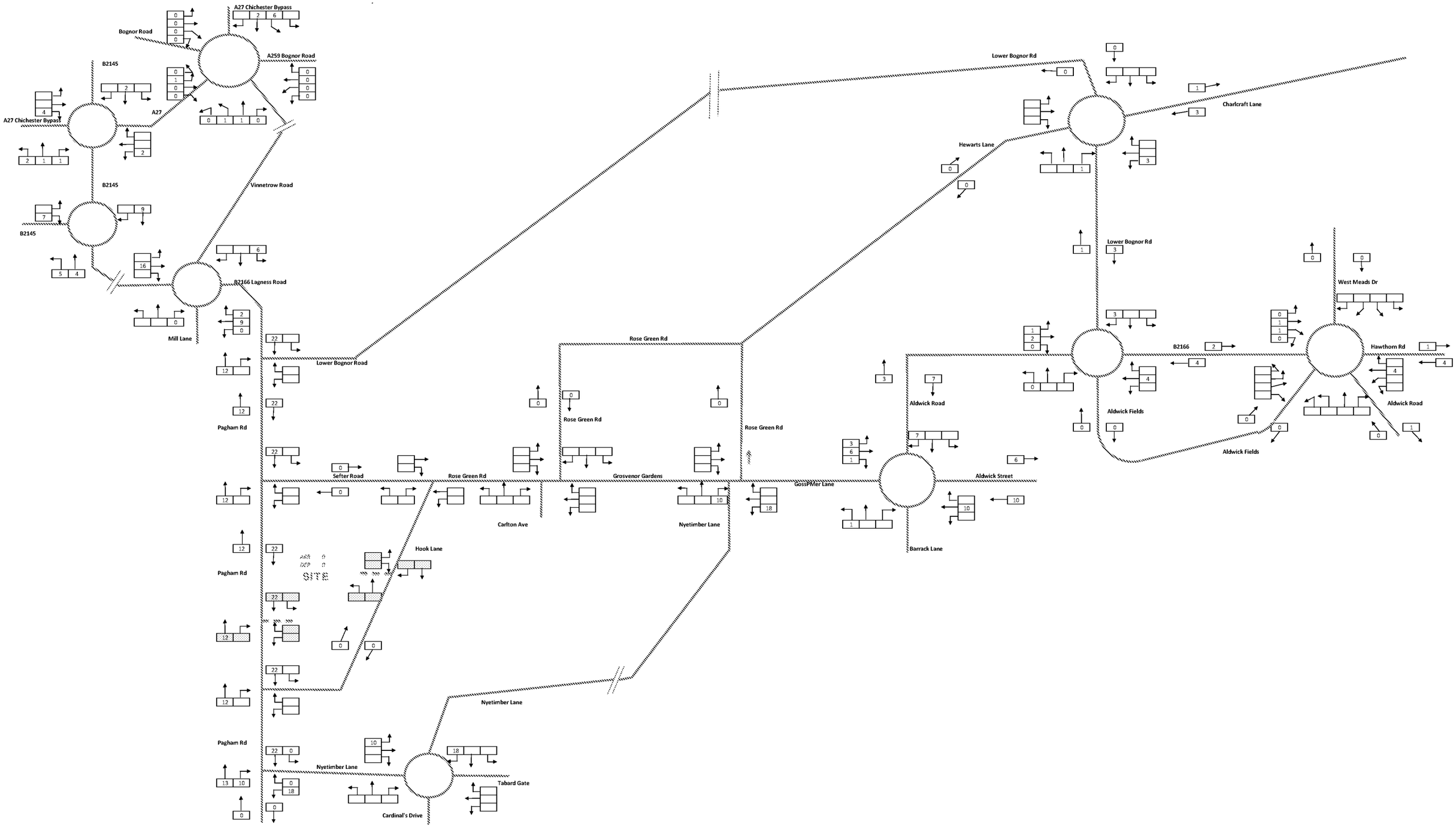
Planning Application: P/125/14 - 251 Pagham Rd (42 Dwellings)
ARR 13 (10% south into PaghPM)
DEP 8
Information obtained from Transport Statement submitted with the application

Hook Lane, Pagham
JNY 8840
Potential committed development
P/125/14
PM Peak
All Vehicles



RPS

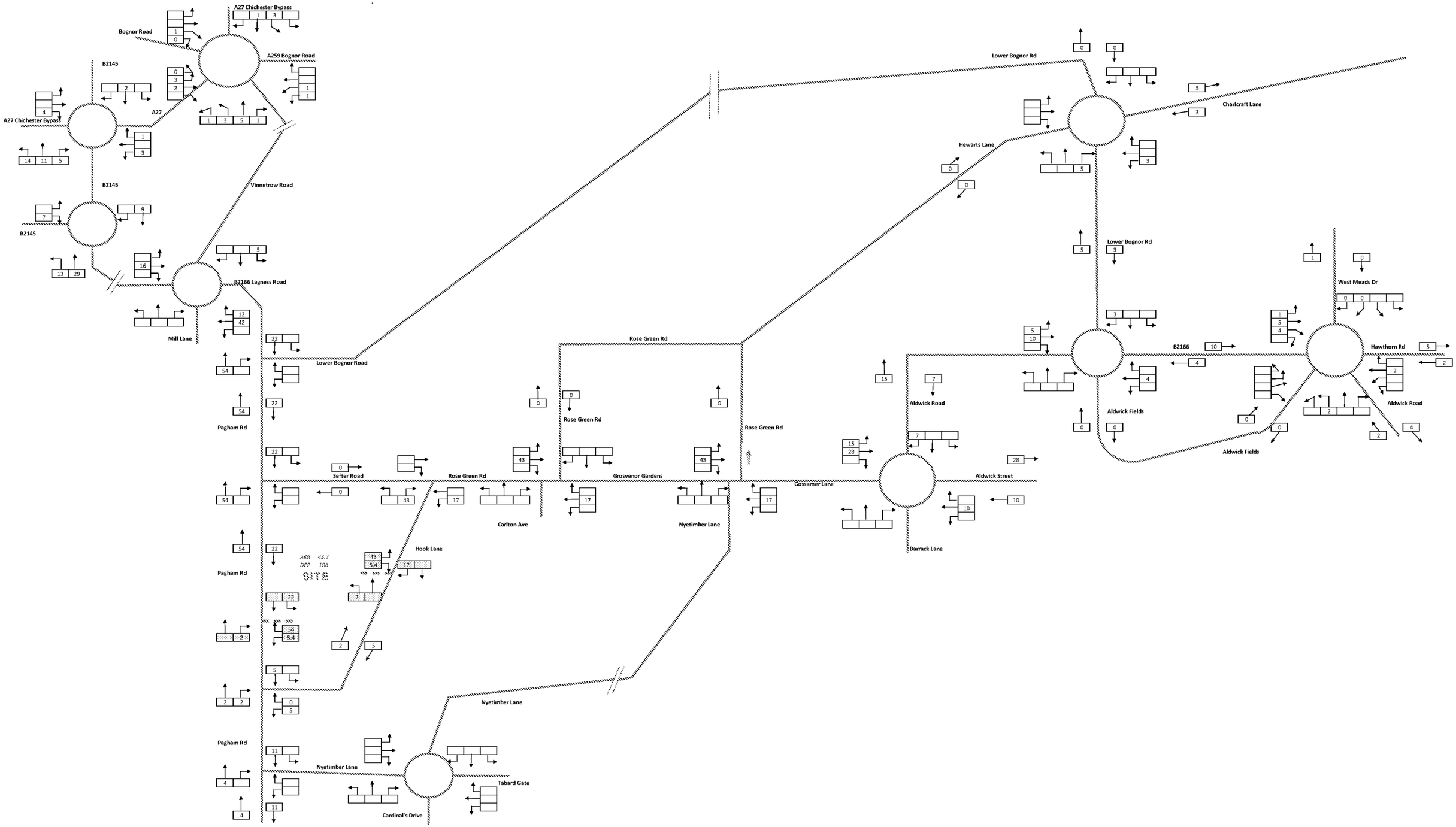
Hook Lane, Pagham
JNY 8840
Total Trips for the
Potential committed development sites
AM Peak (08:00 - 09:00)
All Vehicles



RPS

Hook Lane, Pagham
JNY 8840
Total Trips for the
Potential committed development sites
PM Peak (17:00 - 18:00)
All Vehicles

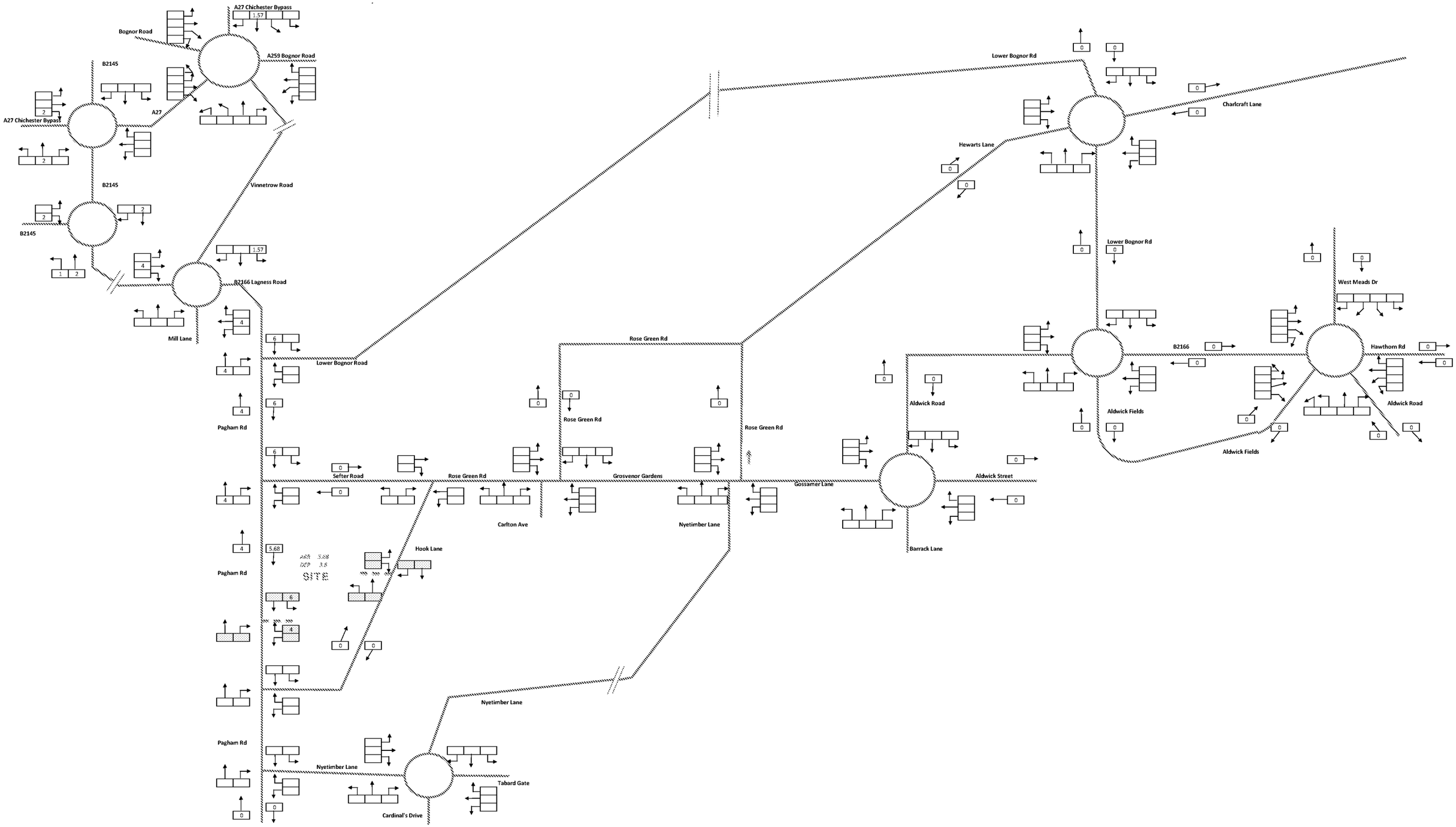
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Residential Trips - 300 Dwellings
AM Peak
All Vehicles

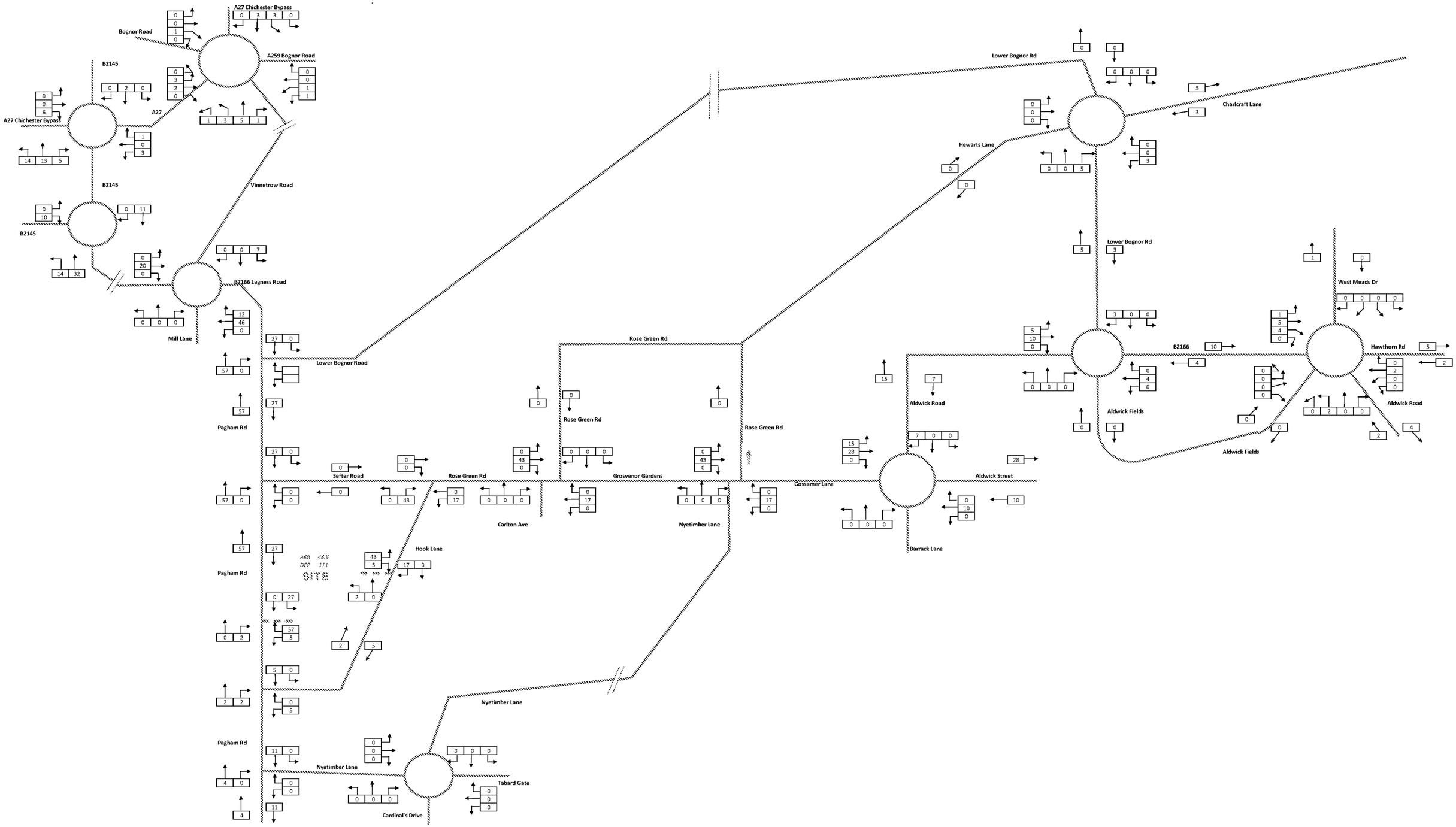
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
80 Bed Care home
AM Peak
All Vehicles

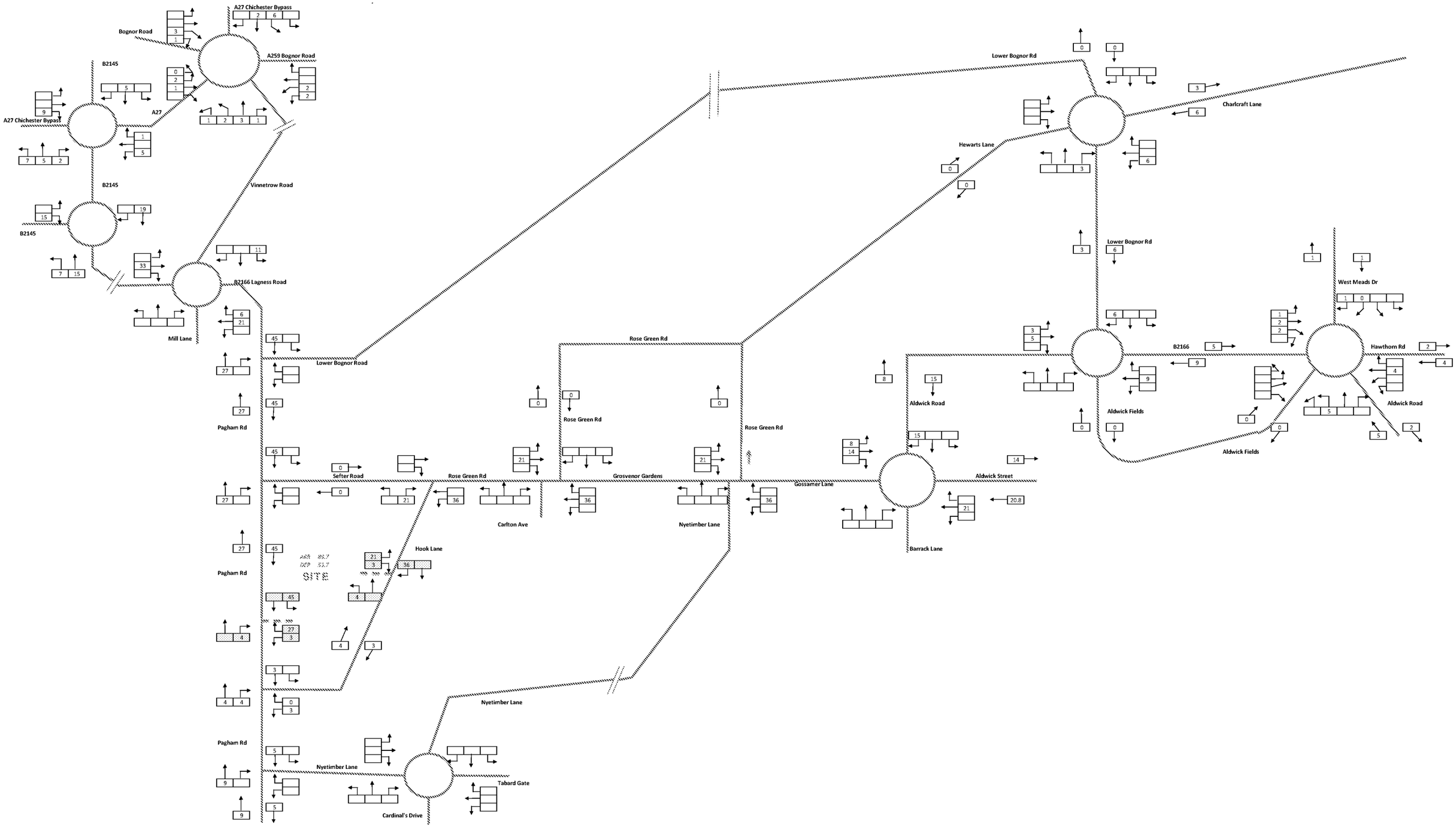
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Total Development Flows - 300 Dwellings & 80 Bed Care Home
AM Peak
All Vehicles

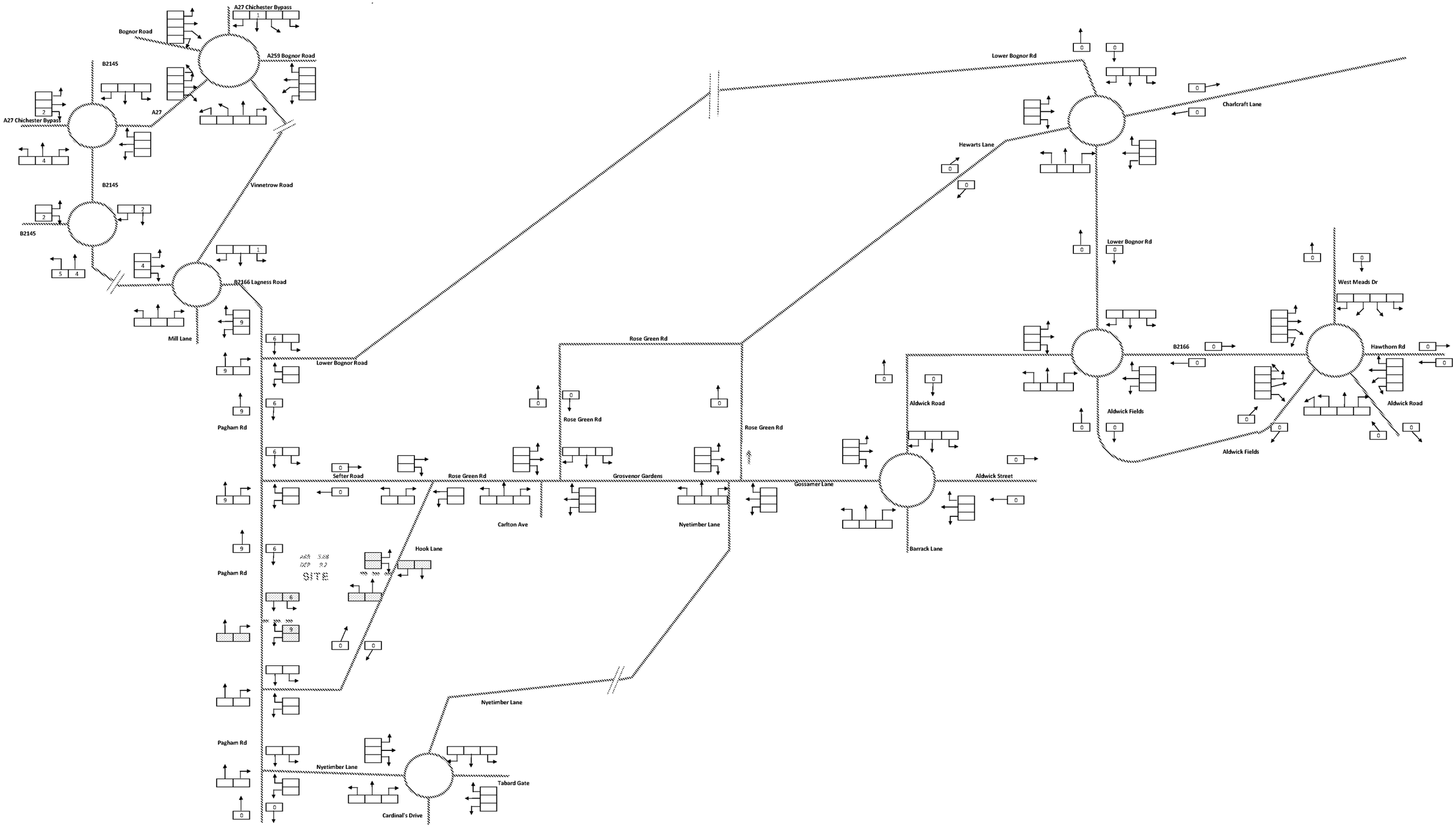
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Residential Trips - 300 dwellings
PM Peak
All Vehicles

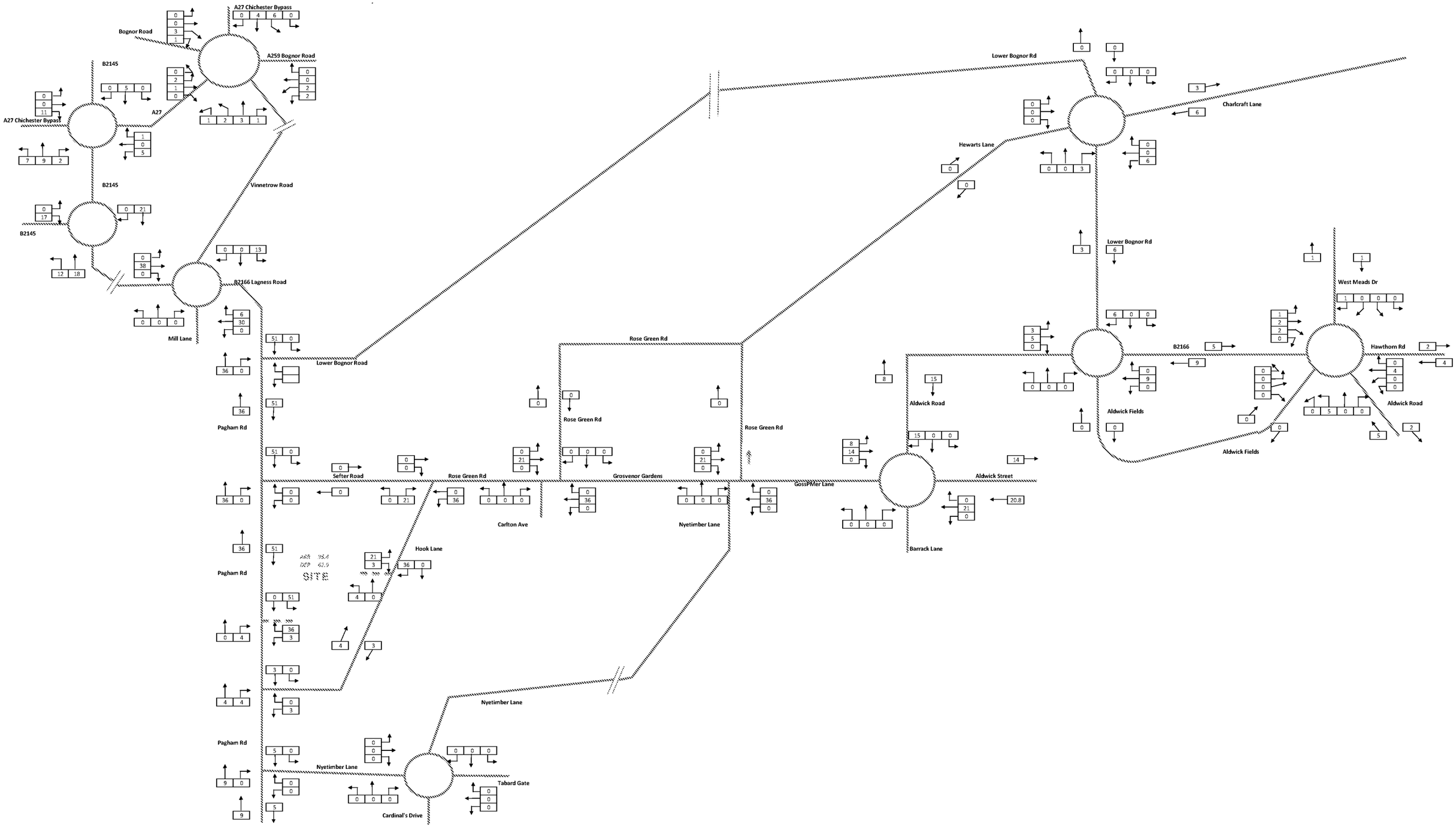
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
80 Bed Care Home
PM Peak
All Vehicles

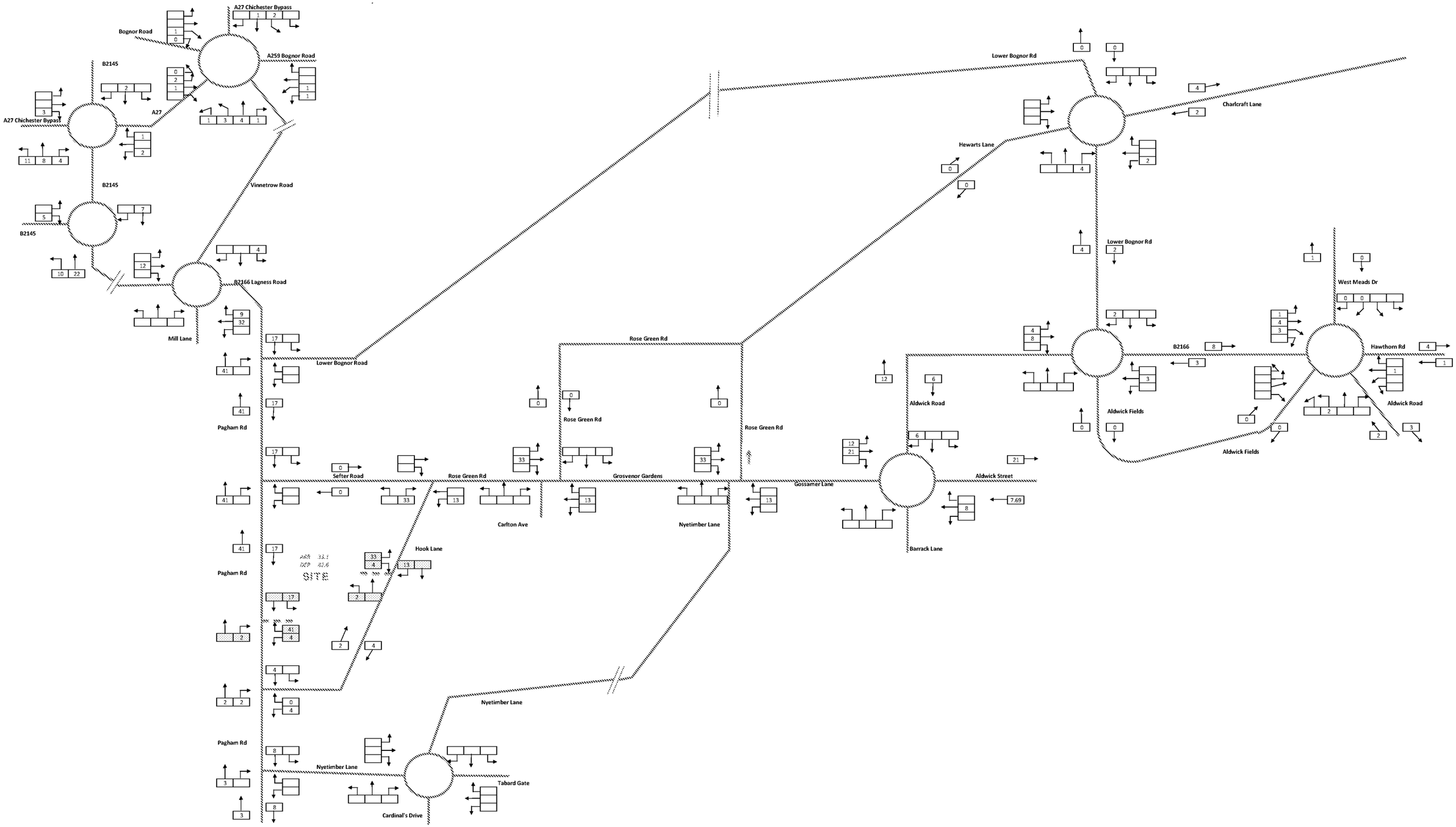
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, PaghPM
JNY 8840
Total Development Flows - 300 Dwellings & 80 Bed Care Home
PM Peak
All Vehicles

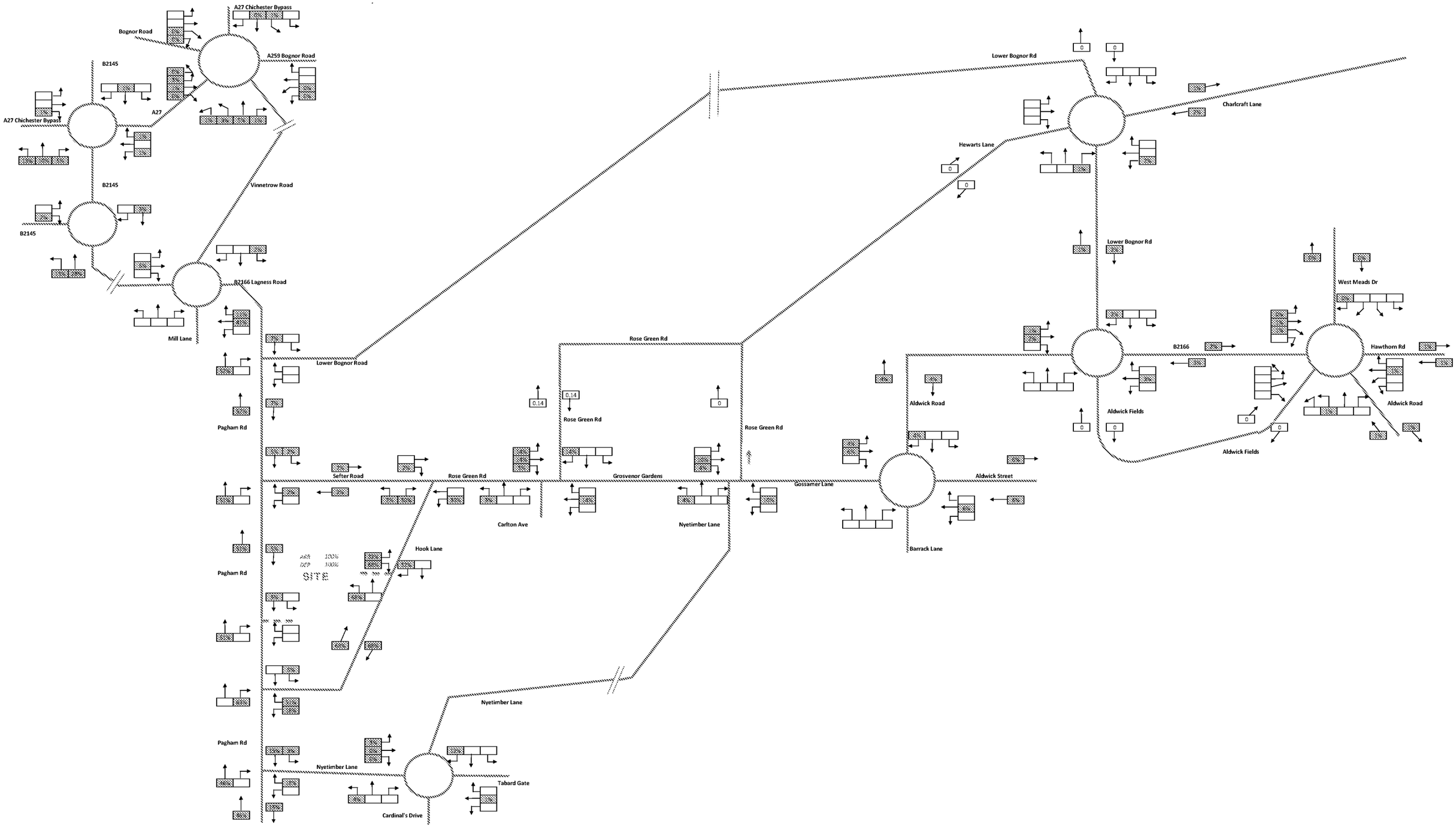
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Proposed Residential Development - 230 Dwellings
AM Peak (08:00 - 09:00)
All Vehicles

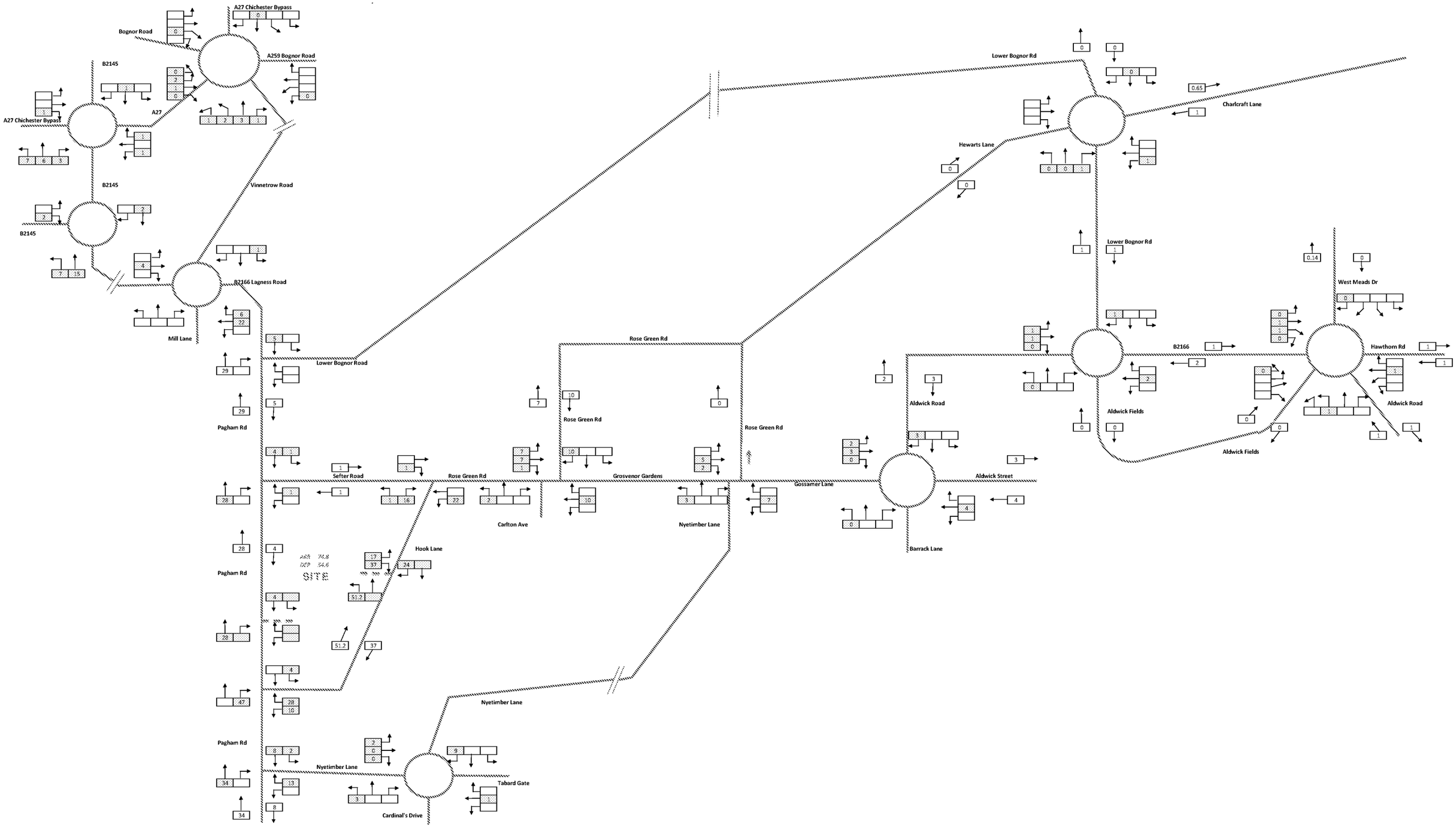
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Proposed % distribution of School Traffic

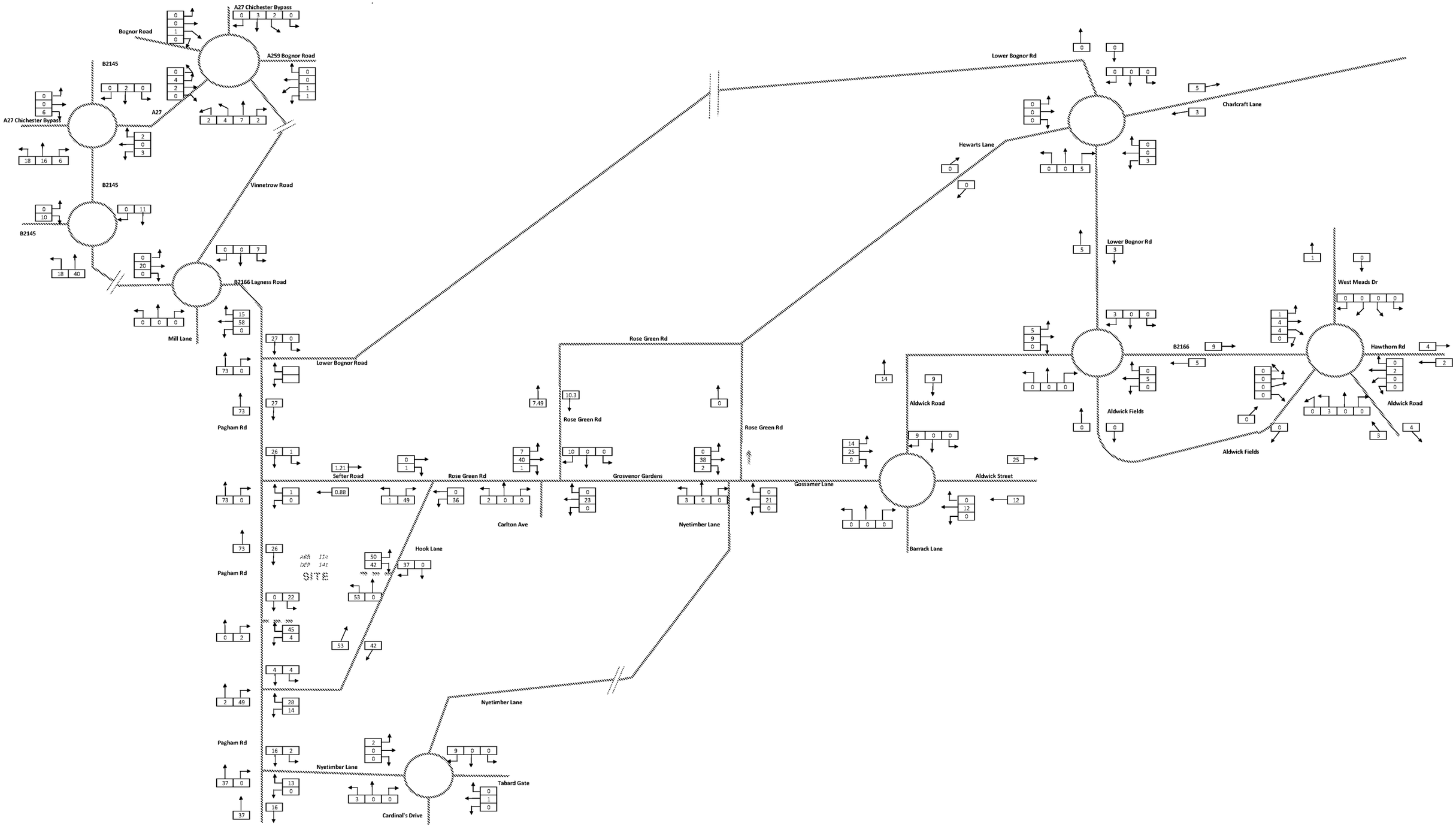
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Proposed 2 form entry school traffic
AM Peak (08:00 - 09:00)
All Vehicles

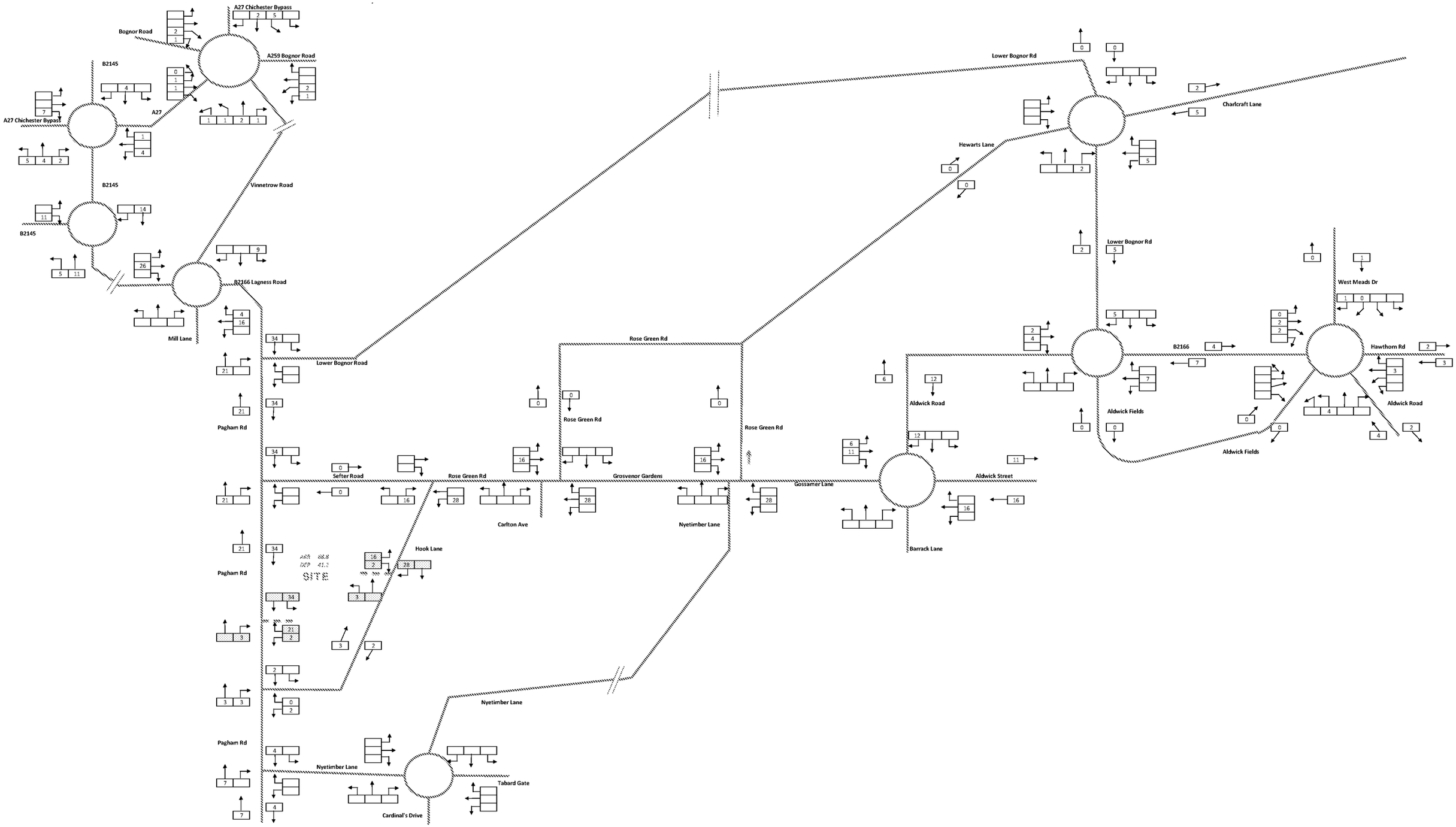
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Total Development traffic Flows
230 Dwellings, 80 Bed Care Home & 2 Form Entry School
AM Peak (08:00 - 09:00)
All Vehicles

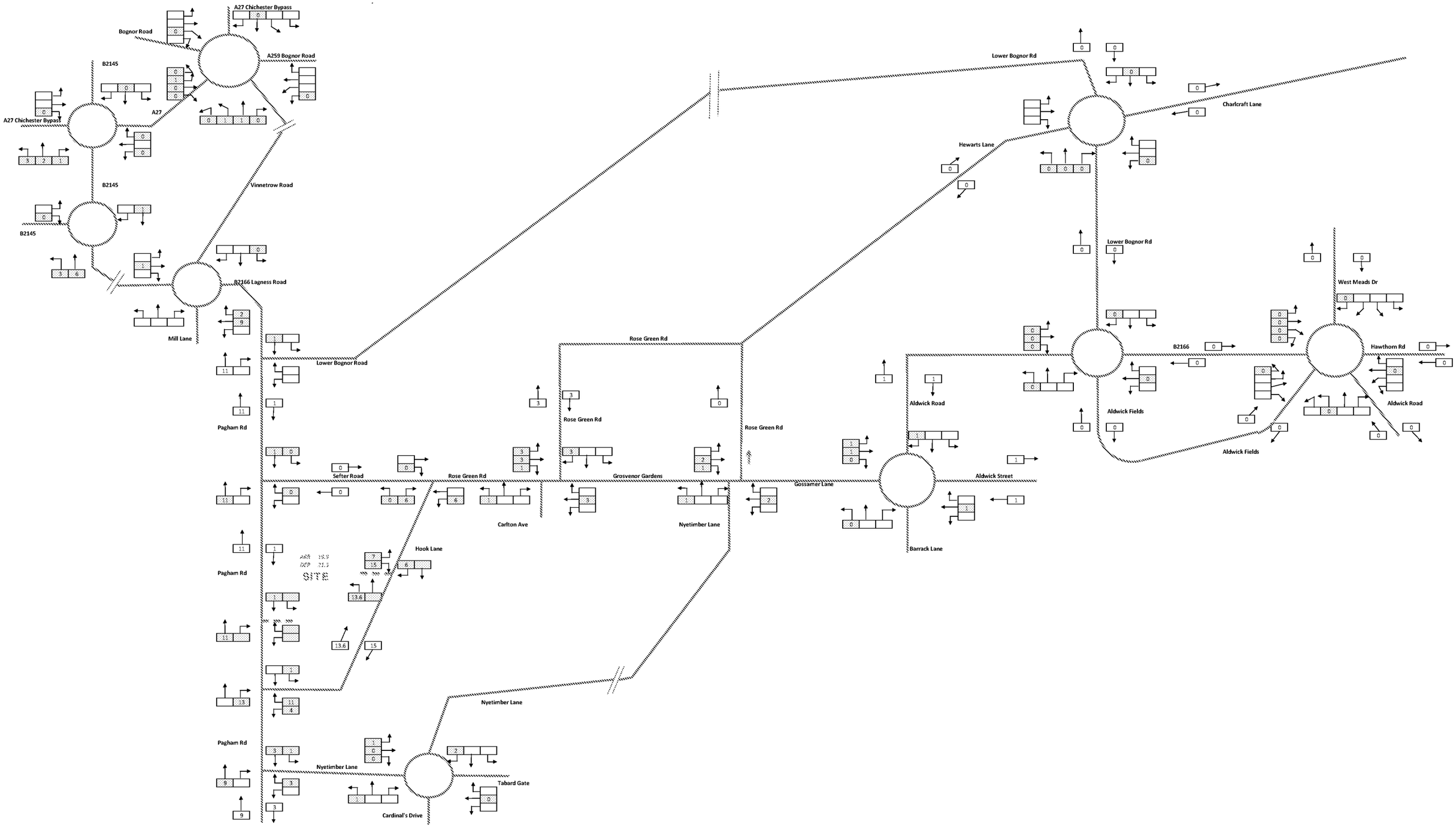
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Proposed residential trips - 230 dwellings
PM Peak (17:00 - 18:00)
All Vehicles

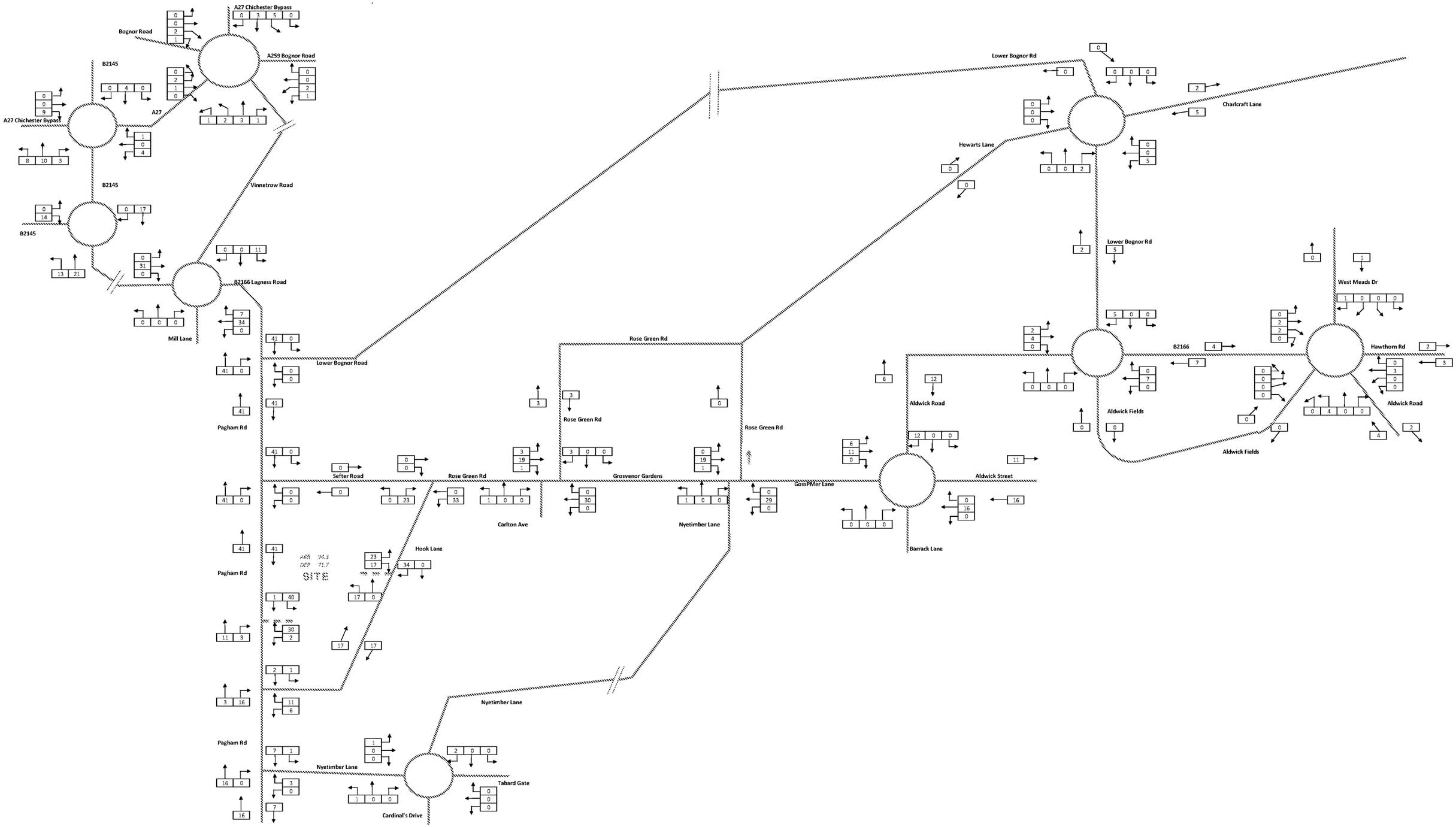
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

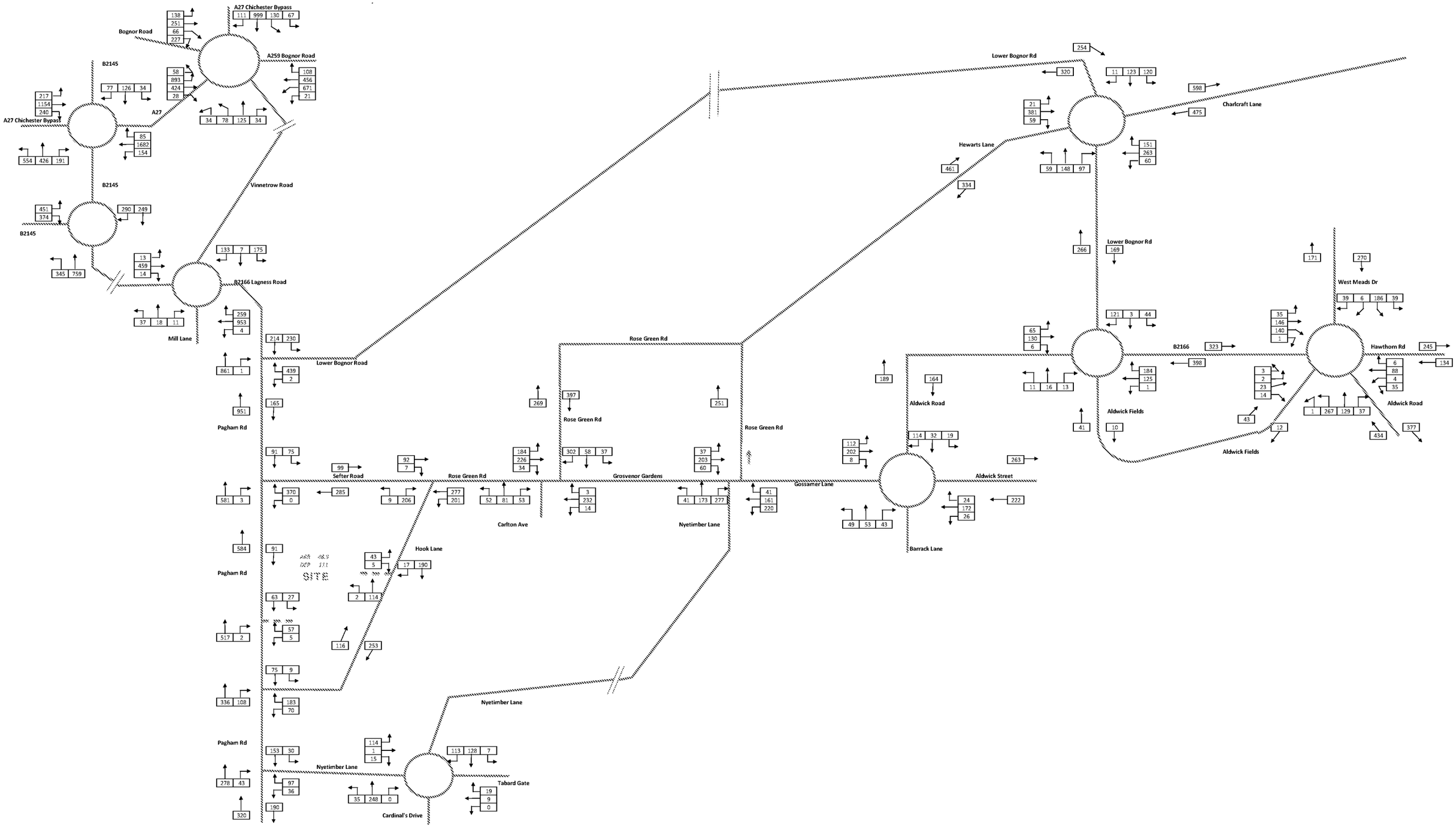
Hook Lane, Pagham
JNY 8840
Proposed 2 Form Entry Primary School
PM Peak (17:00 - 18:00)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

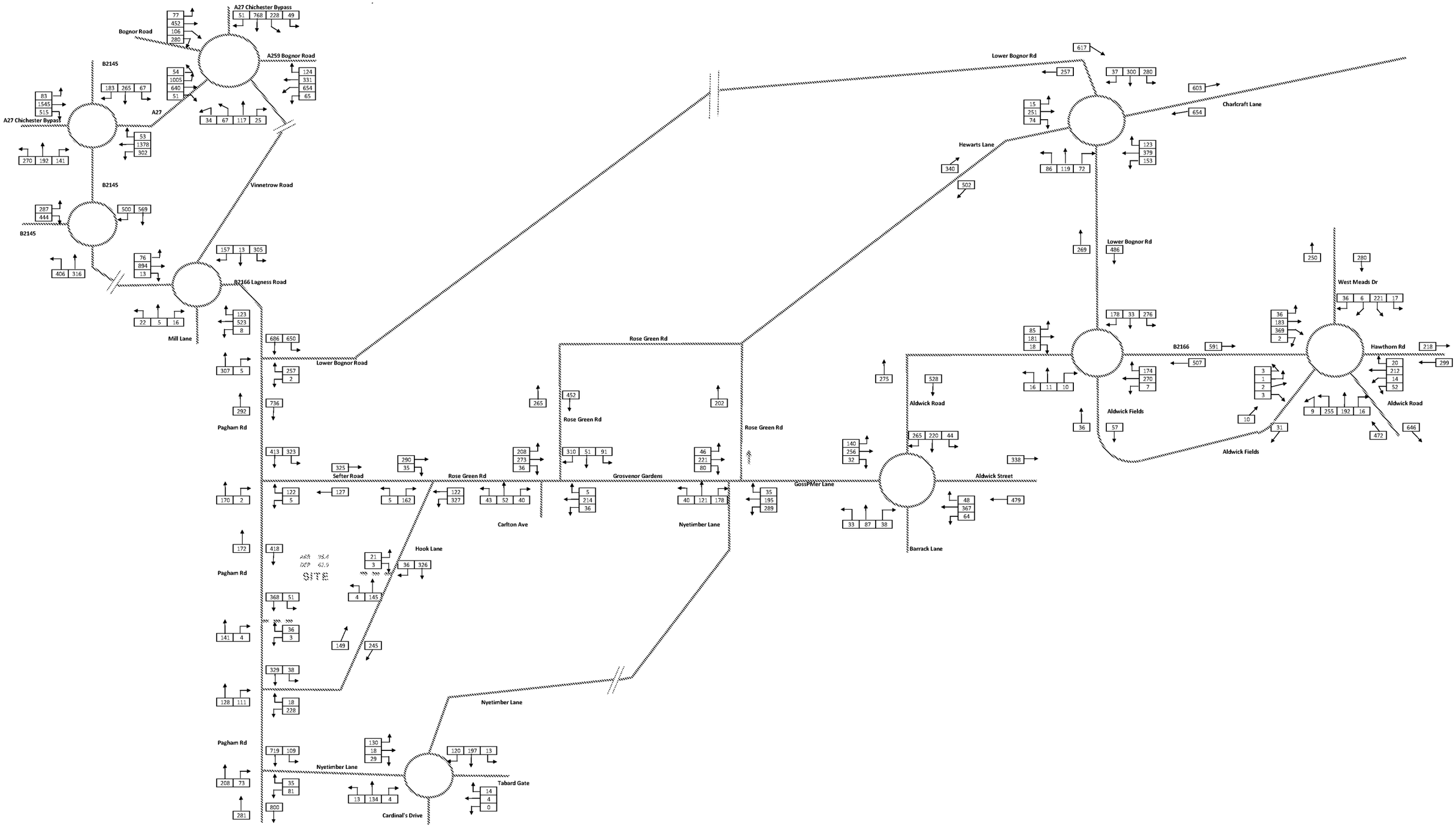
Hook Lane, PaghPM
JNY 8840
Total Development Flows
230 Dwellings, 80 Bed care Home & 2 Form Entry School
PM Peak (17:00 - 18:00)
All Vehicles



RPS

Hook Lane, Pagham
JNY 8840
2022 Base + Committed + Development Traffic Flows
AM Peak
All Vehicles

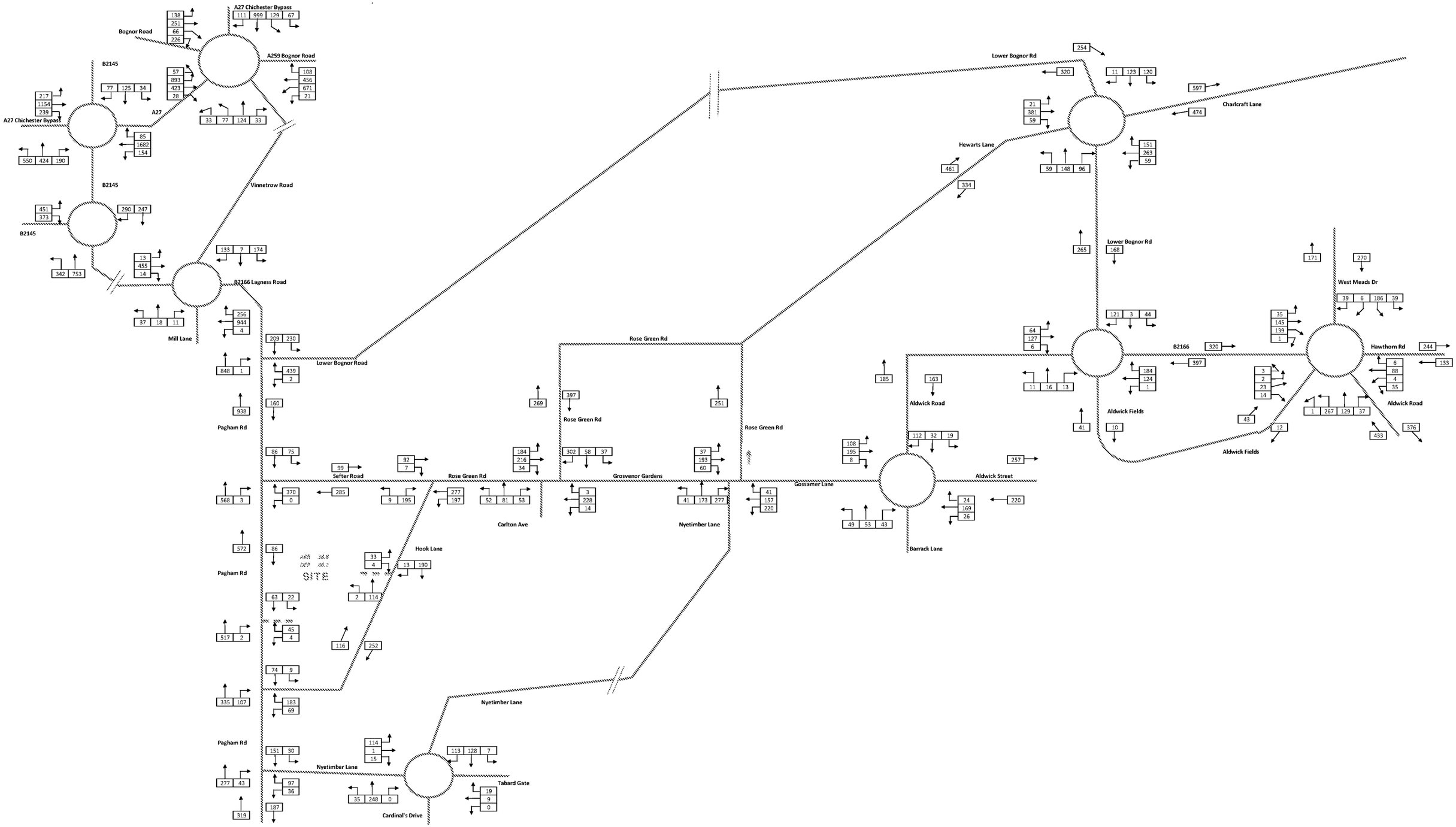
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, PaghPM
JNY 8840
2022 Base + Committed + Development Traffic Flows
PM Peak
All Vehicles

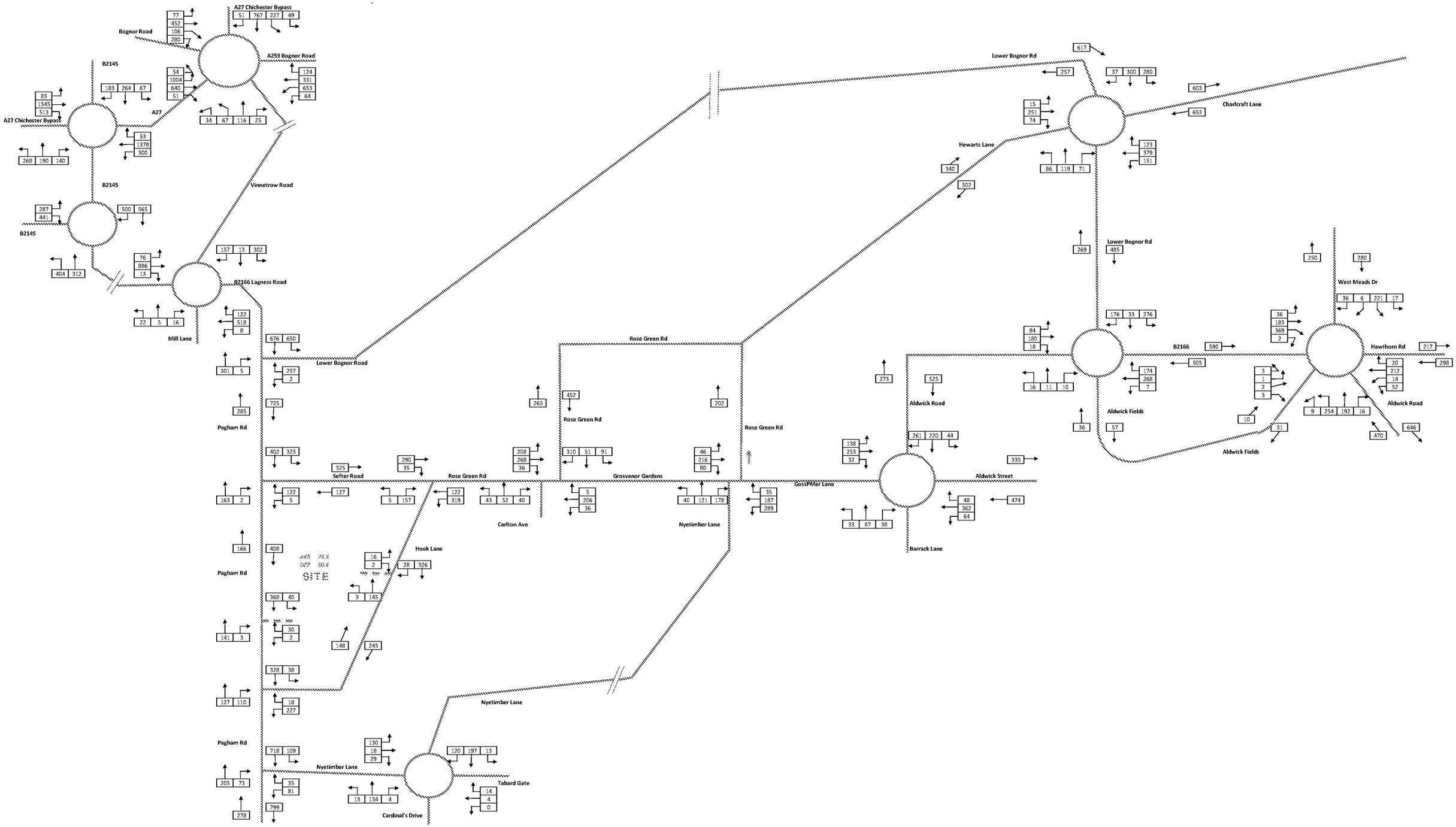
ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
2022 Base + Committed + Development Traffic Flows
AM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, PaghPM
JNY 8840
2022 Base + Committed + Development Traffic Flows
PM Peak
All Vehicles

APPENDIX N – JUNCTIONS 9 AND LINSIG OUTPUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_B2145 B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\230 dwellings and 80 bed care home school
Report generation date: 09/12/2016 10:45:43

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development															
1 - B2145 North	0.8	2.5	4.73	0.44	A	11.79	B	9 % [2 - B2166]	6.1	21.1	19.63	0.87	C	11.73	B	6 % [1 - B2145 North]
2 - B2166	5.3	17.4	16.47	0.85	C				1.6	1.9	7.36	0.62	A			
3 - untitled	2.6	7.8	10.35	0.72	B				1.0	1.5	4.41	0.50	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	11.79	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	2 - B2166

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2145 North	3.30	7.10	11.4	46.0	15.0	8.0	
2 - B2166	3.20	7.80	16.0	24.0	15.0	37.0	
3 - untitled	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.703	1719
2 - B2166	0.654	1668
3 - untitled	0.740	1898

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	537	100.000
2 - B2166		✓	1095	100.000
3 - untitled		✓	824	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1 - B2145 North	2 - B2166	3 - untitled

From	1 - B2145 North	0	247	290
	2 - B2166	753	0	342
	3 - untitled	451	373	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - untitled	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.44	4.73	0.8	2.5	A
2 - B2166	0.85	16.47	5.3	27.4	C
3 - untitled	0.72	10.35	2.6	7.8	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	404	279	1440	0.281	403	0.4	3.467	A
2 - B2166	824	217	1491	0.553	819	1.2	5.325	A
3 - untitled	620	564	1451	0.428	617	0.7	4.306	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	483	335	1403	0.344	482	0.5	3.909	A
2 - B2166	984	260	1461	0.674	981	2.0	7.449	A
3 - untitled	741	675	1368	0.541	739	1.2	5.707	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	591	408	1353	0.437	590	0.8	4.713	A
2 - B2166	1206	319	1421	0.848	1193	5.0	15.071	C
3 - untitled	907	821	1260	0.720	902	2.5	9.916	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	591	411	1352	0.437	591	0.8	4.733	A
2 - B2166	1206	319	1421	0.849	1205	5.3	16.467	C
3 - untitled	907	828	1254	0.723	907	2.6	10.348	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	483	338	1401	0.345	484	0.5	3.930	A
2 - B2166	984	261	1461	0.674	997	2.1	7.970	A
3 - untitled	741	686	1360	0.545	746	1.2	5.912	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	404	282	1438	0.281	405	0.4	3.484	A
2 - B2166	824	219	1490	0.553	828	1.3	5.466	A
3 - untitled	620	569	1447	0.429	622	0.8	4.377	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2 - B2166	1.22	0.56	1.07	1.22	1.58			N/A	N/A
3 - untitled	0.74	0.55	1.00	1.40	1.45			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.52	0.52	1.00	1.40	1.45			N/A	N/A
2 - B2166	2.01	0.05	0.50	5.38	8.52			N/A	N/A
3 - untitled	1.16	0.06	0.69	2.58	3.69			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.77	0.03	0.25	0.77	0.77			N/A	N/A
2 - B2166	5.05	0.03	0.35	10.67	27.44			N/A	N/A
3 - untitled	2.48	0.03	0.28	2.48	7.79			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.77	0.03	0.28	0.77	2.55			N/A	N/A
2 - B2166	5.30	0.03	0.30	5.30	21.24			N/A	N/A
3 - untitled	2.55	0.03	0.27	2.55	3.99			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2 - B2166	2.12	0.05	0.47	5.75	9.44			N/A	N/A
3 - untitled	1.21	0.07	0.89	2.47	3.37			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2 - B2166	1.25	0.03	0.34	2.94	6.34			N/A	N/A
3 - untitled	0.76	0.04	0.41	1.69	2.63			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	11.73	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	1 - B2145 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	1065	100.000
2 - B2166		✓	716	100.000
3 - untitled		✓	728	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	565	500
	2 - B2166	312	0	404
	3 - untitled	287	441	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - untitled	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.87	19.63	6.1	31.1	C
2 - B2166	0.62	7.36	1.6	1.9	A
3 - untitled	0.50	4.41	1.0	1.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	802	331	1457	0.550	797	1.2	5.413	A
2 - B2166	539	374	1392	0.387	537	0.6	4.195	A
3 - untitled	548	234	1700	0.322	546	0.5	3.114	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	957	396	1412	0.678	954	2.1	7.795	A
2 - B2166	644	448	1344	0.479	643	0.9	5.123	A
3 - untitled	654	280	1665	0.393	654	0.6	3.557	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1173	485	1351	0.868	1158	5.7	17.422	C
2 - B2166	788	544	1281	0.615	786	1.6	7.223	A
3 - untitled	802	342	1618	0.495	800	1.0	4.392	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1173	486	1351	0.868	1171	6.1	19.635	C
2 - B2166	788	550	1277	0.617	788	1.6	7.358	A
3 - untitled	802	343	1618	0.496	802	1.0	4.410	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	957	397	1412	0.678	973	2.2	8.489	A
2 - B2166	644	457	1338	0.481	646	0.9	5.222	A
3 - untitled	654	282	1664	0.393	656	0.7	3.576	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	802	332	1456	0.551	805	1.2	5.564	A
2 - B2166	539	378	1390	0.388	540	0.6	4.244	A
3 - untitled	548	235	1699	0.323	549	0.5	3.131	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.21	0.56	1.08	1.27	1.64			N/A	N/A
2 - B2166	0.63	0.55	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.47	0.00	0.00	0.47	0.47			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	2.05	0.05	0.49	5.51	8.79			N/A	N/A
2 - B2166	0.91	0.08	0.84	1.51	1.88			N/A	N/A
3 - untitled	0.64	0.09	0.81	1.36	1.43			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	5.72	0.04	0.38	14.14	31.07			N/A	N/A
2 - B2166	1.57	0.03	0.27	1.57	1.57			N/A	N/A
3 - untitled	0.97	0.03	0.26	0.97	0.97			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

1 - B2145 North	6.10	0.03	0.31	7.20	28.93			N/A	N/A
2 - B2166	1.59	0.03	0.27	1.59	1.59			N/A	N/A
3 - untitled	0.98	0.03	0.27	0.98	1.41			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	2.16	0.04	0.44	5.91	10.02			N/A	N/A
2 - B2166	0.94	0.13	0.95	1.27	1.68			N/A	N/A
3 - untitled	0.65	0.55	1.00	1.40	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.24	0.03	0.33	2.67	6.32			N/A	N/A
2 - B2166	0.64	0.05	0.56	1.10	1.10			N/A	N/A
3 - untitled	0.48	0.04	0.40	1.24	1.37			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_B2145 B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\300 dwellings and 80 bed care home
Report generation date: 08/12/2016 15:06:56

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development															
1 - B2145 North	0.8	2.5	4.75	0.44	A	12.19	B	8 % [2 - B2166]	6.3	32.2	20.33	0.87	C	12.06	B	5 % [1 - B2145 North]
2 - B2166	5.6	28.9	17.21	0.86	C				1.6	1.9	7.46	0.62	A			
3 - untitled	2.6	8.2	10.52	0.73	B				1.0	1.5	4.45	0.50	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	12.19	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	2 - B2166

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2145 North	3.30	7.10	11.4	46.0	15.0	8.0	
2 - B2166	3.20	7.80	16.0	24.0	15.0	37.0	
3 - untitled	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.703	1719
2 - B2166	0.654	1668
3 - untitled	0.740	1898

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	539	100.000
2 - B2166		✓	1104	100.000
3 - untitled		✓	825	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1 - B2145 North	2 - B2166	3 - untitled

From	1 - B2145 North	0	249	290
	2 - B2166	759	0	345
	3 - untitled	451	374	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - untitled	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.44	4.75	0.8	2.5	A
2 - B2166	0.86	17.21	5.6	20.3	C
3 - untitled	0.73	10.52	2.6	8.2	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	406	280	1439	0.282	404	0.4	3.474	A
2 - B2166	831	217	1491	0.558	826	1.2	5.378	A
3 - untitled	621	568	1448	0.429	618	0.7	4.324	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	485	335	1402	0.346	484	0.5	3.918	A
2 - B2166	992	260	1461	0.679	989	2.1	7.573	A
3 - untitled	742	680	1364	0.544	740	1.2	5.749	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	593	409	1353	0.439	592	0.8	4.731	A
2 - B2166	1216	319	1421	0.855	1203	5.3	15.630	C
3 - untitled	908	827	1255	0.724	903	2.5	10.067	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	593	412	1351	0.439	593	0.8	4.751	A
2 - B2166	1216	319	1421	0.856	1214	5.6	17.212	C
3 - untitled	908	835	1249	0.727	908	2.6	10.524	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	485	339	1400	0.346	486	0.5	3.942	A
2 - B2166	992	261	1461	0.679	1006	2.2	8.146	A
3 - untitled	742	692	1356	0.547	747	1.2	5.967	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	406	282	1438	0.282	406	0.4	3.493	A
2 - B2166	831	219	1490	0.558	835	1.3	5.525	A
3 - untitled	621	574	1443	0.430	623	0.8	4.398	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2 - B2166	1.24	0.56	1.09	1.36	1.68			N/A	N/A
3 - untitled	0.75	0.55	1.00	1.40	1.45			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.52	0.52	1.00	1.40	1.45			N/A	N/A
2 - B2166	2.06	0.05	0.50	5.53	8.78			N/A	N/A
3 - untitled	1.18	0.06	0.69	2.62	3.75			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.77	0.03	0.25	0.77	0.77			N/A	N/A
2 - B2166	5.29	0.04	0.36	11.81	28.89			N/A	N/A
3 - untitled	2.52	0.03	0.28	2.52	8.20			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.78	0.03	0.28	0.78	2.53			N/A	N/A
2 - B2166	5.57	0.03	0.30	5.57	23.63			N/A	N/A
3 - untitled	2.60	0.03	0.27	2.60	4.25			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2 - B2166	2.18	0.05	0.46	5.92	9.82			N/A	N/A
3 - untitled	1.22	0.07	0.89	2.52	3.47			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2 - B2166	1.28	0.03	0.34	2.94	6.50			N/A	N/A
3 - untitled	0.76	0.04	0.41	1.71	2.68			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	12.06	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	1 - B2145 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	1069	100.000
2 - B2166		✓	722	100.000
3 - untitled		✓	731	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	569	500
	2 - B2166	316	0	406
	3 - untitled	287	444	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - untitled	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.87	20.33	6.3	32.2	C
2 - B2166	0.62	7.46	1.6	1.9	A
3 - untitled	0.50	4.45	1.0	1.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	805	333	1456	0.553	800	1.2	5.449	A
2 - B2166	544	374	1392	0.390	541	0.6	4.216	A
3 - untitled	550	237	1698	0.324	548	0.5	3.126	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	961	399	1411	0.681	958	2.1	7.885	A
2 - B2166	649	448	1344	0.483	648	0.9	5.163	A
3 - untitled	657	284	1663	0.395	656	0.6	3.576	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1177	488	1349	0.872	1162	5.9	17.903	C
2 - B2166	795	543	1281	0.620	792	1.6	7.317	A
3 - untitled	805	347	1615	0.498	804	1.0	4.427	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1177	489	1349	0.873	1175	6.3	20.328	C
2 - B2166	795	550	1277	0.622	795	1.6	7.459	A
3 - untitled	805	348	1614	0.499	805	1.0	4.446	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	961	400	1410	0.682	978	2.2	8.630	A
2 - B2166	649	457	1338	0.485	652	1.0	5.266	A
3 - untitled	657	285	1662	0.396	658	0.7	3.592	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	805	335	1455	0.553	809	1.3	5.605	A
2 - B2166	544	378	1390	0.391	545	0.6	4.266	A
3 - untitled	550	238	1697	0.324	551	0.5	3.145	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.22	0.56	1.09	1.37	1.69			N/A	N/A
2 - B2166	0.64	0.55	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.48	0.00	0.00	0.48	0.48			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	2.08	0.05	0.49	5.61	8.96			N/A	N/A
2 - B2166	0.92	0.08	0.84	1.56	1.92			N/A	N/A
3 - untitled	0.65	0.09	0.81	1.37	1.43			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	5.92	0.04	0.39	15.03	32.16			N/A	N/A
2 - B2166	1.60	0.03	0.27	1.60	1.60			N/A	N/A
3 - untitled	0.98	0.03	0.26	0.98	0.98			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

1 - B2145 North	6.32	0.03	0.32	8.22	30.75			N/A	N/A
2 - B2166	1.63	0.03	0.27	1.63	1.63			N/A	N/A
3 - untitled	0.99	0.03	0.27	0.99	1.37			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	2.20	0.04	0.44	6.01	10.29			N/A	N/A
2 - B2166	0.95	0.12	0.96	1.36	1.73			N/A	N/A
3 - untitled	0.66	0.55	1.00	1.40	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.26	0.03	0.32	2.65	6.43			N/A	N/A
2 - B2166	0.65	0.05	0.56	1.23	1.23			N/A	N/A
3 - untitled	0.48	0.04	0.42	1.25	1.38			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_B2145 B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\2022 Base + Committed
Report generation date: 08/12/2016 16:56:20

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed															
1 - B2145 North	0.7	2.6	4.64	0.43	A	10.39	B	12 % [2 - B2166]	5.3	27.3	17.10	0.85	C	10.53	B	8 % [1 - B2145 North]
2 - B2166	4.4	21.7	14.01	0.82	B				1.5	1.7	6.97	0.60	A			
3 - untitled	2.3	5.9	9.56	0.71	A				0.9	1.6	4.27	0.48	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	10.39	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	2 - B2166

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2145 North	3.30	7.10	11.4	46.0	15.0	8.0	
2 - B2166	3.20	7.80	16.0	24.0	15.0	37.0	
3 - untitled	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.703	1719
2 - B2166	0.654	1668
3 - untitled	0.740	1898

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	528	100.000
2 - B2166		✓	1059	100.000
3 - untitled		✓	816	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1 - B2145 North	2 - B2166	3 - untitled

From	1 - B2145 North	0	238	290
	2 - B2166	728	0	331
	3 - untitled	451	365	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - untitled	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.43	4.64	0.7	2.6	A
2 - B2166	0.82	14.01	4.4	21.7	B
3 - untitled	0.71	9.56	2.3	5.9	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	398	274	1443	0.275	396	0.4	3.433	A
2 - B2166	797	217	1491	0.535	793	1.1	5.125	A
3 - untitled	614	545	1465	0.419	611	0.7	4.205	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	475	327	1407	0.337	474	0.5	3.857	A
2 - B2166	952	260	1461	0.652	949	1.8	6.995	A
3 - untitled	734	653	1385	0.530	732	1.1	5.502	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	581	400	1359	0.428	580	0.7	4.620	A
2 - B2166	1166	319	1421	0.821	1156	4.2	13.145	B
3 - untitled	898	795	1279	0.703	894	2.3	9.235	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	581	402	1357	0.428	581	0.7	4.639	A
2 - B2166	1166	319	1421	0.821	1165	4.4	14.008	B
3 - untitled	898	801	1274	0.705	898	2.3	9.558	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	475	330	1405	0.338	476	0.5	3.877	A
2 - B2166	952	261	1461	0.652	962	1.9	7.355	A
3 - untitled	734	661	1378	0.532	738	1.2	5.666	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	398	276	1442	0.276	398	0.4	3.452	A
2 - B2166	797	219	1490	0.535	800	1.2	5.243	A
3 - untitled	614	550	1461	0.421	616	0.7	4.269	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.38	0.00	0.00	0.38	0.38			N/A	N/A
2 - B2166	1.14	0.55	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.72	0.55	1.00	1.40	1.45			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2 - B2166	1.83	0.05	0.53	4.79	7.50			N/A	N/A
3 - untitled	1.11	0.06	0.72	2.36	3.33			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.74	0.03	0.25	0.74	0.74			N/A	N/A
2 - B2166	4.23	0.03	0.32	6.71	21.69			N/A	N/A
3 - untitled	2.28	0.03	0.28	2.28	5.86			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.75	0.03	0.28	0.75	2.63			N/A	N/A
2 - B2166	4.39	0.03	0.29	4.39	13.39			N/A	N/A
3 - untitled	2.34	0.03	0.27	2.34	3.01			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2 - B2166	1.91	0.05	0.50	5.04	7.95			N/A	N/A
3 - untitled	1.15	0.08	0.93	2.14	2.89			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.38	0.00	0.00	0.38	0.38			N/A	N/A
2 - B2166	1.16	0.04	0.36	2.87	5.60			N/A	N/A
3 - untitled	0.73	0.04	0.43	1.56	2.29			N/A	N/A

2022 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	10.53	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	1 - B2145 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	1048	100.000
2 - B2166		✓	691	100.000
3 - untitled		✓	715	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	548	500
	2 - B2166	297	0	394
	3 - untitled	287	428	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - untitled	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.85	17.10	5.3	27.3	C
2 - B2166	0.60	6.97	1.5	1.7	A
3 - untitled	0.48	4.27	0.9	1.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	789	321	1464	0.539	784	1.2	5.261	A
2 - B2166	520	374	1392	0.374	518	0.6	4.105	A
3 - untitled	538	223	1708	0.315	536	0.5	3.069	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	942	384	1420	0.663	939	1.9	7.431	A
2 - B2166	621	448	1344	0.462	620	0.9	4.965	A
3 - untitled	643	267	1675	0.384	642	0.6	3.483	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1154	471	1361	0.848	1142	5.0	15.583	C
2 - B2166	761	545	1281	0.594	758	1.4	6.859	A
3 - untitled	787	326	1630	0.483	786	0.9	4.257	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1154	471	1361	0.848	1153	5.3	17.105	C
2 - B2166	761	550	1277	0.596	761	1.5	6.966	A
3 - untitled	787	327	1630	0.483	787	0.9	4.272	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	942	385	1420	0.664	955	2.0	7.954	A
2 - B2166	621	456	1339	0.464	624	0.9	5.046	A
3 - untitled	643	268	1674	0.384	644	0.6	3.500	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	789	323	1463	0.539	792	1.2	5.393	A
2 - B2166	520	378	1390	0.374	521	0.6	4.150	A
3 - untitled	538	224	1707	0.315	539	0.5	3.082	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.15	0.55	1.03	1.16	1.16			N/A	N/A
2 - B2166	0.59	0.55	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.46	0.00	0.00	0.46	0.46			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.92	0.05	0.49	5.09	8.07			N/A	N/A
2 - B2166	0.85	0.08	0.84	1.22	1.68			N/A	N/A
3 - untitled	0.62	0.09	0.81	1.36	1.43			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	5.00	0.04	0.35	10.84	27.26			N/A	N/A
2 - B2166	1.44	0.03	0.26	1.44	1.44			N/A	N/A
3 - untitled	0.93	0.03	0.25	0.93	0.93			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

1 - B2145 North	5.26	0.03	0.30	5.26	21.82			N/A	N/A
2 - B2166	1.46	0.03	0.27	1.46	1.46			N/A	N/A
3 - untitled	0.93	0.03	0.27	0.93	1.60			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	2.02	0.05	0.46	5.47	8.96			N/A	N/A
2 - B2166	0.87	0.15	0.94	1.35	1.35			N/A	N/A
3 - untitled	0.63	0.55	1.00	1.40	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.19	0.03	0.34	2.74	5.96			N/A	N/A
2 - B2166	0.60	0.05	0.57	1.35	1.45			N/A	N/A
3 - untitled	0.46	0.00	0.00	0.46	0.46			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_B2145 B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady
Report generation date: 08/12/2016 14:55:00

»Base 2017, AM
»Base 2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Base 2017															
1 - B2145 North	0.6	2.7	4.27	0.39	A	7.59	A	23 % [2 - B2166]	3.1	12.1	10.84	0.76	B	7.43	A	18 % [1 - B2145 North]
2 - B2166	2.8	8.8	9.61	0.74	A				1.1	1.5	5.91	0.53	A			
3 - untitled	1.6	1.9	7.22	0.62	A				0.8	2.4	3.87	0.44	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15
D2	Base 2017	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	7.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	2 - B2166

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2145 North	3.30	7.10	11.4	46.0	15.0	8.0	
2 - B2166	3.20	7.80	16.0	24.0	15.0	37.0	
3 - untitled	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.703	1719
2 - B2166	0.654	1668
3 - untitled	0.740	1898

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	487	100.000
2 - B2166		✓	966	100.000
3 - untitled		✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1 - B2145 North	2 - B2166	3 - untitled

From	1 - B2145 North	0	219	268
	2 - B2166	664	0	302
	3 - untitled	418	334	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - untitled	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.39	4.27	0.6	2.7	A
2 - B2166	0.74	9.61	2.8	8.8	A
3 - untitled	0.62	7.22	1.6	1.9	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	367	250	1459	0.251	365	0.3	3.287	A
2 - B2166	727	201	1502	0.484	724	0.9	4.602	A
3 - untitled	566	497	1500	0.377	564	0.6	3.835	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	438	300	1426	0.307	437	0.4	3.640	A
2 - B2166	868	241	1475	0.589	866	1.4	5.899	A
3 - untitled	676	596	1427	0.474	675	0.9	4.780	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	536	366	1381	0.388	535	0.6	4.255	A
2 - B2166	1064	295	1438	0.740	1058	2.7	9.359	A
3 - untitled	828	727	1329	0.623	825	1.6	7.102	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	536	368	1380	0.389	536	0.6	4.265	A
2 - B2166	1064	295	1437	0.740	1063	2.8	9.613	A
3 - untitled	828	731	1326	0.624	828	1.6	7.218	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	438	302	1424	0.307	439	0.4	3.656	A
2 - B2166	868	241	1474	0.589	874	1.5	6.045	A
3 - untitled	676	601	1423	0.475	679	0.9	4.855	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	367	252	1458	0.252	367	0.3	3.303	A
2 - B2166	727	202	1501	0.484	729	0.9	4.676	A
3 - untitled	566	501	1497	0.378	567	0.6	3.877	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - B2166	0.93	0.55	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.60	0.55	1.00	1.40	1.45			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - B2166	1.41	0.06	0.69	3.36	4.93			N/A	N/A
3 - untitled	0.89	0.07	0.80	1.52	1.90			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.63	0.03	0.25	0.63	0.63			N/A	N/A
2 - B2166	2.74	0.03	0.28	2.74	8.83			N/A	N/A
3 - untitled	1.62	0.03	0.27	1.62	1.62			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.63	0.03	0.29	1.11	2.74			N/A	N/A
2 - B2166	2.79	0.03	0.27	2.79	2.92			N/A	N/A
3 - untitled	1.64	0.03	0.27	1.64	1.64			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2 - B2166	1.46	0.07	0.93	3.21	4.55			N/A	N/A
3 - untitled	0.91	0.12	0.94	1.19	1.63			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2 - B2166	0.95	0.04	0.43	2.23	3.54			N/A	N/A
3 - untitled	0.61	0.05	0.51	1.39	1.50			N/A	N/A

Base 2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	7.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	1 - B2145 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2017	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2145 North		✓	962	100.000
2 - B2166		✓	631	100.000
3 - untitled		✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	499	463
	2 - B2166	271	0	360
	3 - untitled	265	389	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - untitled
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - untitled	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - B2145 North	0.76	10.84	3.1	12.1	B
2 - B2166	0.53	5.91	1.1	1.5	A
3 - untitled	0.44	3.87	0.8	2.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	724	292	1484	0.488	720	0.9	4.692	A
2 - B2166	475	347	1411	0.337	473	0.5	3.833	A
3 - untitled	492	203	1723	0.286	491	0.4	2.918	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	865	349	1445	0.599	863	1.5	6.165	A
2 - B2166	567	415	1366	0.415	566	0.7	4.499	A
3 - untitled	588	243	1693	0.347	587	0.5	3.255	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1059	428	1391	0.762	1053	3.1	10.464	B
2 - B2166	695	507	1306	0.532	693	1.1	5.859	A
3 - untitled	720	298	1652	0.436	719	0.8	3.856	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	1059	428	1390	0.762	1059	3.1	10.840	B
2 - B2166	695	510	1304	0.533	695	1.1	5.910	A
3 - untitled	720	298	1651	0.436	720	0.8	3.866	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	865	350	1444	0.599	871	1.5	6.355	A
2 - B2166	567	419	1363	0.416	569	0.7	4.544	A
3 - untitled	588	244	1692	0.348	589	0.5	3.266	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - B2145 North	724	293	1483	0.488	726	1.0	4.772	A
2 - B2166	475	350	1409	0.337	476	0.5	3.862	A
3 - untitled	492	204	1722	0.286	493	0.4	2.932	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.94	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166	0.50	0.50	1.00	1.40	1.45			N/A	N/A
3 - untitled	0.40	0.00	0.00	0.40	0.40			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.47	0.05	0.63	3.60	5.38			N/A	N/A
2 - B2166	0.70	0.10	0.83	1.38	1.45			N/A	N/A
3 - untitled	0.53	0.53	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	3.05	0.03	0.29	3.05	12.06			N/A	N/A
2 - B2166	1.12	0.03	0.26	1.12	1.12			N/A	N/A
3 - untitled	0.77	0.03	0.25	0.77	0.77			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

1 - B2145 North	3.12	0.03	0.27	3.12	4.93			N/A	N/A
2 - B2166	1.13	0.03	0.27	1.13	1.50			N/A	N/A
3 - untitled	0.77	0.03	0.28	0.77	2.36			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	1.52	0.06	0.83	3.58	5.16			N/A	N/A
2 - B2166	0.72	0.22	0.94	1.39	1.44			N/A	N/A
3 - untitled	0.54	0.54	1.00	1.40	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - B2145 North	0.96	0.04	0.40	2.37	3.91			N/A	N/A
2 - B2166	0.51	0.05	0.48	1.29	1.40			N/A	N/A
3 - untitled	0.40	0.00	0.00	0.40	0.40			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Gossamer Lane-Aldwick Road-Barrack Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\230 dwellings and 80 bed care home school
Report generation date: 14/12/2016 11:05:04

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
1 - Aldwick Road	0.2	4.26	0.18	A	4.11	A	185 % [4 - Gossamer Lane]	1.3	8.20	0.57	A	6.88	A	45 % [1 - Aldwick Road]
2 - Aldwick Street	0.2	3.63	0.20	A				1.0	7.24	0.51	A			
3 - Barrack Lane	0.2	4.59	0.17	A				0.3	6.46	0.24	A			
4 - Gossamer Lane	0.4	4.13	0.28	A				0.6	4.99	0.39	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	08:00	09:30	15	✓

D8	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	4 - Gossamer Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	163	100.000
2 - Aldwick Street		ONE HOUR	✓	219	100.000

3 - Barrack Lane		ONE HOUR	✓	145	100.000
4 - Gossamer Lane		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	19	32	112
	2 - Aldwick Street	24	0	26	169
	3 - Barrack Lane	53	43	0	49
	4 - Gossamer Lane	108	195	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	12	3	5
	2 - Aldwick Street	5	0	4	3
	3 - Barrack Lane	6	3	0	0
	4 - Gossamer Lane	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.18	4.26	0.2	A	150	224
2 - Aldwick Street	0.20	3.63	0.2	A	201	301
3 - Barrack Lane	0.17	4.59	0.2	A	133	200
4 - Gossamer Lane	0.28	4.13	0.4	A	285	428

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	123	31	184	1070	0.115	122	139	0.0	0.1	3.794	A
2 - Aldwick Street	165	41	114	1265	0.130	164	193	0.0	0.1	3.269	A
3 - Barrack Lane	109	27	229	1002	0.109	109	49	0.0	0.1	4.028	A
4 - Gossamer Lane	234	59	90	1239	0.189	233	247	0.0	0.2	3.575	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	147	37	221	1051	0.139	146	166	0.1	0.2	3.979	A
2 - Aldwick Street	197	49	137	1251	0.157	197	231	0.1	0.2	3.414	A
3 - Barrack Lane	130	33	274	977	0.133	130	59	0.1	0.2	4.251	A
4 - Gossamer Lane	280	70	108	1228	0.228	279	296	0.2	0.3	3.794	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	179	45	271	1025	0.175	179	203	0.2	0.2	4.255	A
2 - Aldwick Street	241	60	167	1232	0.196	241	283	0.2	0.2	3.631	A
3 - Barrack Lane	160	40	335	943	0.169	159	73	0.2	0.2	4.592	A
4 - Gossamer Lane	342	86	132	1213	0.282	342	363	0.3	0.4	4.130	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	179	45	271	1025	0.175	179	204	0.2	0.2	4.257	A
2 - Aldwick Street	241	60	167	1232	0.196	241	283	0.2	0.2	3.631	A
3 - Barrack Lane	160	40	336	943	0.169	160	73	0.2	0.2	4.595	A
4 - Gossamer Lane	342	86	132	1213	0.282	342	363	0.4	0.4	4.134	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	147	37	221	1051	0.139	147	167	0.2	0.2	3.982	A
2 - Aldwick Street	197	49	137	1251	0.157	197	231	0.2	0.2	3.418	A
3 - Barrack Lane	130	33	275	977	0.133	131	59	0.2	0.2	4.254	A
4 - Gossamer Lane	280	70	108	1228	0.228	280	297	0.4	0.3	3.801	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	123	31	185	1070	0.115	123	139	0.2	0.1	3.803	A
2 - Aldwick Street	165	41	115	1264	0.130	165	194	0.2	0.2	3.276	A
3 - Barrack Lane	109	27	230	1001	0.109	109	50	0.2	0.1	4.035	A
4 - Gossamer Lane	234	59	90	1239	0.189	234	249	0.3	0.2	3.584	A

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	6.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	1 - Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	525	100.000
2 - Aldwick Street		ONE HOUR	✓	474	100.000
3 - Barrack Lane		ONE HOUR	✓	158	100.000
4 - Gossamer Lane		ONE HOUR	✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	44	220	261
	2 - Aldwick Street	48	0	64	362
	3 - Barrack Lane	87	38	0	33
	4 - Gossamer Lane	138	253	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	5	1	2
	2 - Aldwick Street	2	0	2	1
	3 - Barrack Lane	4	3	0	0
	4 - Gossamer Lane	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.57	8.20	1.3	A	482	723
2 - Aldwick Street	0.51	7.24	1.0	A	435	652
3 - Barrack Lane	0.24	6.46	0.3	A	145	217
4 - Gossamer Lane	0.39	4.99	0.6	A	388	582

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	395	99	242	1078	0.367	393	205	0.0	0.6	5.239	A
2 - Aldwick Street	357	89	384	1129	0.316	355	251	0.0	0.5	4.637	A
3 - Barrack Lane	119	30	502	859	0.138	118	237	0.0	0.2	4.857	A
4 - Gossamer Lane	318	80	130	1224	0.260	317	491	0.0	0.3	3.964	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	472	118	290	1052	0.449	471	245	0.6	0.8	6.185	A
2 - Aldwick Street	426	107	460	1083	0.394	425	301	0.5	0.6	5.471	A
3 - Barrack Lane	142	36	602	805	0.176	142	284	0.2	0.2	5.426	A
4 - Gossamer Lane	380	95	155	1208	0.315	380	589	0.3	0.5	4.344	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	578	145	355	1017	0.568	576	300	0.8	1.3	8.129	A
2 - Aldwick Street	522	130	563	1020	0.511	520	368	0.6	1.0	7.200	A
3 - Barrack Lane	174	43	736	733	0.237	174	347	0.2	0.3	6.434	A
4 - Gossamer Lane	466	116	190	1187	0.392	465	720	0.5	0.6	4.982	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	578	145	356	1017	0.569	578	301	1.3	1.3	8.204	A
2 - Aldwick Street	522	130	565	1019	0.512	522	369	1.0	1.0	7.237	A
3 - Barrack Lane	174	43	739	732	0.238	174	348	0.3	0.3	6.456	A
4 - Gossamer Lane	466	116	190	1187	0.393	466	722	0.6	0.6	4.993	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	472	118	291	1052	0.449	474	246	1.3	0.8	6.254	A
2 - Aldwick Street	426	107	463	1081	0.394	428	302	1.0	0.7	5.523	A
3 - Barrack Lane	142	36	605	803	0.177	142	285	0.3	0.2	5.451	A
4 - Gossamer Lane	380	95	156	1208	0.315	381	592	0.6	0.5	4.359	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	395	99	244	1077	0.367	396	206	0.8	0.6	5.293	A
2 - Aldwick Street	357	89	387	1127	0.317	358	253	0.7	0.5	4.682	A
3 - Barrack Lane	119	30	506	857	0.139	119	238	0.2	0.2	4.881	A
4 - Gossamer Lane	318	80	130	1223	0.260	319	495	0.5	0.4	3.982	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Gossamer Lane-Aldwick Road-Barrack Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\300 dwellings and 80 bed care home
Report generation date: 14/12/2016 11:37:51

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
1 - Aldwick Road	0.2	4.29	0.18	A	4.14	A	177 % [4 - Gossamer Lane]	1.3	8.32	0.57	A	6.97	A	44 % [1 - Aldwick Road]
2 - Aldwick Street	0.2	3.65	0.20	A				1.1	7.36	0.52	A			
3 - Barrack Lane	0.2	4.61	0.17	A				0.3	6.52	0.24	A			
4 - Gossamer Lane	0.4	4.19	0.29	A				0.7	5.03	0.40	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	08:00	09:30	15	✓

D8	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	177	4 - Gossamer Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	165	100.000
2 - Aldwick Street		ONE HOUR	✓	222	100.000

3 - Barrack Lane		ONE HOUR	✓	145	100.000
4 - Gossamer Lane		ONE HOUR	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	19	32	114
	2 - Aldwick Street	24	0	26	172
	3 - Barrack Lane	53	43	0	49
	4 - Gossamer Lane	112	202	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	12	3	5
	2 - Aldwick Street	5	0	4	3
	3 - Barrack Lane	6	3	0	0
	4 - Gossamer Lane	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.18	4.29	0.2	A	151	227
2 - Aldwick Street	0.20	3.65	0.2	A	204	306
3 - Barrack Lane	0.17	4.61	0.2	A	133	200
4 - Gossamer Lane	0.29	4.19	0.4	A	295	443

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	124	31	190	1068	0.116	124	142	0.0	0.1	3.811	A
2 - Aldwick Street	167	42	115	1264	0.132	167	198	0.0	0.2	3.278	A
3 - Barrack Lane	109	27	232	1000	0.109	109	49	0.0	0.1	4.038	A
4 - Gossamer Lane	242	61	90	1239	0.196	241	251	0.0	0.2	3.605	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	148	37	227	1048	0.142	148	170	0.1	0.2	4.001	A
2 - Aldwick Street	200	50	138	1250	0.160	199	237	0.2	0.2	3.426	A
3 - Barrack Lane	130	33	278	975	0.134	130	59	0.1	0.2	4.263	A
4 - Gossamer Lane	289	72	108	1228	0.236	289	301	0.2	0.3	3.834	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	182	45	278	1021	0.178	181	208	0.2	0.2	4.286	A
2 - Aldwick Street	244	61	169	1231	0.199	244	290	0.2	0.2	3.648	A
3 - Barrack Lane	160	40	341	940	0.170	159	73	0.2	0.2	4.610	A
4 - Gossamer Lane	355	89	132	1213	0.292	354	368	0.3	0.4	4.189	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	182	45	279	1021	0.178	182	208	0.2	0.2	4.289	A
2 - Aldwick Street	244	61	170	1231	0.199	244	291	0.2	0.2	3.648	A
3 - Barrack Lane	160	40	341	940	0.170	160	73	0.2	0.2	4.613	A
4 - Gossamer Lane	355	89	132	1213	0.292	355	369	0.4	0.4	4.192	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	148	37	228	1048	0.142	149	170	0.2	0.2	4.006	A
2 - Aldwick Street	200	50	139	1250	0.160	200	238	0.2	0.2	3.431	A
3 - Barrack Lane	130	33	279	974	0.134	131	59	0.2	0.2	4.267	A
4 - Gossamer Lane	289	72	108	1228	0.236	290	302	0.4	0.3	3.838	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	124	31	191	1067	0.116	124	142	0.2	0.1	3.820	A
2 - Aldwick Street	167	42	116	1264	0.132	167	199	0.2	0.2	3.283	A
3 - Barrack Lane	109	27	234	999	0.109	109	50	0.2	0.1	4.046	A
4 - Gossamer Lane	242	61	90	1239	0.196	243	252	0.3	0.2	3.616	A

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	6.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	1 - Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	529	100.000
2 - Aldwick Street		ONE HOUR	✓	479	100.000
3 - Barrack Lane		ONE HOUR	✓	158	100.000
4 - Gossamer Lane		ONE HOUR	✓	428	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	44	220	265
	2 - Aldwick Street	48	0	64	367
	3 - Barrack Lane	87	38	0	33
	4 - Gossamer Lane	140	256	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	5	1	2
	2 - Aldwick Street	2	0	2	1
	3 - Barrack Lane	4	3	0	0
	4 - Gossamer Lane	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.57	8.32	1.3	A	485	728
2 - Aldwick Street	0.52	7.36	1.1	A	440	659
3 - Barrack Lane	0.24	6.52	0.3	A	145	217
4 - Gossamer Lane	0.40	5.03	0.7	A	393	589

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	398	100	244	1077	0.370	396	206	0.0	0.6	5.270	A
2 - Aldwick Street	361	90	387	1127	0.320	359	253	0.0	0.5	4.673	A
3 - Barrack Lane	119	30	509	855	0.139	118	237	0.0	0.2	4.880	A
4 - Gossamer Lane	322	81	130	1224	0.263	321	498	0.0	0.4	3.986	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	476	119	293	1051	0.453	475	247	0.6	0.8	6.240	A
2 - Aldwick Street	431	108	464	1081	0.399	430	303	0.5	0.7	5.524	A
3 - Barrack Lane	142	36	610	801	0.177	142	284	0.2	0.2	5.461	A
4 - Gossamer Lane	385	96	155	1208	0.318	384	597	0.4	0.5	4.368	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	582	146	358	1015	0.574	580	302	0.8	1.3	8.242	A
2 - Aldwick Street	527	132	567	1018	0.518	526	371	0.7	1.1	7.295	A
3 - Barrack Lane	174	43	746	727	0.239	174	347	0.2	0.3	6.496	A
4 - Gossamer Lane	471	118	190	1187	0.397	470	730	0.5	0.7	5.020	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	582	146	359	1015	0.574	582	303	1.3	1.3	8.322	A
2 - Aldwick Street	527	132	569	1017	0.519	527	372	1.1	1.1	7.358	A
3 - Barrack Lane	174	43	749	726	0.240	174	348	0.3	0.3	6.518	A
4 - Gossamer Lane	471	118	190	1187	0.397	471	732	0.7	0.7	5.032	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	476	119	294	1050	0.453	478	248	1.3	0.8	6.310	A
2 - Aldwick Street	431	108	467	1079	0.399	432	305	1.1	0.7	5.580	A
3 - Barrack Lane	142	36	614	799	0.178	142	285	0.3	0.2	5.488	A
4 - Gossamer Lane	385	96	156	1208	0.319	386	600	0.7	0.5	4.382	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	398	100	246	1076	0.370	399	207	0.8	0.6	5.327	A
2 - Aldwick Street	361	90	390	1125	0.320	361	255	0.7	0.5	4.718	A
3 - Barrack Lane	119	30	513	853	0.139	119	238	0.2	0.2	4.907	A
4 - Gossamer Lane	322	81	130	1223	0.263	323	502	0.5	0.4	3.998	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Gossamer Lane-Aldwick Road-Barrack Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady
Report generation date: 14/12/2016 12:24:10

»2017 Base, AM
»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017 Base													
1 - Aldwick Road	0.2	4.02	0.15	A	3.86	A	235 % [3 - Barrack Lane]	1.0	6.87	0.50	A	5.89	A	63 % [1 - Aldwick Road]
2 - Aldwick Street	0.2	3.48	0.17	A				0.8	6.00	0.43	A			
3 - Barrack Lane	0.2	4.39	0.15	A				0.3	5.76	0.20	A			
4 - Gossamer Lane	0.3	3.77	0.22	A				0.5	4.55	0.34	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	08:00	09:30	15	✓
D8	2017 Base	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	235	3 - Barrack Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	143	100.000
2 - Aldwick Street		ONE HOUR	✓	192	100.000

3 - Barrack Lane		ONE HOUR	✓	134	100.000
4 - Gossamer Lane		ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	17	29	97
	2 - Aldwick Street	22	0	24	146
	3 - Barrack Lane	49	40	0	45
	4 - Gossamer Lane	83	150	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	12	3	5
	2 - Aldwick Street	5	0	4	3
	3 - Barrack Lane	6	3	0	0
	4 - Gossamer Lane	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.15	4.02	0.2	A	131	197
2 - Aldwick Street	0.17	3.48	0.2	A	176	264
3 - Barrack Lane	0.15	4.39	0.2	A	123	184
4 - Gossamer Lane	0.22	3.77	0.3	A	220	330

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	108	27	148	1090	0.099	107	115	0.0	0.1	3.662	A
2 - Aldwick Street	145	36	100	1273	0.114	144	155	0.0	0.1	3.186	A
3 - Barrack Lane	101	25	199	1018	0.099	100	45	0.0	0.1	3.920	A
4 - Gossamer Lane	181	45	83	1243	0.145	180	216	0.0	0.2	3.384	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	129	32	177	1074	0.120	128	138	0.1	0.1	3.805	A
2 - Aldwick Street	173	43	119	1261	0.137	172	186	0.1	0.2	3.306	A
3 - Barrack Lane	120	30	238	997	0.121	120	54	0.1	0.1	4.107	A
4 - Gossamer Lane	216	54	100	1233	0.175	216	259	0.2	0.2	3.537	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	157	39	217	1053	0.149	157	169	0.1	0.2	4.018	A
2 - Aldwick Street	211	53	146	1245	0.170	211	228	0.2	0.2	3.482	A
3 - Barrack Lane	148	37	292	967	0.153	147	66	0.1	0.2	4.389	A
4 - Gossamer Lane	264	66	122	1219	0.217	264	317	0.2	0.3	3.768	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	157	39	217	1053	0.149	157	170	0.2	0.2	4.018	A
2 - Aldwick Street	211	53	146	1245	0.170	211	228	0.2	0.2	3.482	A
3 - Barrack Lane	148	37	292	967	0.153	148	66	0.2	0.2	4.391	A
4 - Gossamer Lane	264	66	122	1219	0.217	264	317	0.3	0.3	3.768	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	129	32	177	1074	0.120	129	139	0.2	0.1	3.810	A
2 - Aldwick Street	173	43	120	1261	0.137	173	186	0.2	0.2	3.310	A
3 - Barrack Lane	120	30	238	997	0.121	121	54	0.2	0.1	4.110	A
4 - Gossamer Lane	216	54	100	1233	0.175	216	259	0.3	0.2	3.539	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	108	27	148	1089	0.099	108	116	0.1	0.1	3.670	A
2 - Aldwick Street	145	36	100	1273	0.114	145	156	0.2	0.1	3.190	A
3 - Barrack Lane	101	25	200	1018	0.099	101	45	0.1	0.1	3.926	A
4 - Gossamer Lane	181	45	84	1243	0.145	181	217	0.2	0.2	3.388	A

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	63	1 - Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2017 Base	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	469	100.000
2 - Aldwick Street		ONE HOUR	✓	415	100.000
3 - Barrack Lane		ONE HOUR	✓	145	100.000
4 - Gossamer Lane		ONE HOUR	✓	366	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	41	203	225
	2 - Aldwick Street	45	0	59	311
	3 - Barrack Lane	80	36	0	29
	4 - Gossamer Lane	119	219	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	5	1	2
	2 - Aldwick Street	2	0	2	1
	3 - Barrack Lane	4	3	0	0
	4 - Gossamer Lane	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.50	6.87	1.0	A	430	646
2 - Aldwick Street	0.43	6.00	0.8	A	381	571
3 - Barrack Lane	0.20	5.76	0.3	A	133	200
4 - Gossamer Lane	0.34	4.55	0.5	A	336	504

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	353	88	212	1094	0.323	351	183	0.0	0.5	4.834	A
2 - Aldwick Street	312	78	341	1155	0.271	311	222	0.0	0.4	4.260	A
3 - Barrack Lane	109	27	435	895	0.122	109	217	0.0	0.1	4.575	A
4 - Gossamer Lane	276	69	121	1229	0.224	274	423	0.0	0.3	3.764	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	422	105	254	1071	0.394	421	219	0.5	0.6	5.528	A
2 - Aldwick Street	373	93	409	1114	0.335	373	266	0.4	0.5	4.855	A
3 - Barrack Lane	130	33	522	848	0.154	130	260	0.1	0.2	5.011	A
4 - Gossamer Lane	329	82	145	1215	0.271	329	507	0.3	0.4	4.062	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	516	129	311	1041	0.496	515	268	0.6	1.0	6.833	A
2 - Aldwick Street	457	114	501	1058	0.432	456	325	0.5	0.8	5.970	A
3 - Barrack Lane	160	40	638	785	0.203	159	319	0.2	0.3	5.747	A
4 - Gossamer Lane	403	101	177	1195	0.337	402	621	0.4	0.5	4.540	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	516	129	312	1040	0.496	516	269	1.0	1.0	6.869	A
2 - Aldwick Street	457	114	502	1057	0.432	457	326	0.8	0.8	5.996	A
3 - Barrack Lane	160	40	640	785	0.203	160	319	0.3	0.3	5.758	A
4 - Gossamer Lane	403	101	177	1195	0.337	403	622	0.5	0.5	4.546	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	422	105	255	1071	0.394	423	220	1.0	0.7	5.566	A
2 - Aldwick Street	373	93	411	1112	0.335	374	267	0.8	0.5	4.883	A
3 - Barrack Lane	130	33	524	847	0.154	131	261	0.3	0.2	5.027	A
4 - Gossamer Lane	329	82	145	1214	0.271	330	509	0.5	0.4	4.072	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	353	88	213	1093	0.323	354	184	0.7	0.5	4.872	A
2 - Aldwick Street	312	78	344	1153	0.271	313	223	0.5	0.4	4.286	A
3 - Barrack Lane	109	27	438	893	0.122	109	219	0.2	0.1	4.592	A
4 - Gossamer Lane	276	69	121	1229	0.224	276	426	0.4	0.3	3.780	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Gossamer Lane-Aldwick Road-Barrack Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\2022 Base + Committed
Report generation date: 14/12/2016 12:02:17

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed													
1 - Aldwick Road	0.2	4.17	0.17	A	4.02	A	206 % [3 - Barrack Lane]	1.2	7.87	0.55	A	6.62	A	48 % [1 - Aldwick Road]
2 - Aldwick Street	0.2	3.59	0.19	A				1.0	6.89	0.49	A			
3 - Barrack Lane	0.2	4.55	0.17	A				0.3	6.28	0.23	A			
4 - Gossamer Lane	0.3	3.97	0.25	A				0.6	4.87	0.38	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	08:00	09:30	15	✓

D8	2022 Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	206	3 - Barrack Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	158	100.000
2 - Aldwick Street		ONE HOUR	✓	212	100.000

3 - Barrack Lane		ONE HOUR	✓	145	100.000
4 - Gossamer Lane		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	19	32	107
	2 - Aldwick Street	24	0	26	162
	3 - Barrack Lane	53	43	0	49
	4 - Gossamer Lane	96	174	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	12	3	5
	2 - Aldwick Street	5	0	4	3
	3 - Barrack Lane	6	3	0	0
	4 - Gossamer Lane	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.17	4.17	0.2	A	145	217
2 - Aldwick Street	0.19	3.59	0.2	A	195	292
3 - Barrack Lane	0.17	4.55	0.2	A	133	200
4 - Gossamer Lane	0.25	3.97	0.3	A	255	383

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	119	30	169	1078	0.110	118	130	0.0	0.1	3.747	A
2 - Aldwick Street	160	40	110	1267	0.126	159	177	0.0	0.1	3.247	A
3 - Barrack Lane	109	27	220	1007	0.108	109	49	0.0	0.1	4.006	A
4 - Gossamer Lane	209	52	90	1239	0.169	208	238	0.0	0.2	3.493	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	142	36	202	1061	0.134	142	155	0.1	0.2	3.917	A
2 - Aldwick Street	191	48	132	1254	0.152	190	212	0.1	0.2	3.385	A
3 - Barrack Lane	130	33	263	983	0.133	130	59	0.1	0.2	4.221	A
4 - Gossamer Lane	250	62	108	1228	0.203	250	286	0.2	0.3	3.679	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	174	43	247	1037	0.168	174	190	0.2	0.2	4.169	A
2 - Aldwick Street	233	58	162	1236	0.189	233	260	0.2	0.2	3.591	A
3 - Barrack Lane	160	40	322	950	0.168	159	73	0.2	0.2	4.550	A
4 - Gossamer Lane	306	77	132	1213	0.252	306	350	0.3	0.3	3.966	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	174	43	248	1037	0.168	174	190	0.2	0.2	4.171	A
2 - Aldwick Street	233	58	162	1235	0.189	233	260	0.2	0.2	3.591	A
3 - Barrack Lane	160	40	323	950	0.168	160	73	0.2	0.2	4.553	A
4 - Gossamer Lane	306	77	132	1213	0.252	306	350	0.3	0.3	3.968	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	142	36	203	1061	0.134	142	156	0.2	0.2	3.920	A
2 - Aldwick Street	191	48	132	1253	0.152	191	212	0.2	0.2	3.390	A
3 - Barrack Lane	130	33	264	983	0.133	131	59	0.2	0.2	4.225	A
4 - Gossamer Lane	250	62	108	1228	0.204	250	286	0.3	0.3	3.684	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	119	30	170	1078	0.110	119	130	0.2	0.1	3.753	A
2 - Aldwick Street	160	40	111	1267	0.126	160	178	0.2	0.1	3.251	A
3 - Barrack Lane	109	27	221	1006	0.108	109	50	0.2	0.1	4.014	A
4 - Gossamer Lane	209	52	90	1239	0.169	210	240	0.3	0.2	3.499	A

2022 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	6.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	1 - Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	514	100.000
2 - Aldwick Street		ONE HOUR	✓	458	100.000
3 - Barrack Lane		ONE HOUR	✓	158	100.000
4 - Gossamer Lane		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	44	220	250
	2 - Aldwick Street	48	0	64	346
	3 - Barrack Lane	87	38	0	33
	4 - Gossamer Lane	132	242	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	5	1	2
	2 - Aldwick Street	2	0	2	1
	3 - Barrack Lane	4	3	0	0
	4 - Gossamer Lane	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.55	7.87	1.2	A	472	707
2 - Aldwick Street	0.49	6.89	1.0	A	420	630
3 - Barrack Lane	0.23	6.28	0.3	A	145	217
4 - Gossamer Lane	0.38	4.87	0.6	A	373	559

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	387	97	234	1082	0.358	385	200	0.0	0.6	5.160	A
2 - Aldwick Street	345	86	376	1134	0.304	343	243	0.0	0.4	4.541	A
3 - Barrack Lane	119	30	482	870	0.137	118	237	0.0	0.2	4.786	A
4 - Gossamer Lane	306	76	130	1224	0.250	304	471	0.0	0.3	3.909	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	462	116	280	1057	0.437	461	240	0.6	0.8	6.029	A
2 - Aldwick Street	412	103	450	1089	0.378	411	291	0.4	0.6	5.307	A
3 - Barrack Lane	142	36	578	818	0.174	142	284	0.2	0.2	5.321	A
4 - Gossamer Lane	365	91	155	1208	0.302	365	564	0.3	0.4	4.265	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	566	141	343	1023	0.553	564	293	0.8	1.2	7.806	A
2 - Aldwick Street	504	126	551	1028	0.491	503	356	0.6	0.9	6.843	A
3 - Barrack Lane	174	43	707	749	0.232	174	347	0.2	0.3	6.256	A
4 - Gossamer Lane	447	112	190	1187	0.377	446	691	0.4	0.6	4.857	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	566	141	344	1023	0.553	566	294	1.2	1.2	7.868	A
2 - Aldwick Street	504	126	553	1027	0.491	504	357	0.9	1.0	6.891	A
3 - Barrack Lane	174	43	709	748	0.233	174	348	0.3	0.3	6.275	A
4 - Gossamer Lane	447	112	190	1187	0.377	447	692	0.6	0.6	4.867	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	462	116	281	1057	0.437	464	241	1.2	0.8	6.086	A
2 - Aldwick Street	412	103	453	1087	0.379	413	292	1.0	0.6	5.351	A
3 - Barrack Lane	142	36	581	817	0.174	142	285	0.3	0.2	5.342	A
4 - Gossamer Lane	365	91	156	1208	0.302	366	567	0.6	0.4	4.279	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	387	97	235	1082	0.358	388	201	0.8	0.6	5.194	A
2 - Aldwick Street	345	86	379	1132	0.305	346	244	0.6	0.4	4.580	A
3 - Barrack Lane	119	30	486	868	0.137	119	238	0.2	0.2	4.809	A
4 - Gossamer Lane	306	76	130	1223	0.250	306	475	0.4	0.3	3.927	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Rose Green Road-Carlton Avenue.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 15/12/2016 09:22:43

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2022 Base + Committed + Development														
Stream B-ACD	1.6	28.87	0.62	D	33.18	D	-13 % [Stream D-ABC]	0.8	20.97	0.46	C	82.56	F	-20 % [Stream D-ABC]
Stream A-BCD	0.0	6.43	0.01	A				0.0	5.31	0.01	A			
Stream D-ABC	10.4	80.53	0.36	F				26.5	176.37	1.07	F			
Stream C-ABD	0.2	5.08	0.10	A				0.3	4.86	0.12	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Rose Green Road/Carlton Avenue
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	33.18	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	Grosvenor Gardens		Major
B	Carlton Avenue		Minor
C	Rose Green Road W		Major
D	Rose Green Road N		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Grosvenor Gardens	7.00			155.0	✓	0.00
C - Rose Green Road W	7.00			145.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.10	22	50
D - Rose Green Road N	One lane	3.70	80	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	664	-	-	-	0.246	0.246	0.246	-	0.246	-	-
1	B-AD	514	0.090	0.226	-	-	-	0.142	0.324	0.142	0.090	0.226
1	B-C	662	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	658	0.244	0.244	-	-	-	-	-	-	0.244	0.244
1	D-A	760	-	-	-	0.282	0.111	0.282	-	0.111	-	-
1	D-BC	613	0.170	0.170	0.385	0.270	0.107	0.270	-	0.107	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	245	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	434	100.000
D - Rose Green Road N		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	14	228	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	216	34	0	184
	D - Rose Green Road N	37	58	302	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.62	28.87	1.6	D	171	256
A-BCD	0.01	6.43	0.0	A	5	7
A-B					13	19
A-C					208	311
D-ABC	0.98	30.89	10.4	F	364	546
C-ABD	0.10	5.08	0.2	A	61	91
C-D					155	233
C-A					182	273

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	403	0.347	138	0.0	0.5	13.481	B
A-BCD	3	1	563	0.006	3	0.0	0.0	6.433	A
A-B	10	3			10				
A-C	171	43			171				
D-ABC	299	75	507	0.589	293	0.0	1.4	16.447	C
C-ABD	43	11	755	0.056	42	0.0	0.1	5.052	A
C-D	131	33			131				
C-A	153	38			153				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	373	0.448	166	0.5	0.8	17.274	C
A-BCD	4	1	577	0.008	4	0.0	0.0	6.325	A
A-B	12	3			12				
A-C	203	51			203				
D-ABC	357	89	486	0.734	352	1.4	2.5	25.982	D
C-ABD	57	14	777	0.073	57	0.1	0.1	4.998	A
C-D	153	38			153				
C-A	180	45			180				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	333	0.615	202	0.8	1.5	26.930	D
A-BCD	6	1	597	0.010	6	0.0	0.0	6.134	A
A-B	15	4			15				
A-C	249	62			249				
D-ABC	437	109	458	0.955	415	2.5	8.1	63.235	F
C-ABD	82	21	811	0.101	82	0.1	0.2	4.941	A
C-D	182	45			182				
C-A	214	53			214				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	328	0.624	204	1.5	1.6	28.871	D
A-BCD	6	1	597	0.010	6	0.0	0.0	6.091	A
A-B	15	4			15				
A-C	249	62			249				
D-ABC	437	109	457	0.956	428	8.1	10.4	80.591	F
C-ABD	83	21	807	0.103	83	0.2	0.2	4.974	A
C-D	182	45			182				
C-A	213	53			213				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	366	0.457	170	1.6	0.9	18.602	C
A-BCD	4	1	577	0.008	4	0.0	0.0	6.226	A
A-B	12	3			12				
A-C	203	51			203				
D-ABC	357	89	486	0.735	386	10.4	3.1	42.857	E
C-ABD	58	14	771	0.075	58	0.2	0.1	5.059	A
C-D	153	38			153				
C-A	180	45			180				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	400	0.350	141	0.9	0.5	13.960	B
A-BCD	3	1	563	0.006	3	0.0	0.0	6.386	A
A-B	10	3			10				
A-C	171	43			171				
D-ABC	299	75	507	0.590	305	3.1	1.5	18.392	C
C-ABD	43	11	753	0.057	43	0.1	0.1	5.080	A
C-D	131	33			131				
C-A	153	38			153				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	62.56	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	247	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	512	100.000
D - Rose Green Road N		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	206	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	268	36	0	208
	D - Rose Green Road N	91	51	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.46	20.97	0.8	C	124	186
A-BCD	0.01	5.31	0.0	A	7	10
A-B					33	49
A-C					187	281
D-ABC	1.07	178.97	25.5	F	415	622
C-ABD	0.12	4.86	0.3	A	73	109
C-D					174	260
C-A					224	335

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	402	0.253	100	0.0	0.3	11.873	B
A-BCD	5	1	683	0.008	5	0.0	0.0	5.308	A
A-B	27	7			27				
A-C	154	38			154				
D-ABC	340	85	520	0.654	333	0.0	1.8	18.607	C
C-ABD	49	12	795	0.062	49	0.0	0.1	4.822	A
C-D	147	37			147				
C-A	189	47			189				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	372	0.327	121	0.3	0.5	14.325	B
A-BCD	7	2	689	0.010	7	0.0	0.0	5.271	A
A-B	32	8			32				
A-C	183	46			183				
D-ABC	406	102	498	0.816	399	1.8	3.7	33.729	D
C-ABD	67	17	826	0.082	67	0.1	0.2	4.742	A
C-D	172	43			172				
C-A	221	55			221				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	329	0.452	147	0.5	0.8	19.692	C
A-BCD	9	2	699	0.013	9	0.0	0.0	5.213	A
A-B	39	10			39				
A-C	224	56			224				
D-ABC	498	124	467	1.065	448	3.7	16.1	160.233	F
C-ABD	100	25	872	0.114	99	0.2	0.3	4.662	A
C-D	203	51			203				
C-A	261	65			261				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	320	0.464	148	0.8	0.8	20.972	C
A-BCD	9	2	699	0.013	9	0.0	0.0	5.218	A
A-B	39	10			39				
A-C	224	56			224				
D-ABC	498	124	467	1.068	460	16.1	28.8	178.368	F
C-ABD	101	25	866	0.117	101	0.3	0.3	4.717	A
C-D	202	51			202				
C-A	260	65			260				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	355	0.342	123	0.8	0.5	15.585	C
A-BCD	7	2	689	0.010	7	0.0	0.0	5.280	A
A-B	32	8			32				
A-C	183	46			183				
D-ABC	406	102	498	0.817	480	26.5	7.1	103.177	F
C-ABD	69	17	813	0.085	69	0.3	0.2	4.850	A
C-D	171	43			171				
C-A	220	55			220				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	397	0.256	102	0.5	0.3	12.241	B
A-BCD	5	1	683	0.008	5	0.0	0.0	5.313	A
A-B	27	7			27				
A-C	154	38			154				
D-ABC	340	85	520	0.655	361	7.1	2.0	25.017	C
C-ABD	50	12	791	0.063	50	0.2	0.1	4.861	A
C-D	147	37			147				
C-A	189	47			189				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Rose Green Road-Carlton Avenue.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 15/12/2016 09:21:13

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2022 Base + Committed + Development														
Stream B-ACD	1.6	29.52	0.63	D	34.54	D	-14 % [Stream D-ABC]	0.9	21.34	0.47	C	64.40	F	-20 % [Stream D-ABC]
Stream A-BCD	0.0	6.42	0.01	A				0.0	5.29	0.01	A			
Stream D-ABC	11.0	85.77	0.36	F				26.6	186.18	1.07	F			
Stream C-ABD	0.2	5.05	0.10	A				0.3	4.86	0.12	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Rose Green Road/Carlton Avenue
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	34.54	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	Grosvenor Gardens		Major
B	Carlton Avenue		Minor
C	Rose Green Road W		Major
D	Rose Green Road N		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Grosvenor Gardens	7.00			155.0	✓	0.00
C - Rose Green Road W	7.00			145.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.10	22	50
D - Rose Green Road N	One lane	3.70	80	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	664	-	-	-	0.246	0.246	0.246	-	0.246	-	-
1	B-AD	514	0.090	0.226	-	-	-	0.142	0.324	0.142	0.090	0.226
1	B-C	662	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	658	0.244	0.244	-	-	-	-	-	-	0.244	0.244
1	D-A	760	-	-	-	0.282	0.111	0.282	-	0.111	-	-
1	D-BC	613	0.170	0.170	0.385	0.270	0.107	0.270	-	0.107	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	249	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	444	100.000
D - Rose Green Road N		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	14	232	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	226	34	0	184
	D - Rose Green Road N	37	58	302	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.63	29.52	1.6	D	171	256
A-BCD	0.01	6.42	0.0	A	5	7
A-B					13	19
A-C					211	317
D-ABC	0.98	38.77	11.0	E	364	546
C-ABD	0.10	5.05	0.2	A	62	93
C-D					155	233
C-A					190	286

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	401	0.349	138	0.0	0.5	13.565	B
A-BCD	3	1	564	0.006	3	0.0	0.0	6.421	A
A-B	10	3			10				
A-C	174	43			174				
D-ABC	299	75	505	0.592	293	0.0	1.4	16.629	C
C-ABD	43	11	759	0.057	43	0.0	0.1	5.023	A
C-D	131	33			131				
C-A	160	40			160				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	371	0.450	166	0.5	0.8	17.440	C
A-BCD	4	1	578	0.008	4	0.0	0.0	6.312	A
A-B	12	3			12				
A-C	207	52			207				
D-ABC	357	89	483	0.738	352	1.4	2.6	26.508	D
C-ABD	58	14	783	0.074	58	0.1	0.1	4.967	A
C-D	153	38			153				
C-A	188	47			188				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	330	0.620	202	0.8	1.5	27.422	D
A-BCD	6	2	599	0.010	6	0.0	0.0	6.117	A
A-B	15	4			15				
A-C	253	63			253				
D-ABC	437	109	454	0.963	413	2.6	8.5	65.760	F
C-ABD	84	21	818	0.103	84	0.1	0.2	4.902	A
C-D	182	45			182				
C-A	223	56			223				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	326	0.629	204	1.5	1.6	29.522	D
A-BCD	6	2	599	0.010	6	0.0	0.0	6.075	A
A-B	15	4			15				
A-C	253	63			253				
D-ABC	437	109	454	0.964	427	8.5	11.0	86.770	F
C-ABD	85	21	814	0.104	85	0.2	0.2	4.940	A
C-D	181	45			181				
C-A	223	56			223				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	364	0.460	170	1.6	0.9	18.865	C
A-BCD	4	1	578	0.008	4	0.0	0.0	6.212	A
A-B	12	3			12				
A-C	207	52			207				
D-ABC	357	89	483	0.739	388	11.0	3.2	46.784	E
C-ABD	59	15	776	0.076	59	0.2	0.1	5.029	A
C-D	153	38			153				
C-A	188	47			188				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	399	0.351	141	0.9	0.6	14.058	B
A-BCD	3	1	564	0.006	3	0.0	0.0	6.374	A
A-B	10	3			10				
A-C	174	43			174				
D-ABC	299	75	504	0.593	306	3.2	1.5	18.684	C
C-ABD	43	11	757	0.057	44	0.1	0.1	5.051	A
C-D	131	33			131				
C-A	160	40			160				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	64.40	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	255	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	517	100.000
D - Rose Green Road N		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	214	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	273	36	0	208
	D - Rose Green Road N	91	51	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.47	21.34	0.9	C	124	186
A-BCD	0.01	5.29	0.0	A	7	10
A-B					33	49
A-C					194	291
D-ABC	1.07	186.16	26.6	F	415	622
C-ABD	0.12	4.86	0.3	A	73	110
C-D					173	260
C-A					228	341

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	400	0.254	100	0.0	0.3	11.948	B
A-BCD	5	1	687	0.008	5	0.0	0.0	5.283	A
A-B	27	7			27				
A-C	160	40			160				
D-ABC	340	85	518	0.657	333	0.0	1.8	18.784	C
C-ABD	50	12	797	0.062	49	0.0	0.1	4.815	A
C-D	147	37			147				
C-A	193	48			193				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	369	0.329	121	0.3	0.5	14.455	B
A-BCD	7	2	693	0.010	7	0.0	0.0	5.241	A
A-B	32	8			32				
A-C	191	48			191				
D-ABC	406	102	496	0.820	398	1.8	3.8	34.359	D
C-ABD	68	17	828	0.082	68	0.1	0.2	4.737	A
C-D	172	43			172				
C-A	225	56			225				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	326	0.456	147	0.5	0.8	20.002	C
A-BCD	9	2	704	0.013	9	0.0	0.0	5.176	A
A-B	39	10			39				
A-C	233	58			233				
D-ABC	498	124	464	1.072	446	3.8	16.6	103.195	F
C-ABD	101	25	875	0.115	101	0.2	0.3	4.654	A
C-D	202	51			202				
C-A	266	66			266				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	317	0.469	148	0.8	0.9	21.339	C
A-BCD	9	2	704	0.013	9	0.0	0.0	5.181	A
A-B	39	10			39				
A-C	233	58			233				
D-ABC	498	124	464	1.078	458	16.6	26.6	188.158	F
C-ABD	102	26	868	0.118	102	0.3	0.3	4.709	A
C-D	202	50			202				
C-A	265	66			265				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	352	0.345	123	0.9	0.5	15.798	C
A-BCD	7	2	693	0.010	7	0.0	0.0	5.247	A
A-B	32	8			32				
A-C	191	48			191				
D-ABC	406	102	495	0.820	479	26.6	8.3	142.351	F
C-ABD	70	17	814	0.086	70	0.3	0.2	4.849	A
C-D	171	43			171				
C-A	224	56			224				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	394	0.258	102	0.5	0.4	12.358	B
A-BCD	5	1	686	0.008	5	0.0	0.0	5.290	A
A-B	27	7			27				
A-C	160	40			160				
D-ABC	340	85	518	0.657	365	8.3	2.0	26.864	C
C-ABD	50	13	792	0.063	50	0.2	0.1	4.861	A
C-D	147	37			147				
C-A	192	48			192				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Rose Green Road-Carlton Avenue.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\2022 Base + Committed
Report generation date: 15/12/2016 09:19:28

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2022 Base + Committed														
Stream B-ACD	1.5	26.95	0.61	D	29.34	D	-12 % [Stream D-ABC]	0.8	19.70	0.45	C	56.65	F	-18 % [Stream D-ABC]
Stream A-BCD	0.0	6.47	0.01	A				0.0	5.40	0.01	A			
Stream D-ABC	8.6	75.38	0.33	F				21.3	156.27	1.04	F			
Stream C-ABD	0.2	5.18	0.10	A				0.3	4.88	0.11	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Rose Green Road/Carlton Avenue
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	29.34	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	Grosvenor Gardens		Major
B	Carlton Avenue		Minor
C	Rose Green Road W		Major
D	Rose Green Road N		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Grosvenor Gardens	7.00			155.0	✓	0.00
C - Rose Green Road W	7.00			145.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.10	22	50
D - Rose Green Road N	One lane	3.70	80	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	664	-	-	-	0.246	0.246	0.246	-	0.246	-	-
1	B-AD	514	0.090	0.226	-	-	-	0.142	0.324	0.142	0.090	0.226
1	B-C	662	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	658	0.244	0.244	-	-	-	-	-	-	0.244	0.244
1	D-A	760	-	-	-	0.282	0.111	0.282	-	0.111	-	-
1	D-BC	613	0.170	0.170	0.385	0.270	0.107	0.270	-	0.107	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	232	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	401	100.000
D - Rose Green Road N		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	14	215	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	183	34	0	184
	D - Rose Green Road N	37	58	302	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.61	26.95	1.5	D	171	256
A-BCD	0.01	6.47	0.0	A	4	7
A-B					13	19
A-C					196	294
D-ABC	0.93	76.88	8.6	F	364	546
C-ABD	0.10	5.18	0.2	A	58	86
C-D					156	233
C-A					155	232

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	408	0.343	138	0.0	0.5	13.215	B
A-BCD	3	1	560	0.006	3	0.0	0.0	6.469	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	299	75	516	0.580	294	0.0	1.3	15.872	C
C-ABD	41	10	740	0.055	41	0.0	0.1	5.149	A
C-D	131	33			131				
C-A	130	33			130				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	380	0.440	166	0.5	0.8	16.749	C
A-BCD	4	1	573	0.007	4	0.0	0.0	6.368	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	357	89	496	0.719	353	1.3	2.4	24.463	C
C-ABD	54	14	759	0.072	54	0.1	0.1	5.112	A
C-D	154	38			154				
C-A	153	38			153				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	341	0.600	202	0.8	1.4	25.426	D
A-BCD	6	1	592	0.010	6	0.0	0.0	6.186	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	437	109	470	0.930	418	2.4	7.0	55.370	F
C-ABD	77	19	787	0.098	77	0.1	0.2	5.067	A
C-D	183	46			183				
C-A	182	45			182				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	337	0.607	204	1.4	1.5	26.950	D
A-BCD	6	1	592	0.010	6	0.0	0.0	6.145	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	437	109	469	0.931	431	7.0	8.6	78.977	F
C-ABD	78	19	784	0.099	78	0.2	0.2	5.101	A
C-D	182	46			182				
C-A	181	45			181				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	374	0.447	170	1.5	0.8	17.820	C
A-BCD	4	1	573	0.007	4	0.0	0.0	6.272	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	357	89	496	0.720	380	8.6	2.8	35.570	E
C-ABD	55	14	753	0.073	55	0.2	0.1	5.164	A
C-D	153	38			153				
C-A	152	38			152				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	406	0.345	141	0.8	0.5	13.650	B
A-BCD	3	1	560	0.006	3	0.0	0.0	6.422	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	299	75	515	0.580	304	2.8	1.4	17.513	C
C-ABD	41	10	738	0.056	41	0.1	0.1	5.176	A
C-D	131	33			131				
C-A	130	33			130				

2022 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	58.65	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-18	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	220	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	495	100.000
D - Rose Green Road N		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	179	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	251	36	0	208
	D - Rose Green Road N	91	51	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.45	19.70	0.8	C	124	186
A-BCD	0.01	5.40	0.0	A	7	10
A-B					33	49
A-C					163	244
D-ABC	1.04	186.27	21.3	F	415	622
C-ABD	0.11	4.88	0.3	A	70	105
C-D					174	261
C-A					210	315

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	409	0.249	100	0.0	0.3	11.629	B
A-BCD	5	1	672	0.007	5	0.0	0.0	5.395	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	340	85	527	0.646	333	0.0	1.7	18.033	C
C-ABD	48	12	791	0.061	48	0.0	0.1	4.846	A
C-D	147	37			147				
C-A	177	44			177				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	379	0.320	121	0.3	0.5	13.900	B
A-BCD	6	2	676	0.009	6	0.0	0.0	5.376	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	406	102	506	0.803	399	1.7	3.5	31.742	D
C-ABD	65	16	820	0.080	65	0.1	0.1	4.771	A
C-D	172	43			172				
C-A	208	52			208				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	339	0.439	147	0.5	0.8	18.710	C
A-BCD	8	2	682	0.012	8	0.0	0.0	5.343	A
A-B	39	10			39				
A-C	195	49			195				
D-ABC	498	124	477	1.043	454	3.5	14.4	90.838	F
C-ABD	96	24	864	0.111	96	0.1	0.2	4.688	A
C-D	203	51			203				
C-A	246	61			246				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	331	0.449	148	0.8	0.8	19.704	C
A-BCD	8	2	682	0.012	8	0.0	0.0	5.346	A
A-B	39	10			39				
A-C	195	49			195				
D-ABC	498	124	477	1.044	467	14.4	21.9	158.267	F
C-ABD	97	24	858	0.113	97	0.2	0.3	4.737	A
C-D	203	51			203				
C-A	245	61			245				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	365	0.332	123	0.8	0.5	14.913	B
A-BCD	6	2	675	0.009	6	0.0	0.0	5.382	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	406	102	506	0.804	472	21.9	5.5	108.429	F
C-ABD	67	17	808	0.082	67	0.3	0.2	4.865	A
C-D	171	43			171				
C-A	207	52			207				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	405	0.251	102	0.5	0.3	11.934	B
A-BCD	5	1	672	0.007	5	0.0	0.0	5.402	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	340	85	526	0.646	355	5.5	1.9	22.431	C
C-ABD	49	12	787	0.062	49	0.2	0.1	4.880	A
C-D	147	37			147				
C-A	177	44			177				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Rose Green Road-Carlton Avenue.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 15/12/2016 09:16:38

»2017 Base, AM
»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017 Base													
Stream B-ACD	1.1	21.72	0.53	C	18.25	C	-5 % [Stream D-ABC]	0.6	16.75	0.39	C	29.60	D	-12 % [Stream D-ABC]
Stream A-BCD	0.0	6.53	0.01	A				0.0	5.41	0.01	A			
Stream D-ABC	4.7	44.72	0.84	E				9.5	79.34	0.94	F			
Stream C-ABD	0.2	5.19	0.09	A				0.2	4.90	0.10	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Rose Green Road/Carlton Avenue
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting Junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	18.25	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	Grosvenor Gardens		Major
B	Carlton Avenue		Minor
C	Rose Green Road W		Major
D	Rose Green Road N		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Grosvenor Gardens	7.00			155.0	✓	0.00
C - Rose Green Road W	7.00			145.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.10	22	50
D - Rose Green Road N	One lane	3.70	80	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	664	-	-	-	0.246	0.246	0.246	-	0.246	-	-
1	B-AD	514	0.090	0.226	-	-	-	0.142	0.324	0.142	0.090	0.226
1	B-C	662	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	658	0.244	0.244	-	-	-	-	-	-	0.244	0.244
1	D-A	760	-	-	-	0.282	0.111	0.282	-	0.111	-	-
1	D-BC	613	0.170	0.170	0.385	0.270	0.107	0.270	-	0.107	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	215	100.000
B - Carlton Avenue		ONE HOUR	✓	172	100.000
C - Rose Green Road W		ONE HOUR	✓	373	100.000
D - Rose Green Road N		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	13	199	3
	B - Carlton Avenue	49	0	48	75
	C - Rose Green Road W	170	32	0	171
	D - Rose Green Road N	35	53	280	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.53	21.72	1.1	C	158	237
A-BCD	0.01	6.53	0.0	A	4	6
A-B					12	18
A-C					181	272
D-ABC	0.84	44.72	4.7	E	338	507
C-ABD	0.09	5.19	0.2	A	52	77
C-D					146	219
C-A					145	217

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	129	32	418	0.309	128	0.0	0.4	12.311	B
A-BCD	3	0.79	555	0.006	3	0.0	0.0	6.528	A

A-B	10	2			10				
A-C	149	37			149				
D-ABC	277	69	523	0.530	273	0.0	1.1	14.163	B
C-ABD	37	9	733	0.051	37	0.0	0.1	5.170	A
C-D	122	31			122				
C-A	122	30			122				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	155	39	392	0.394	154	0.4	0.6	15.041	C
A-BCD	4	1	567	0.007	4	0.0	0.0	6.435	A
A-B	12	3			12				
A-C	178	44			178				
D-ABC	331	83	505	0.655	328	1.1	1.8	20.021	C
C-ABD	49	12	750	0.065	49	0.1	0.1	5.130	A
C-D	144	36			144				
C-A	143	36			143				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	189	47	357	0.531	188	0.6	1.1	21.066	C
A-BCD	6	1	584	0.009	6	0.0	0.0	6.267	A
A-B	14	4			14				
A-C	217	54			217				
D-ABC	405	101	480	0.843	395	1.8	4.3	38.364	E
C-ABD	68	17	777	0.088	68	0.1	0.2	5.082	A
C-D	172	43			172				
C-A	171	43			171				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	189	47	355	0.534	189	1.1	1.1	21.722	C
A-BCD	6	1	584	0.009	6	0.0	0.0	6.227	A
A-B	14	4			14				
A-C	217	54			217				
D-ABC	405	101	480	0.844	403	4.3	4.7	44.715	E
C-ABD	69	17	775	0.089	69	0.2	0.2	5.101	A
C-D	171	43			171				
C-A	170	43			170				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	155	39	389	0.397	156	1.1	0.7	15.559	C
A-BCD	4	1	566	0.007	4	0.0	0.0	6.343	A
A-B	12	3			12				
A-C	178	44			178				
D-ABC	331	83	505	0.656	342	4.7	2.0	23.345	C
C-ABD	49	12	748	0.066	49	0.2	0.1	5.160	A
C-D	144	36			144				
C-A	143	36			143				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	129	32	417	0.311	130	0.7	0.5	12.606	B
A-BCD	3	0.80	554	0.006	3	0.0	0.0	6.483	A
A-B	10	2			10				
A-C	149	37			149				

D-ABC	277	69	522	0.530	280	2.0	1.2	15.086	C
C-ABD	37	9	732	0.051	37	0.1	0.1	5.191	A
C-D	122	31			122				
C-A	121	30			121				

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	29.60	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	203	100.000
B - Carlton Avenue		ONE HOUR	✓	125	100.000
C - Rose Green Road W		ONE HOUR	✓	458	100.000
D - Rose Green Road N		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	33	165	5
	B - Carlton Avenue	37	0	40	48
	C - Rose Green Road W	233	33	0	192
	D - Rose Green Road N	84	47	287	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.39	16.75	0.6	C	115	172
A-BCD	0.01	5.41	0.0	A	6	10
A-B					30	45
A-C					150	225
D-ABC	0.94	79.34	9.5	F	384	575
C-ABD	0.10	4.90	0.2	A	60	90
C-D					163	244
C-A					197	296

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	94	24	420	0.224	93	0.0	0.3	10.979	B
A-BCD	5	1	670	0.007	5	0.0	0.0	5.409	A
A-B	25	6			25				
A-C	123	31			123				
D-ABC	315	79	535	0.589	309	0.0	1.4	15.619	C
C-ABD	42	11	780	0.054	42	0.0	0.1	4.879	A
C-D	137	34			137				
C-A	166	41			166				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	112	28	393	0.286	112	0.3	0.4	12.791	B
A-BCD	6	2	673	0.009	6	0.0	0.0	5.394	A
A-B	29	7			29				
A-C	147	37			147				
D-ABC	376	94	515	0.729	371	1.4	2.5	24.272	C
C-ABD	57	14	806	0.070	56	0.1	0.1	4.802	A
C-D	160	40			160				
C-A	195	49			195				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	138	34	356	0.387	137	0.4	0.6	16.351	C
A-BCD	8	2	678	0.012	8	0.0	0.0	5.368	A
A-B	36	9			36				
A-C	179	45			179				
D-ABC	460	115	489	0.942	439	2.5	7.6	57.296	F
C-ABD	82	20	846	0.096	81	0.1	0.2	4.708	A
C-D	191	48			191				
C-A	232	58			232				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	138	34	352	0.391	138	0.6	0.6	16.753	C
A-BCD	8	2	678	0.012	8	0.0	0.0	5.373	A

A-B	36	9			36				
A-C	179	45			179				
D-ABC	460	115	488	0.342	453	7.6	9.5	79.335	F
C-ABD	82	21	843	0.097	82	0.2	0.2	4.733	A
C-D	191	48			191				
C-A	231	58			231				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	112	28	387	0.290	113	0.6	0.4	13.184	B
A-BCD	6	2	673	0.009	6	0.0	0.0	5.399	A
A-B	29	7			29				
A-C	147	37			147				
D-ABC	376	94	515	0.730	402	9.5	3.0	36.945	E
C-ABD	57	14	802	0.071	57	0.2	0.1	4.841	A
C-D	160	40			160				
C-A	194	49			194				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	94	24	418	0.225	95	0.4	0.3	11.162	B
A-BCD	5	1	670	0.007	5	0.0	0.0	5.412	A
A-B	25	6			25				
A-C	123	31			123				
D-ABC	315	79	534	0.589	321	3.0	1.5	17.281	C
C-ABD	42	11	778	0.055	43	0.1	0.1	4.901	A
C-D	137	34			137				
C-A	166	41			166				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Sefter Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 14/12/2016 11:01:17

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-C	0.0	8.11	0.02	A	3.94	A	42 % [Stream B-A]	0.0	7.13	0.01	A	2.70	A	54 % [Stream B-A]
Stream B-A	0.9	14.95	0.47	B				0.6	13.66	0.40	B			
Stream C-AB	0.0	8.02	0.02	A				0.2	5.43	0.09	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic	Start time	Finish time	Time segment	Run

ID	Scenario name	name	profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Sefter Road SE		Major
B	Hook Lane		Minor
C	Sefter Road NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sefter Road NW	7.30			93.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	9.60	6.00	4.20	3.70		1.00	32	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	579	0.100	0.252	0.158	0.359
1	B-C	674	0.097	0.246	-	-
1	C-B	628	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	474	100.000
B - Hook Lane		ONE HOUR	✓	204	100.000
C - Sefter Road NW		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	197	277
	B - Hook Lane	195	0	9
	C - Sefter Road NW	92	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	2	1
	B - Hook Lane	1	0	0
	C - Sefter Road NW	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	8.11	0.0	A	8	12
B-A	0.47	14.95	0.9	B	179	268
C-AB	0.02	8.02	0.0	A	8	12
C-A					83	124
A-B					181	271
A-C					254	381

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	548	0.012	7	0.0	0.0	6.654	A
B-A	147	37	493	0.298	145	0.0	0.4	10.307	B
C-AB	6	2	463	0.013	6	0.0	0.0	7.880	A
C-A	68	17			68				
A-B	148	37			148				
A-C	209	52			209				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	8	2	513	0.016	8	0.0	0.0	7.134	A
B-A	175	44	477	0.367	175	0.4	0.6	11.881	B
C-AB	8	2	462	0.017	8	0.0	0.0	7.953	A
C-A	81	20			81				
A-B	177	44			177				
A-C	249	62			249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	455	0.022	10	0.0	0.0	8.091	A
B-A	215	54	455	0.472	214	0.6	0.9	14.813	B
C-AB	10	2	461	0.021	10	0.0	0.0	8.025	A
C-A	99	25			99				
A-B	217	54			217				
A-C	305	76			305				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	454	0.022	10	0.0	0.0	8.113	A
B-A	215	54	455	0.472	215	0.9	0.9	14.951	B
C-AB	10	2	461	0.022	10	0.0	0.0	7.989	A
C-A	99	25			99				
A-B	217	54			217				
A-C	305	76			305				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	511	0.016	8	0.0	0.0	7.154	A
B-A	175	44	477	0.368	176	0.9	0.6	12.024	B
C-AB	8	2	462	0.017	8	0.0	0.0	7.878	A
C-A	81	20			81				
A-B	177	44			177				
A-C	249	62			249				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	546	0.012	7	0.0	0.0	6.675	A
B-A	147	37	493	0.298	147	0.6	0.4	10.445	B
C-AB	6	2	463	0.013	6	0.0	0.0	7.847	A
C-A	68	17			68				
A-B	148	37			148				
A-C	209	52			209				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.70	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	54	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	441	100.000
B - Hook Lane		ONE HOUR	✓	162	100.000
C - Sefter Road NW		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	319	122
	B - Hook Lane	157	0	5
	C - Sefter Road NW	290	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	1	2
	B - Hook Lane	2	0	0
	C - Sefter Road NW	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	7.13	0.0	A	5	7
B-A	0.40	13.66	0.6	B	144	216
C-AB	0.09	5.43	0.2	A	52	78
C-A					246	369
A-B					293	439
A-C					112	168

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	580	0.006	4	0.0	0.0	6.250	A
B-A	118	30	478	0.247	117	0.0	0.3	9.930	A
C-AB	38	10	702	0.054	38	0.0	0.1	5.419	A
C-A	206	52			206				
A-B	240	60			240				
A-C	92	23			92				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	554	0.008	4	0.0	0.0	6.553	A
B-A	141	35	460	0.307	141	0.3	0.4	11.241	B
C-AB	50	12	719	0.069	49	0.1	0.1	5.380	A
C-A	243	61			243				
A-B	287	72			287				
A-C	110	27			110				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	511	0.011	5	0.0	0.0	7.123	A
B-A	173	43	436	0.396	172	0.4	0.6	13.579	B
C-AB	68	17	743	0.091	68	0.1	0.2	5.332	A
C-A	290	73			290				
A-B	351	88			351				
A-C	134	34			134				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	510	0.011	6	0.0	0.0	7.134	A
B-A	173	43	436	0.396	173	0.6	0.6	13.662	B
C-AB	68	17	743	0.091	68	0.2	0.2	5.337	A
C-A	290	72			290				
A-B	351	88			351				
A-C	134	34			134				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	553	0.008	5	0.0	0.0	6.564	A
B-A	141	35	460	0.307	142	0.6	0.4	11.334	B
C-AB	50	12	719	0.069	50	0.2	0.1	5.386	A
C-A	243	61			243				

A-B	287	72			287				
A-C	110	27			110				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	579	0.007	4	0.0	0.0	6.261	A
B-A	118	30	478	0.247	119	0.4	0.3	10.033	B
C-AB	38	10	702	0.055	39	0.1	0.1	5.427	A
C-A	206	52			206				
A-B	240	60			240				
A-C	92	23			92				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Sefter Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 14/12/2016 11:27:16

»2022 Base + Committed + Development , AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-C	0.0	8.38	0.02	A	4.28	A	37 % [Stream B-A]	0.0	7.22	0.01	A	2.80	A	51 % [Stream B-A]
Stream B-A	1.0	15.77	0.50	C				0.7	14.00	0.41	B			
Stream C-AB	0.0	8.04	0.02	A				0.2	5.44	0.09	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic	Start time	Finish time	Time segment	Run

ID	Scenario name	name	profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Sefter Road SE		Major
B	Hook Lane		Minor
C	Sefter Road NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sefter Road NW	7.30			93.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	9.60	6.00	4.20	3.70		1.00	32	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	579	0.100	0.252	0.158	0.359
1	B-C	674	0.097	0.246	-	-
1	C-B	628	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	478	100.000
B - Hook Lane		ONE HOUR	✓	215	100.000
C - Sefter Road NW		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	201	277
	B - Hook Lane	206	0	9
	C - Sefter Road NW	92	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	2	1
	B - Hook Lane	1	0	0
	C - Sefter Road NW	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	8.38	0.0	A	8	12
B-A	0.50	15.77	1.0	C	189	284
C-AB	0.02	8.04	0.0	A	8	12
C-A					83	124
A-B					184	277
A-C					254	381

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	542	0.013	7	0.0	0.0	6.721	A
B-A	155	39	492	0.315	153	0.0	0.5	10.559	B
C-AB	6	2	462	0.013	6	0.0	0.0	7.888	A
C-A	68	17			68				
A-B	151	38			151				
A-C	209	52			209				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	8	2	504	0.016	8	0.0	0.0	7.251	A
B-A	185	46	477	0.389	185	0.5	0.6	12.292	B
C-AB	8	2	461	0.017	8	0.0	0.0	7.964	A
C-A	81	20			81				
A-B	181	45			181				
A-C	249	62			249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	441	0.022	10	0.0	0.0	8.347	A
B-A	227	57	455	0.499	225	0.6	1.0	15.597	C
C-AB	10	2	460	0.022	10	0.0	0.0	8.038	A
C-A	99	25			99				
A-B	221	55			221				
A-C	305	76			305				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	440	0.023	10	0.0	0.0	8.376	A
B-A	227	57	455	0.499	227	1.0	1.0	15.772	C
C-AB	10	2	460	0.022	10	0.0	0.0	8.001	A
C-A	99	25			99				
A-B	221	55			221				
A-C	305	76			305				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	503	0.016	8	0.0	0.0	7.280	A
B-A	185	46	477	0.389	187	1.0	0.6	12.465	B
C-AB	8	2	461	0.017	8	0.0	0.0	7.890	A
C-A	81	20			81				
A-B	181	45			181				
A-C	249	62			249				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	541	0.013	7	0.0	0.0	6.743	A
B-A	155	39	492	0.315	156	0.6	0.5	10.719	B
C-AB	6	2	463	0.013	6	0.0	0.0	7.855	A
C-A	68	17			68				
A-B	151	38			151				
A-C	209	52			209				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.80	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	449	100.000
B - Hook Lane		ONE HOUR	✓	167	100.000
C - Sefter Road NW		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	327	122
	B - Hook Lane	162	0	5
	C - Sefter Road NW	290	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	1	2
	B - Hook Lane	2	0	0
	C - Sefter Road NW	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	7.22	0.0	A	5	7
B-A	0.41	14.00	0.7	B	149	223
C-AB	0.09	5.44	0.2	A	52	78
C-A					246	369
A-B					300	450
A-C					112	168

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	577	0.007	4	0.0	0.0	6.279	A
B-A	122	30	477	0.255	121	0.0	0.3	10.051	B
C-AB	38	10	701	0.055	38	0.0	0.1	5.429	A
C-A	206	52			206				
A-B	246	62			246				
A-C	92	23			92				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	550	0.008	4	0.0	0.0	6.600	A
B-A	146	36	460	0.317	145	0.3	0.5	11.425	B
C-AB	50	12	717	0.069	49	0.1	0.1	5.390	A
C-A	243	61			243				
A-B	294	73			294				
A-C	110	27			110				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	505	0.011	5	0.0	0.0	7.212	A
B-A	178	45	435	0.410	177	0.5	0.7	13.907	B
C-AB	68	17	741	0.092	68	0.1	0.2	5.346	A
C-A	290	72			290				
A-B	360	90			360				
A-C	134	34			134				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	504	0.011	6	0.0	0.0	7.225	A
B-A	178	45	435	0.410	178	0.7	0.7	14.001	B
C-AB	68	17	741	0.092	68	0.2	0.2	5.352	A
C-A	290	72			290				
A-B	360	90			360				
A-C	134	34			134				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	549	0.008	5	0.0	0.0	6.612	A
B-A	146	36	460	0.317	146	0.7	0.5	11.525	B
C-AB	50	12	718	0.069	50	0.2	0.1	5.398	A
C-A	243	61			243				

A-B	294	73			294				
A-C	110	27			110				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	576	0.007	4	0.0	0.0	6.294	A
B-A	122	30	477	0.256	122	0.5	0.3	10.160	B
C-AB	38	10	701	0.055	39	0.1	0.1	5.436	A
C-A	206	52			206				
A-B	246	62			246				
A-C	92	23			92				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Sefter Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\2022 Base + Committed
Report generation date: 14/12/2016 11:49:23

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed													
Stream B-C	0.0	7.50	0.02	A	3.06	A	61 % [Stream B-A]	0.0	6.87	0.01	A	2.42	A	65 % [Stream B-A]
Stream B-A	0.6	12.92	0.39	B				0.5	12.67	0.35	B			
Stream C-AB	0.0	7.98	0.02	A				0.2	5.39	0.09	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic profile	Start time	Finish time	Time segment length	Run

ID	Scenario name	name	type	(HH:mm)	(HH:mm)	(min)	automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Sefter Road SE		Major
B	Hook Lane		Minor
C	Sefter Road NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sefter Road NW	7.30			93.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	9.60	6.00	4.20	3.70		1.00	32	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	579	0.100	0.252	0.158	0.359
1	B-C	674	0.097	0.246	-	-
1	C-B	628	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	460	100.000
B - Hook Lane		ONE HOUR	✓	171	100.000
C - Sefter Road NW		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	183	277
	B - Hook Lane	162	0	9
	C - Sefter Road NW	92	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	2	1
	B - Hook Lane	1	0	0
	C - Sefter Road NW	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	7.50	0.0	A	8	12
B-A	0.39	12.92	0.6	B	149	223
C-AB	0.02	7.98	0.0	A	8	12
C-A					83	124
A-B					168	252
A-C					254	381

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	562	0.012	7	0.0	0.0	6.477	A
B-A	122	30	494	0.247	121	0.0	0.3	9.616	A
C-AB	6	2	465	0.013	6	0.0	0.0	7.849	A
C-A	68	17			68				
A-B	138	34			138				
A-C	209	52			209				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	8	2	535	0.015	8	0.0	0.0	6.837	A
B-A	146	36	478	0.304	145	0.3	0.4	10.793	B
C-AB	8	2	464	0.017	8	0.0	0.0	7.916	A
C-A	81	20			81				
A-B	165	41			165				
A-C	249	62			249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	490	0.020	10	0.0	0.0	7.490	A
B-A	178	45	457	0.390	178	0.4	0.6	12.852	B
C-AB	10	2	463	0.021	10	0.0	0.0	7.979	A
C-A	99	25			99				
A-B	201	50			201				
A-C	305	76			305				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	490	0.020	10	0.0	0.0	7.500	A
B-A	178	45	457	0.390	178	0.6	0.6	12.925	B
C-AB	10	2	463	0.021	10	0.0	0.0	7.943	A
C-A	99	25			99				
A-B	201	50			201				
A-C	305	76			305				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	534	0.015	8	0.0	0.0	6.848	A
B-A	146	36	478	0.304	146	0.6	0.4	10.870	B
C-AB	8	2	464	0.017	8	0.0	0.0	7.842	A
C-A	81	20			81				
A-B	165	41			165				
A-C	249	62			249				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	562	0.012	7	0.0	0.0	6.488	A
B-A	122	30	494	0.247	122	0.4	0.3	9.704	A
C-AB	6	2	465	0.013	6	0.0	0.0	7.817	A
C-A	68	17			68				
A-B	138	34			138				
A-C	209	52			209				

2022 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	65	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	413	100.000
B - Hook Lane		ONE HOUR	✓	146	100.000
C - Sefter Road NW		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	291	122
	B - Hook Lane	141	0	5
	C - Sefter Road NW	290	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	1	2
	B - Hook Lane	2	0	0
	C - Sefter Road NW	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.87	0.0	A	5	7
B-A	0.35	12.67	0.5	B	129	194
C-AB	0.09	5.39	0.2	A	52	78
C-A					247	370
A-B					267	401
A-C					112	168

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	588	0.006	4	0.0	0.0	6.159	A
B-A	106	27	480	0.221	105	0.0	0.3	9.568	A
C-AB	38	10	706	0.054	38	0.0	0.1	5.383	A
C-A	207	52			207				
A-B	219	55			219				
A-C	92	23			92				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	566	0.008	4	0.0	0.0	6.412	A
B-A	127	32	463	0.274	126	0.3	0.4	10.683	B
C-AB	49	12	724	0.068	49	0.1	0.1	5.337	A
C-A	243	61			243				
A-B	262	65			262				
A-C	110	27			110				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	530	0.010	5	0.0	0.0	6.865	A
B-A	155	39	439	0.353	155	0.4	0.5	12.611	B
C-AB	67	17	749	0.090	67	0.1	0.2	5.282	A
C-A	290	73			290				
A-B	320	80			320				
A-C	134	34			134				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	529	0.010	6	0.0	0.0	6.873	A
B-A	155	39	439	0.353	155	0.5	0.5	12.671	B
C-AB	67	17	749	0.090	67	0.2	0.2	5.288	A
C-A	290	73			290				
A-B	320	80			320				
A-C	134	34			134				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	565	0.008	5	0.0	0.0	6.422	A
B-A	127	32	463	0.274	127	0.5	0.4	10.752	B
C-AB	49	12	724	0.068	50	0.2	0.1	5.344	A
C-A	243	61			243				

A-B	262	65			262				
A-C	110	27			110				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	587	0.006	4	0.0	0.0	6.170	A
B-A	106	27	480	0.221	107	0.4	0.3	9.649	A
C-AB	38	10	707	0.054	38	0.1	0.1	5.389	A
C-A	206	52			206				
A-B	219	55			219				
A-C	92	23			92				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Sefter Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 14/12/2016 12:20:29

»2017 Base, AM
»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017 Base													
Stream B-C	0.0	7.20	0.02	A	2.84	A	74 % [Stream B-A]	0.0	6.67	0.01	A	2.27	A	78 % [Stream B-A]
Stream B-A	0.5	11.97	0.35	B				0.5	11.78	0.32	B			
Stream C-AB	0.0	7.95	0.02	A				0.2	5.42	0.08	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Sefter Road SE		Major
B	Hook Lane		Minor
C	Sefter Road NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sefter Road NW	7.30			93.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	9.60	6.00	4.20	3.70		1.00	32	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	579	0.100	0.252	0.158	0.359
1	B-C	674	0.097	0.246	-	-
1	C-B	628	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	426	100.000
B - Hook Lane		ONE HOUR	✓	158	100.000
C - Sefter Road NW		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	170	256
	B - Hook Lane	150	0	8
	C - Sefter Road NW	85	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	2	1
	B - Hook Lane	1	0	0
	C - Sefter Road NW	1	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	7.20	0.0	A	7	11
B-A	0.35	11.97	0.5	B	138	206
C-AB	0.02	7.95	0.0	A	7	10
C-A					77	115
A-B					156	234
A-C					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	572	0.011	6	0.0	0.0	6.358	A
B-A	113	28	500	0.226	112	0.0	0.3	9.247	A
C-AB	5	1	465	0.011	5	0.0	0.0	7.830	A
C-A	63	16			63				
A-B	128	32			128				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	7	2	548	0.013	7	0.0	0.0	6.662	A
B-A	135	34	486	0.278	134	0.3	0.4	10.241	B
C-AB	6	2	464	0.014	6	0.0	0.0	7.889	A
C-A	75	19			75				
A-B	153	38			153				
A-C	230	58			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	9	2	509	0.017	9	0.0	0.0	7.190	A
B-A	165	41	466	0.355	165	0.4	0.5	11.919	B
C-AB	8	2	463	0.018	8	0.0	0.0	7.946	A
C-A	92	23			92				
A-B	187	47			187				
A-C	282	70			282				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	9	2	509	0.017	9	0.0	0.0	7.197	A
B-A	165	41	466	0.355	165	0.5	0.5	11.968	B
C-AB	8	2	463	0.018	8	0.0	0.0	7.912	A
C-A	92	23			92				
A-B	187	47			187				
A-C	282	70			282				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	547	0.013	7	0.0	0.0	6.672	A
B-A	135	34	486	0.278	135	0.5	0.4	10.297	B
C-AB	6	2	464	0.014	6	0.0	0.0	7.823	A
C-A	75	19			75				
A-B	153	38			153				
A-C	230	58			230				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	571	0.011	6	0.0	0.0	6.366	A
B-A	113	28	500	0.226	113	0.4	0.3	9.319	A
C-AB	5	1	465	0.011	5	0.0	0.0	7.799	A
C-A	63	16			63				
A-B	128	32			128				
A-C	193	48			193				

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	78	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	382	100.000
B - Hook Lane		ONE HOUR	✓	135	100.000
C - Sefter Road NW		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	269	113
	B - Hook Lane	130	0	5
	C - Sefter Road NW	268	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	1	2
	B - Hook Lane	2	0	0
	C - Sefter Road NW	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.67	0.0	A	5	7
B-A	0.32	11.78	0.5	B	119	179
C-AB	0.08	5.42	0.2	A	47	70
C-A					229	344
A-B					247	370
A-C					104	156

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	596	0.006	4	0.0	0.0	6.078	A
B-A	98	24	487	0.201	97	0.0	0.2	9.216	A
C-AB	35	9	700	0.050	35	0.0	0.1	5.411	A
C-A	192	48			192				
A-B	203	51			203				
A-C	85	21			85				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	576	0.008	4	0.0	0.0	6.293	A
B-A	117	29	471	0.248	117	0.2	0.3	10.156	B
C-AB	45	11	716	0.063	45	0.1	0.1	5.366	A
C-A	226	56			226				
A-B	242	60			242				
A-C	102	25			102				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	546	0.010	5	0.0	0.0	6.662	A
B-A	143	36	449	0.319	143	0.3	0.5	11.736	B
C-AB	61	15	738	0.082	61	0.1	0.2	5.313	A
C-A	271	68			271				
A-B	296	74			296				
A-C	124	31			124				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	545	0.010	6	0.0	0.0	6.667	A
B-A	143	36	449	0.319	143	0.5	0.5	11.777	B
C-AB	61	15	738	0.082	61	0.2	0.2	5.316	A
C-A	271	68			271				
A-B	296	74			296				
A-C	124	31			124				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	576	0.008	5	0.0	0.0	6.298	A
B-A	117	29	471	0.248	117	0.5	0.3	10.208	B
C-AB	45	11	716	0.063	45	0.2	0.1	5.371	A
C-A	226	56			226				

A-B	242	60			242				
A-C	102	25			102				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	0.94	595	0.006	4	0.0	0.0	6.085	A
B-A	98	24	486	0.201	98	0.3	0.3	9.281	A
C-AB	35	9	700	0.050	35	0.1	0.1	5.417	A
C-A	192	48			192				
A-B	203	51			203				
A-C	85	21			85				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 14/12/2016 10:55:56

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-C	0.2	10.13	0.18	B	5.71	A	35 % [Stream B-A]	0.7	10.11	0.41	B	4.06	A	61 % [Stream B-A]
Stream B-A	0.9	16.09	0.47	C				0.1	13.23	0.07	B			
Stream C-AB	0.4	5.23	0.23	A				0.4	7.17	0.23	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic	Start time	Finish time	Time segment	Run

ID	Scenario name	name	profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road NE		Major
B	Hook Lane		Minor
C	Pagham Road SW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road SW	6.70			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	6.70	5.70	4.40	3.50		1.00	26	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	562	0.099	0.251	0.158	0.359
1	B-C	606	0.090	0.228	-	-
1	C-B	690	0.259	0.259	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	83	100.000
B - Hook Lane		ONE HOUR	✓	252	100.000
C - Pagham Road SW		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	9	74
	B - Hook Lane	183	0	69
	C - Pagham Road SW	335	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	13	18
	B - Hook Lane	1	0	7
	C - Pagham Road SW	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	10.13	0.2	B	63	95
B-A	0.47	16.09	0.9	C	168	252
C-AB	0.23	5.23	0.4	A	156	233
C-A					250	375
A-B					8	12
A-C					68	102

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	52	13	499	0.104	51	0.0	0.1	8.036	A
B-A	138	34	469	0.294	136	0.0	0.4	10.763	B
C-AB	116	29	826	0.140	115	0.0	0.2	5.060	A
C-A	217	54			217				
A-B	7	2			7				
A-C	56	14			56				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	62	16	475	0.131	62	0.1	0.1	8.707	A
B-A	165	41	451	0.365	164	0.4	0.6	12.516	B
C-AB	149	37	853	0.175	149	0.2	0.3	5.107	A
C-A	248	62			248				
A-B	8	2			8				
A-C	67	17			67				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	433	0.176	76	0.1	0.2	10.082	B
B-A	201	50	425	0.474	200	0.6	0.9	15.918	C
C-AB	202	50	891	0.226	201	0.3	0.4	5.214	A
C-A	285	71			285				
A-B	10	2			10				
A-C	81	20			81				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	431	0.176	76	0.2	0.2	10.134	B
B-A	201	50	425	0.474	201	0.9	0.9	16.091	C
C-AB	202	50	892	0.226	202	0.4	0.4	5.227	A
C-A	285	71			285				
A-B	10	2			10				
A-C	81	20			81				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	62	16	474	0.131	62	0.2	0.2	8.756	A
B-A	165	41	451	0.365	166	0.9	0.6	12.680	B
C-AB	149	37	854	0.175	150	0.4	0.3	5.131	A
C-A	248	62			248				
A-B	8	2			8				
A-C	67	17			67				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	52	13	497	0.104	52	0.2	0.1	8.085	A
B-A	138	34	469	0.294	138	0.6	0.4	10.918	B
C-AB	116	29	826	0.141	117	0.3	0.2	5.082	A
C-A	216	54			216				
A-B	7	2			7				
A-C	56	14			56				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	366	100.000
B - Hook Lane		ONE HOUR	✓	245	100.000
C - Pagham Road SW		ONE HOUR	✓	237	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	38	328
	B - Hook Lane	18	0	227
	C - Pagham Road SW	127	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	5
	B - Hook Lane	0	0	2
	C - Pagham Road SW	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.41	10.11	0.7	B	208	312
B-A	0.07	13.23	0.1	B	17	25
C-AB	0.23	7.17	0.4	A	124	185
C-A					94	141
A-B					35	52
A-C					301	451

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	171	43	644	0.265	169	0.0	0.4	7.557	A
B-A	14	3	349	0.039	13	0.0	0.0	10.721	B
C-AB	97	24	659	0.147	96	0.0	0.2	6.389	A
C-A	82	20			82				
A-B	29	7			29				
A-C	247	62			247				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	204	51	628	0.325	204	0.4	0.5	8.466	A
B-A	16	4	326	0.050	16	0.0	0.1	11.600	B
C-AB	120	30	658	0.182	120	0.2	0.3	6.685	A
C-A	93	23			93				
A-B	34	9			34				
A-C	295	74			295				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	250	62	606	0.412	249	0.5	0.7	10.062	B
B-A	20	5	292	0.068	20	0.1	0.1	13.202	B
C-AB	154	39	657	0.235	154	0.3	0.4	7.151	A
C-A	107	27			107				
A-B	42	10			42				
A-C	361	90			361				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	250	62	606	0.413	250	0.7	0.7	10.111	B
B-A	20	5	292	0.068	20	0.1	0.1	13.225	B
C-AB	154	39	657	0.235	154	0.4	0.4	7.169	A
C-A	107	27			107				
A-B	42	10			42				
A-C	361	90			361				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	204	51	628	0.325	205	0.7	0.5	8.519	A
B-A	16	4	326	0.050	16	0.1	0.1	11.624	B
C-AB	120	30	658	0.182	120	0.4	0.3	6.711	A
C-A	93	23			93				

A-B	34	9			34				
A-C	295	74			295				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	171	43	644	0.265	171	0.5	0.4	7.620	A
B-A	14	3	349	0.039	14	0.1	0.0	10.748	B
C-AB	97	24	659	0.147	97	0.3	0.2	6.420	A
C-A	81	20			81				
A-B	29	7			29				
A-C	247	62			247				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 14/12/2016 11:10:57

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-C	0.2	10.18	0.18	B	5.74	A	34 %	0.7	10.15	0.41	B	4.08	A	60 %
Stream B-A	0.9	16.20	0.48	C			[Stream B-A]	0.1	13.27	0.07	B			[Stream B-A]
Stream C-AB	0.5	5.24	0.23	A				0.4	7.18	0.24	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic	Start time	Finish time	Time segment	Run

ID	Scenario name	name	profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road NE		Major
B	Hook Lane		Minor
C	Pagham Road SW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road SW	6.70			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	6.70	5.70	4.40	3.50		1.00	26	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	562	0.099	0.251	0.158	0.358
1	B-C	607	0.090	0.228	-	-
1	C-B	690	0.259	0.259	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	84	100.000
B - Hook Lane		ONE HOUR	✓	253	100.000
C - Pagham Road SW		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	9	75
	B - Hook Lane	183	0	70
	C - Pagham Road SW	336	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	13	18
	B - Hook Lane	1	0	7
	C - Pagham Road SW	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	10.18	0.2	B	64	96
B-A	0.48	16.20	0.9	C	168	252
C-AB	0.23	5.24	0.5	A	157	236
C-A					250	375
A-B					8	12
A-C					69	103

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	53	13	499	0.106	52	0.0	0.1	8.045	A
B-A	138	34	468	0.294	136	0.0	0.4	10.801	B
C-AB	117	29	826	0.142	116	0.0	0.2	5.067	A
C-A	217	54			217				
A-B	7	2			7				
A-C	56	14			56				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	63	16	475	0.132	63	0.1	0.2	8.724	A
B-A	165	41	450	0.366	164	0.4	0.6	12.573	B
C-AB	151	38	854	0.176	150	0.2	0.3	5.118	A
C-A	249	62			249				
A-B	8	2			8				
A-C	67	17			67				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	432	0.178	77	0.2	0.2	10.123	B
B-A	201	50	424	0.476	200	0.6	0.9	16.023	C
C-AB	204	51	892	0.229	203	0.3	0.4	5.228	A
C-A	285	71			285				
A-B	10	2			10				
A-C	83	21			83				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	431	0.179	77	0.2	0.2	10.176	B
B-A	201	50	423	0.476	201	0.9	0.9	16.202	C
C-AB	204	51	892	0.229	204	0.4	0.5	5.243	A
C-A	285	71			285				
A-B	10	2			10				
A-C	83	21			83				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	63	16	474	0.133	63	0.2	0.2	8.774	A
B-A	165	41	449	0.366	166	0.9	0.6	12.742	B
C-AB	151	38	854	0.177	151	0.5	0.3	5.141	A
C-A	248	62			248				
A-B	8	2			8				
A-C	67	17			67				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	53	13	498	0.106	53	0.2	0.1	8.096	A
B-A	138	34	468	0.295	138	0.6	0.4	10.957	B
C-AB	118	29	827	0.142	118	0.3	0.2	5.091	A
C-A	217	54			217				
A-B	7	2			7				
A-C	56	14			56				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	367	100.000
B - Hook Lane		ONE HOUR	✓	246	100.000
C - Pagham Road SW		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	38	329
	B - Hook Lane	18	0	228
	C - Pagham Road SW	128	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	5
	B - Hook Lane	0	0	2
	C - Pagham Road SW	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.41	10.15	0.7	B	209	314
B-A	0.07	13.27	0.1	B	17	25
C-AB	0.24	7.18	0.4	A	125	187
C-A					94	141
A-B					35	52
A-C					302	453

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	172	43	644	0.266	170	0.0	0.4	7.572	A
B-A	14	3	348	0.039	13	0.0	0.0	10.739	B
C-AB	98	24	659	0.148	97	0.0	0.2	6.397	A
C-A	82	21			82				
A-B	29	7			29				
A-C	248	62			248				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	205	51	628	0.326	204	0.4	0.5	8.489	A
B-A	16	4	326	0.050	16	0.0	0.1	11.627	B
C-AB	121	30	658	0.184	121	0.2	0.3	6.697	A
C-A	94	23			94				
A-B	34	9			34				
A-C	296	74			296				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	251	63	606	0.415	250	0.5	0.7	10.103	B
B-A	20	5	291	0.068	20	0.1	0.1	13.250	B
C-AB	156	39	657	0.237	155	0.3	0.4	7.168	A
C-A	107	27			107				
A-B	42	10			42				
A-C	362	91			362				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	251	63	606	0.415	251	0.7	0.7	10.152	B
B-A	20	5	291	0.068	20	0.1	0.1	13.273	B
C-AB	156	39	657	0.237	156	0.4	0.4	7.184	A
C-A	107	27			107				
A-B	42	10			42				
A-C	362	91			362				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	205	51	628	0.326	206	0.7	0.5	8.544	A
B-A	16	4	325	0.050	16	0.1	0.1	11.649	B
C-AB	121	30	658	0.184	122	0.4	0.3	6.725	A
C-A	94	23			94				

A-B	34	9			34				
A-C	296	74			296				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	172	43	644	0.267	172	0.5	0.4	7.635	A
B-A	14	3	348	0.039	14	0.1	0.0	10.766	B
C-AB	98	25	659	0.149	98	0.3	0.2	6.428	A
C-A	82	20			82				
A-B	29	7			29				
A-C	248	62			248				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\2022 Base + Committed
Report generation date: 14/12/2016 11:42:29

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed													
Stream B-C	0.2	9.99	0.17	A	5.63	A	36 % [Stream B-A]	0.7	10.03	0.41	B	4.02	A	62 % [Stream B-A]
Stream B-A	0.9	15.76	0.47	C				0.1	13.11	0.07	B			
Stream C-AB	0.4	5.19	0.22	A				0.4	7.12	0.23	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic profile	Start time	Finish time	Time segment length	Run

ID	Scenario name	name	type	(HH:mm)	(HH:mm)	(min)	automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road NE		Major
B	Hook Lane		Minor
C	Pagham Road SW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road SW	6.70			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	6.70	5.70	4.40	3.50		1.00	26	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.100	0.252	0.159	0.360
1	B-C	603	0.090	0.226	-	-
1	C-B	690	0.259	0.259	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	79	100.000
B - Hook Lane		ONE HOUR	✓	248	100.000
C - Pagham Road SW		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	9	70
	B - Hook Lane	183	0	65
	C - Pagham Road SW	334	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	13	18
	B - Hook Lane	1	0	7
	C - Pagham Road SW	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	9.99	0.2	A	60	89
B-A	0.47	15.76	0.9	C	168	252
C-AB	0.22	5.19	0.4	A	152	229
C-A					250	376
A-B					8	12
A-C					64	96

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	498	0.098	49	0.0	0.1	8.009	A
B-A	138	34	473	0.291	136	0.0	0.4	10.642	B
C-AB	114	28	826	0.137	113	0.0	0.2	5.041	A
C-A	217	54			217				
A-B	7	2			7				
A-C	53	13			53				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	58	15	474	0.123	58	0.1	0.1	8.647	A
B-A	165	41	455	0.362	164	0.4	0.6	12.339	B
C-AB	146	36	854	0.171	146	0.2	0.3	5.084	A
C-A	249	62			249				
A-B	8	2			8				
A-C	63	16			63				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	433	0.165	71	0.1	0.2	9.946	A
B-A	201	50	430	0.469	200	0.6	0.9	15.594	C
C-AB	197	49	892	0.221	197	0.3	0.4	5.182	A
C-A	286	71			286				
A-B	10	2			10				
A-C	77	19			77				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	432	0.166	72	0.2	0.2	9.992	A
B-A	201	50	430	0.469	201	0.9	0.9	15.755	C
C-AB	198	49	892	0.221	198	0.4	0.4	5.194	A
C-A	286	71			286				
A-B	10	2			10				
A-C	77	19			77				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	473	0.124	59	0.2	0.1	8.693	A
B-A	165	41	455	0.362	166	0.9	0.6	12.496	B
C-AB	146	37	854	0.171	147	0.4	0.3	5.106	A
C-A	248	62			248				
A-B	8	2			8				
A-C	63	16			63				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	496	0.099	49	0.1	0.1	8.056	A
B-A	138	34	473	0.292	138	0.6	0.4	10.792	B
C-AB	114	28	827	0.138	114	0.3	0.2	5.065	A
C-A	217	54			217				
A-B	7	2			7				
A-C	53	13			53				

2022 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	62	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	364	100.000
B - Hook Lane		ONE HOUR	✓	243	100.000
C - Pagham Road SW		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	38	326
	B - Hook Lane	18	0	225
	C - Pagham Road SW	124	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	5
	B - Hook Lane	0	0	2
	C - Pagham Road SW	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.41	10.03	0.7	B	206	310
B-A	0.07	13.11	0.1	B	17	25
C-AB	0.23	7.12	0.4	A	120	180
C-A					92	138
A-B					35	52
A-C					299	449

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	169	42	645	0.263	168	0.0	0.4	7.529	A
B-A	14	3	351	0.039	13	0.0	0.0	10.674	B
C-AB	94	23	658	0.143	93	0.0	0.2	6.370	A
C-A	80	20			80				
A-B	29	7			29				
A-C	245	61			245				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	202	51	629	0.322	202	0.4	0.5	8.420	A
B-A	16	4	328	0.049	16	0.0	0.1	11.532	B
C-AB	116	29	657	0.177	116	0.2	0.3	6.655	A
C-A	92	23			92				
A-B	34	9			34				
A-C	293	73			293				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	248	62	607	0.408	247	0.5	0.7	9.984	A
B-A	20	5	295	0.067	20	0.1	0.1	13.088	B
C-AB	149	37	655	0.228	149	0.3	0.4	7.103	A
C-A	105	26			105				
A-B	42	10			42				
A-C	359	90			359				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	248	62	607	0.408	248	0.7	0.7	10.030	B
B-A	20	5	294	0.067	20	0.1	0.1	13.110	B
C-AB	149	37	655	0.228	149	0.4	0.4	7.121	A
C-A	105	26			105				
A-B	42	10			42				
A-C	359	90			359				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	202	51	629	0.322	203	0.7	0.5	8.472	A
B-A	16	4	328	0.049	16	0.1	0.1	11.553	B
C-AB	116	29	657	0.177	116	0.4	0.3	6.682	A
C-A	92	23			92				

A-B	34	9			34				
A-C	293	73			293				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	169	42	645	0.263	170	0.5	0.4	7.591	A
B-A	14	3	350	0.039	14	0.1	0.0	10.703	B
C-AB	94	24	658	0.143	94	0.3	0.2	6.395	A
C-A	80	20			80				
A-B	29	7			29				
A-C	245	61			245				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 14/12/2016 12:15:44

»2017 Base, AM
»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017 Base													
Stream B-C	0.2	9.28	0.15	A	5.29	A	50 % [Stream B-A]	0.6	9.15	0.37	A	3.84	A	80 % [Stream B-A]
Stream B-A	0.7	13.90	0.42	B				0.1	12.11	0.06	B			
Stream C-AB	0.4	5.19	0.20	A				0.3	6.92	0.20	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2017 Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road NE		Major
B	Hook Lane		Minor
C	Pagham Road SW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road SW	6.70			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	6.70	5.70	4.40	3.50		1.00	26	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.100	0.252	0.159	0.360
1	B-C	603	0.090	0.226	-	-
1	C-B	690	0.259	0.259	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	65	100.000
B - Hook Lane		ONE HOUR	✓	230	100.000
C - Pagham Road SW		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	8	57
	B - Hook Lane	170	0	60
	C - Pagham Road SW	290	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	13	18
	B - Hook Lane	1	0	7
	C - Pagham Road SW	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	9.28	0.2	A	55	83
B-A	0.42	13.90	0.7	B	156	234
C-AB	0.20	5.19	0.4	A	134	201
C-A					222	333
A-B					7	11
A-C					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	45	11	506	0.089	45	0.0	0.1	7.796	A
B-A	128	32	484	0.265	127	0.0	0.4	10.053	B
C-AB	101	25	809	0.125	100	0.0	0.2	5.077	A
C-A	191	48			191				
A-B	6	2			6				
A-C	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-C	54	13	487	0.111	54	0.1	0.1	8.303	A
B-A	153	38	468	0.327	152	0.4	0.5	11.385	B
C-AB	129	32	833	0.154	128	0.2	0.3	5.110	A
C-A	220	55			220				
A-B	7	2			7				
A-C	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	66	17	455	0.145	66	0.1	0.2	9.255	A
B-A	187	47	446	0.420	186	0.5	0.7	13.802	B
C-AB	171	43	865	0.198	171	0.3	0.4	5.184	A
C-A	256	64			256				
A-B	9	2			9				
A-C	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	66	17	454	0.146	66	0.2	0.2	9.283	A
B-A	187	47	446	0.420	187	0.7	0.7	13.899	B
C-AB	172	43	866	0.198	172	0.4	0.4	5.193	A
C-A	256	64			256				
A-B	9	2			9				
A-C	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	54	13	486	0.111	54	0.2	0.1	8.335	A
B-A	153	38	468	0.327	154	0.7	0.5	11.490	B
C-AB	129	32	833	0.155	129	0.4	0.3	5.128	A
C-A	220	55			220				
A-B	7	2			7				
A-C	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	45	11	505	0.089	45	0.1	0.1	7.832	A
B-A	128	32	483	0.265	128	0.5	0.4	10.159	B
C-AB	101	25	809	0.125	102	0.3	0.2	5.099	A
C-A	191	48			191				
A-B	6	2			6				
A-C	43	11			43				

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	80	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2017 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	318	100.000
B - Hook Lane		ONE HOUR	✓	224	100.000
C - Pagham Road SW		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	36	282
	B - Hook Lane	16	0	208
	C - Pagham Road SW	104	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	5
	B - Hook Lane	0	0	2
	C - Pagham Road SW	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.37	9.15	0.6	A	191	286
B-A	0.06	12.11	0.1	B	15	22
C-AB	0.20	6.92	0.3	A	107	160
C-A					79	119
A-B					33	50
A-C					259	388

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	157	39	655	0.239	155	0.0	0.3	7.182	A
B-A	12	3	363	0.033	12	0.0	0.0	10.267	B
C-AB	85	21	657	0.129	84	0.0	0.2	6.278	A
C-A	68	17			68				
A-B	27	7			27				
A-C	212	53			212				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	187	47	642	0.291	187	0.3	0.4	7.905	A
B-A	14	4	344	0.042	14	0.0	0.0	10.935	B
C-AB	104	26	655	0.159	104	0.2	0.2	6.527	A
C-A	79	20			79				
A-B	32	8			32				
A-C	254	63			254				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	229	57	622	0.368	228	0.4	0.6	9.119	A
B-A	18	4	315	0.056	18	0.0	0.1	12.098	B
C-AB	132	33	653	0.203	132	0.2	0.3	6.906	A
C-A	91	23			91				
A-B	40	10			40				
A-C	310	78			310				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	229	57	622	0.368	229	0.6	0.6	9.150	A
B-A	18	4	315	0.056	18	0.1	0.1	12.112	B
C-AB	132	33	653	0.203	132	0.3	0.3	6.921	A
C-A	91	23			91				
A-B	40	10			40				
A-C	310	78			310				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	187	47	642	0.291	188	0.6	0.4	7.943	A
B-A	14	4	343	0.042	14	0.1	0.0	10.950	B
C-AB	104	26	655	0.159	104	0.3	0.2	6.546	A
C-A	79	20			79				

A-B	32	8			32				
A-C	254	63			254				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	157	39	655	0.239	157	0.4	0.3	7.232	A
B-A	12	3	362	0.033	12	0.0	0.0	10.283	B
C-AB	85	21	657	0.129	85	0.2	0.2	6.300	A
C-A	68	17			68				
A-B	27	7			27				
A-C	212	53			212				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Vinnetrow Road B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\230 dwellings and 80 bed care home school
Report generation date: 09/12/2016 10:42:30

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development															
1 - Vinnetrow Road	0.6	2.8	6.58	0.39	A	17.98	C	3 % [2 - B2166 E]	3.7	18.6	27.29	0.80	D	15.68	C	3 % [1 - Vinnetrow Road]
2 - B2166 E	9.2	36.7	26.56	0.91	D				1.0	1.4	5.17	0.51	A			
3 - Mill Lane	0.2	0.5	8.37	0.14	A				0.1	0.5	4.63	0.06	A			
4 - B2166 W	0.8	2.4	5.73	0.46	A				5.1	26.2	17.65	0.84	C			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' table(s) for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	17.98	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	2 - B2166 E

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vinnetrow Road	3.00	6.00	5.0	30.0	30.0	35.0	
2 - B2166 E	4.00	6.00	12.0	30.0	30.0	42.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vinnetrow Road	0.559	1219
2 - B2166 E	0.623	1566
3 - Mill Lane	0.591	1375
4 - B2166 W	0.593	1385

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	314	100.000
2 - B2166 E		✓	1204	100.000
3 - Mill Lane		✓	66	100.000
4 - B2166 W		✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	174	7	133
	2 - B2166 E	256	0	4	944
	3 - Mill Lane	18	11	0	37
	4 - B2166 W	13	455	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	3	0	2
	2 - B2166 E	3	0	0	0
	3 - Mill Lane	0	0	0	0
	4 - B2166 W	8	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.39	6.58	0.6	2.8	A
2 - B2166 E	0.91	26.56	9.2	30.7	D
3 - Mill Lane	0.14	8.37	0.2	0.5	A
4 - B2166 W	0.46	5.73	0.8	2.4	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	236	360	987	0.239	235	0.3	4.778	A
2 - B2166 E	906	115	1484	0.611	900	1.5	6.106	A
3 - Mill Lane	50	997	781	0.064	49	0.1	4.920	A
4 - B2166 W	363	213	1218	0.298	361	0.4	4.195	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	282	431	947	0.298	282	0.4	5.405	A
2 - B2166 E	1082	138	1470	0.737	1078	2.7	9.079	A
3 - Mill Lane	59	1194	664	0.089	59	0.1	5.952	A
4 - B2166 W	433	255	1193	0.363	433	0.6	4.731	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	346	527	893	0.387	345	0.6	6.555	A
2 - B2166 E	1326	169	1450	0.914	1303	8.3	21.801	C
3 - Mill Lane	73	1445	514	0.141	72	0.2	8.149	A
4 - B2166 W	531	309	1161	0.457	530	0.8	5.688	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	346	528	893	0.387	346	0.6	6.580	A
2 - B2166 E	1326	170	1450	0.914	1322	9.2	26.559	D
3 - Mill Lane	73	1464	503	0.145	73	0.2	8.373	A
4 - B2166 W	531	313	1159	0.458	531	0.8	5.728	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	282	433	947	0.298	283	0.4	5.434	A
2 - B2166 E	1082	139	1469	0.737	1107	2.9	10.593	B
3 - Mill Lane	59	1224	646	0.092	60	0.1	6.145	A

4 - B2166 W	433	262	1189	0.364	434	0.6	4.774	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	236	362	986	0.240	237	0.3	4.808	A
2 - B2166 E	906	116	1483	0.611	912	1.6	6.354	A
3 - Mill Lane	50	1009	774	0.064	50	0.1	4.974	A
4 - B2166 W	363	216	1217	0.298	363	0.4	4.222	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	1.54	0.59	1.47	1.89	2.04			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.42	0.00	0.00	0.42	0.42			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2 - B2166 E	2.70	0.05	0.61	7.43	11.88			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.57	0.09	0.81	1.36	1.43			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.62	0.03	0.25	0.62	0.62			N/A	N/A
2 - B2166 E	8.28	0.05	0.58	23.90	42.50			N/A	N/A
3 - Mill Lane	0.16	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.83	0.03	0.26	0.83	0.83			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.63	0.03	0.29	1.22	2.83			N/A	N/A
2 - B2166 E	9.19	0.04	0.38	21.10	50.71			N/A	N/A
3 - Mill Lane	0.17	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.84	0.03	0.28	0.84	2.36			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2 - B2166 E	2.91	0.04	0.43	8.05	14.45			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.58	0.55	1.00	1.40	1.45			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - B2166 E	1.60	0.03	0.32	3.04	8.32			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.43	0.03	0.30	0.90	1.20			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	15.68	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	1 - Vinnetrow Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	472	100.000
2 - B2166 E		✓	648	100.000
3 - Mill Lane		✓	43	100.000
4 - B2166 W		✓	975	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	302	13	157
	2 - B2166 E	122	0	8	518
	3 - Mill Lane	5	16	0	22
	4 - B2166 W	76	886	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	0	0	1
	2 - B2166 E	3	0	0	2
	3 - Mill Lane	0	7	0	0
	4 - B2166 W	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.80	27.29	3.7	18.6	D
2 - B2166 E	0.51	5.17	1.0	1.4	A
3 - Mill Lane	0.06	4.63	0.1	0.5	A
4 - B2166 W	0.84	17.65	5.1	28.2	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	355	684	830	0.428	352	0.7	7.498	A
2 - B2166 E	488	137	1449	0.337	486	0.5	3.728	A
3 - Mill Lane	32	597	989	0.033	32	0.0	3.760	A
4 - B2166 W	734	107	1304	0.563	729	1.3	6.197	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	424	820	753	0.563	422	1.3	10.808	B
2 - B2166 E	583	164	1433	0.407	582	0.7	4.227	A
3 - Mill Lane	39	715	920	0.042	39	0.0	4.084	A
4 - B2166 W	877	128	1292	0.679	873	2.1	8.541	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	520	997	653	0.796	511	3.4	23.967	C
2 - B2166 E	713	198	1411	0.505	712	1.0	5.138	A
3 - Mill Lane	47	873	827	0.057	47	0.1	4.616	A
4 - B2166 W	1073	157	1274	0.842	1062	4.8	16.204	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	520	1007	648	0.802	518	3.7	27.285	D
2 - B2166 E	713	201	1410	0.506	713	1.0	5.169	A
3 - Mill Lane	47	877	825	0.057	47	0.1	4.630	A
4 - B2166 W	1073	157	1274	0.843	1073	5.1	17.646	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	424	833	746	0.569	434	1.4	11.883	B
2 - B2166 E	583	168	1430	0.407	584	0.7	4.262	A
3 - Mill Lane	39	721	917	0.042	39	0.0	4.102	A
4 - B2166 W	877	129	1291	0.679	888	2.2	9.165	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	355	692	825	0.431	358	0.8	7.742	A
2 - B2166 E	488	139	1448	0.337	489	0.5	3.753	A
3 - Mill Lane	32	602	987	0.033	32	0.0	3.774	A
4 - B2166 W	734	108	1304	0.563	737	1.3	6.391	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.74	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.50	0.50	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.27	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.26	0.06	0.83	2.71	3.80			N/A	N/A
2 - B2166 E	0.68	0.11	0.85	1.37	1.44			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	2.05	0.05	0.71	5.38	8.24			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	3.45	0.04	0.36	8.19	18.53			N/A	N/A
2 - B2166 E	1.01	0.03	0.26	1.01	1.01			N/A	N/A
3 - Mill Lane	0.06	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	4.81	0.04	0.35	10.43	26.19			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	3.74	0.03	0.32	5.37	18.65			N/A	N/A
2 - B2166 E	1.02	0.03	0.27	1.02	1.32			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	5.05	0.03	0.30	5.05	20.71			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.36	0.04	0.45	3.48	5.59			N/A	N/A
2 - B2166 E	0.69	0.39	0.97	1.39	1.45			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	2.17	0.05	0.47	5.90	9.74			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.77	0.03	0.32	1.68	3.68			N/A	N/A
2 - B2166 E	0.51	0.05	0.51	1.30	1.40			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.31	0.03	0.35	3.14	6.59			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Vinnetrow Road B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\300 dwellings and 80 bed care home
Report generation date: 08/12/2016 15:24:05

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development															
1 - Vinnetrow Road	0.6	2.8	6.62	0.39	A	19.39	C	2 % [2 - B2166 E]	4.0	30.5	28.96	0.81	D	16.42	C	2 % [1 - Vinnetrow Road]
2 - B2166 E	10.1	55.3	28.92	0.92	D				1.0	1.4	5.22	0.51	A			
3 - Mill Lane	0.2	0.5	8.52	0.15	A				0.1	0.5	4.65	0.06	A			
4 - B2166 W	0.9	2.3	5.79	0.46	A				5.3	27.5	18.46	0.85	C			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' table(s) for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	19.39	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	2 - B2166 E

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vinnetrow Road	3.00	6.00	5.0	30.0	30.0	35.0	
2 - B2166 E	4.00	6.00	12.0	30.0	30.0	42.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vinnetrow Road	0.559	1219
2 - B2166 E	0.623	1566
3 - Mill Lane	0.591	1375
4 - B2166 W	0.593	1385

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	315	100.000
2 - B2166 E		✓	1216	100.000
3 - Mill Lane		✓	66	100.000
4 - B2166 W		✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	175	7	133
	2 - B2166 E	259	0	4	953
	3 - Mill Lane	18	11	0	37
	4 - B2166 W	13	459	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	3	0	2
	2 - B2166 E	3	0	0	0
	3 - Mill Lane	0	0	0	0
	4 - B2166 W	8	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.39	6.62	0.6	2.8	A
2 - B2166 E	0.92	28.92	10.1	55.3	D
3 - Mill Lane	0.15	8.52	0.2	0.5	A
4 - B2166 W	0.46	5.79	0.9	2.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	237	363	986	0.241	236	0.3	4.793	A
2 - B2166 E	915	115	1484	0.617	909	1.6	6.198	A
3 - Mill Lane	50	1006	776	0.064	49	0.1	4.956	A
4 - B2166 W	366	215	1217	0.301	364	0.4	4.213	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	283	435	945	0.300	283	0.4	5.429	A
2 - B2166 E	1093	138	1470	0.744	1088	2.8	9.323	A
3 - Mill Lane	59	1204	657	0.090	59	0.1	6.015	A
4 - B2166 W	437	258	1192	0.367	436	0.6	4.761	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	347	532	891	0.389	346	0.6	6.598	A
2 - B2166 E	1339	169	1450	0.923	1314	9.0	23.155	C
3 - Mill Lane	73	1456	507	0.143	72	0.2	8.271	A
4 - B2166 W	535	312	1160	0.461	534	0.8	5.741	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	347	533	890	0.390	347	0.6	6.623	A
2 - B2166 E	1339	170	1450	0.923	1334	10.1	28.918	D
3 - Mill Lane	73	1476	495	0.147	73	0.2	8.519	A
4 - B2166 W	535	316	1157	0.462	535	0.9	5.786	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	283	436	944	0.300	284	0.4	5.458	A
2 - B2166 E	1093	139	1469	0.744	1121	3.0	11.125	B
3 - Mill Lane	59	1238	638	0.093	60	0.1	6.233	A

4 - B2166 W	437	265	1187	0.368	438	0.6	4.810	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	237	365	984	0.241	238	0.3	4.823	A
2 - B2166 E	915	116	1483	0.617	921	1.6	6.464	A
3 - Mill Lane	50	1018	768	0.065	50	0.1	5.011	A
4 - B2166 W	366	218	1215	0.301	367	0.4	4.246	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	1.58	0.59	1.02	1.94	2.33			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.43	0.00	0.00	0.43	0.43			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2 - B2166 E	2.80	0.05	0.64	7.72	12.36			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.57	0.10	0.82	1.37	1.43			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.63	0.03	0.25	0.63	0.63			N/A	N/A
2 - B2166 E	8.96	0.06	1.00	26.05	44.50			N/A	N/A
3 - Mill Lane	0.17	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.85	0.03	0.26	0.85	0.85			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.63	0.03	0.29	1.21	2.84			N/A	N/A
2 - B2166 E	10.08	0.04	0.40	25.23	55.32			N/A	N/A
3 - Mill Lane	0.17	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.85	0.03	0.27	0.85	2.31			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2 - B2166 E	3.03	0.04	0.43	8.39	15.18			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.59	0.55	1.00	1.40	1.45			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - B2166 E	1.64	0.03	0.32	2.98	8.51			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.43	0.03	0.31	0.99	1.25			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	16.42	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	1 - Vinnetrow Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	475	100.000
2 - B2166 E		✓	654	100.000
3 - Mill Lane		✓	43	100.000
4 - B2166 W		✓	983	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	305	13	157
	2 - B2166 E	123	0	8	523
	3 - Mill Lane	5	16	0	22
	4 - B2166 W	76	894	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	0	0	1
	2 - B2166 E	3	0	0	2
	3 - Mill Lane	0	7	0	0
	4 - B2166 W	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.81	28.96	4.0	20.5	D
2 - B2166 E	0.51	5.22	1.0	1.4	A
3 - Mill Lane	0.06	4.65	0.1	0.5	A
4 - B2166 W	0.85	18.46	5.3	27.5	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	358	690	826	0.433	355	0.8	7.634	A
2 - B2166 E	492	137	1449	0.340	490	0.5	3.746	A
3 - Mill Lane	32	602	987	0.033	32	0.0	3.771	A
4 - B2166 W	740	108	1304	0.568	735	1.3	6.270	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	427	827	749	0.570	425	1.3	11.020	B
2 - B2166 E	588	164	1433	0.410	587	0.7	4.254	A
3 - Mill Lane	39	720	917	0.042	39	0.0	4.099	A
4 - B2166 W	884	129	1291	0.684	880	2.1	8.696	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	523	1005	649	0.806	514	3.6	25.094	D
2 - B2166 E	720	198	1412	0.510	719	1.0	5.184	A
3 - Mill Lane	47	880	823	0.058	47	0.1	4.639	A
4 - B2166 W	1082	158	1274	0.850	1071	5.0	16.823	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	523	1015	643	0.813	522	4.0	28.963	D
2 - B2166 E	720	201	1410	0.511	720	1.0	5.219	A
3 - Mill Lane	47	884	821	0.058	47	0.1	4.653	A
4 - B2166 W	1082	159	1273	0.850	1081	5.3	18.465	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	427	841	741	0.576	437	1.4	12.229	B
2 - B2166 E	588	168	1430	0.411	589	0.7	4.289	A
3 - Mill Lane	39	727	913	0.042	39	0.0	4.116	A
4 - B2166 W	884	130	1291	0.685	896	2.2	9.387	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	358	698	822	0.435	360	0.8	7.841	A
2 - B2166 E	492	139	1448	0.340	493	0.5	3.774	A
3 - Mill Lane	32	606	984	0.033	32	0.0	3.785	A
4 - B2166 W	740	109	1304	0.568	744	1.3	6.471	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.75	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.51	0.51	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.29	0.56	1.12	1.47	1.73			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.29	0.06	0.82	2.82	3.96			N/A	N/A
2 - B2166 E	0.69	0.11	0.85	1.38	1.44			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	2.11	0.05	0.71	5.54	8.52			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	3.64	0.04	0.37	9.07	19.56			N/A	N/A
2 - B2166 E	1.03	0.03	0.26	1.03	1.03			N/A	N/A
3 - Mill Lane	0.06	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	5.05	0.04	0.36	11.51	27.55			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	3.99	0.03	0.32	6.43	20.49			N/A	N/A
2 - B2166 E	1.04	0.03	0.27	1.04	1.25			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	5.32	0.03	0.30	5.32	23.01			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.40	0.04	0.44	3.63	5.89			N/A	N/A
2 - B2166 E	0.70	0.38	0.96	1.39	1.45			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	2.24	0.05	0.46	6.11	10.19			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.78	0.03	0.32	1.67	3.78			N/A	N/A
2 - B2166 E	0.52	0.05	0.54	1.31	1.40			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.33	0.03	0.34	3.16	6.77			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Vinnetrow Road B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady\2022 Base + Committed
Report generation date: 08/12/2016 16:52:41

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed															
1 - Vinnetrow Road	0.6	2.8	6.38	0.38	A	14.01	B	6 % [2 - B2166 E]	3.1	15.2	22.51	0.76	C	13.45	B	6 % [1 - Vinnetrow Road]
2 - B2166 E	6.7	34.1	19.92	0.88	C				0.9	1.7	4.94	0.48	A			
3 - Mill Lane	0.2	0.5	7.84	0.14	A				0.1	0.5	4.52	0.06	A			
4 - B2166 W	0.8	2.5	5.51	0.44	A				4.2	21.3	15.10	0.82	C			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	14.01	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	2 - B2166 E

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vinnetrow Road	3.00	6.00	5.0	30.0	30.0	35.0	
2 - B2166 E	4.00	6.00	12.0	30.0	30.0	42.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vinnetrow Road	0.559	1219
2 - B2166 E	0.623	1566
3 - Mill Lane	0.591	1375
4 - B2166 W	0.593	1385

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	308	100.000
2 - B2166 E		✓	1158	100.000
3 - Mill Lane		✓	66	100.000
4 - B2166 W		✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	168	7	133
	2 - B2166 E	247	0	4	907
	3 - Mill Lane	18	11	0	37
	4 - B2166 W	13	438	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	3	0	2
	2 - B2166 E	3	0	0	0
	3 - Mill Lane	0	0	0	0
	4 - B2166 W	8	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.38	6.38	0.6	2.8	A
2 - B2166 E	0.88	19.92	6.7	24.1	C
3 - Mill Lane	0.14	7.84	0.2	0.5	A
4 - B2166 W	0.44	5.51	0.8	2.5	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	232	347	995	0.233	231	0.3	4.698	A
2 - B2166 E	872	115	1484	0.588	866	1.4	5.777	A
3 - Mill Lane	50	963	801	0.062	49	0.1	4.787	A
4 - B2166 W	350	206	1222	0.286	348	0.4	4.113	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	277	416	956	0.290	276	0.4	5.293	A
2 - B2166 E	1041	138	1470	0.708	1037	2.4	8.253	A
3 - Mill Lane	59	1153	688	0.086	59	0.1	5.726	A
4 - B2166 W	418	247	1198	0.349	417	0.5	4.610	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	339	509	904	0.375	338	0.6	6.358	A
2 - B2166 E	1275	169	1450	0.879	1259	6.3	17.575	C
3 - Mill Lane	73	1401	540	0.135	72	0.2	7.694	A
4 - B2166 W	512	300	1166	0.439	511	0.8	5.484	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	339	510	903	0.375	339	0.6	6.379	A
2 - B2166 E	1275	170	1450	0.879	1273	6.7	19.915	C
3 - Mill Lane	73	1415	532	0.137	73	0.2	7.844	A
4 - B2166 W	512	304	1165	0.440	512	0.8	5.515	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	277	417	955	0.290	278	0.4	5.318	A
2 - B2166 E	1041	139	1469	0.709	1058	2.5	9.089	A
3 - Mill Lane	59	1174	675	0.088	60	0.1	5.847	A

4 - B2166 W	418	252	1195	0.350	419	0.5	4.644	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	232	349	993	0.233	232	0.3	4.732	A
2 - B2166 E	872	116	1483	0.588	876	1.4	5.967	A
3 - Mill Lane	50	973	795	0.063	50	0.1	4.833	A
4 - B2166 W	350	209	1221	0.287	351	0.4	4.141	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - B2166 E	1.40	0.58	1.29	1.74	1.88			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.40	0.00	0.00	0.40	0.40			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2 - B2166 E	2.36	0.05	0.56	6.41	10.20			N/A	N/A
3 - Mill Lane	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - B2166 W	0.53	0.53	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.59	0.03	0.25	0.59	0.59			N/A	N/A
2 - B2166 E	6.28	0.04	0.39	16.08	34.15			N/A	N/A
3 - Mill Lane	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.77	0.03	0.25	0.77	0.77			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.60	0.03	0.29	1.28	2.76			N/A	N/A
2 - B2166 E	6.71	0.03	0.32	8.77	32.68			N/A	N/A
3 - Mill Lane	0.16	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.78	0.03	0.28	0.78	2.54			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2 - B2166 E	2.51	0.04	0.45	6.92	11.87			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.54	0.54	1.00	1.40	1.45			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	1.45	0.03	0.33	3.17	7.46			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.40	0.00	0.00	0.40	0.40			N/A	N/A

2022 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	13.45	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	1 - Vinnetrow Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	462	100.000
2 - B2166 E		✓	618	100.000
3 - Mill Lane		✓	43	100.000
4 - B2166 W		✓	945	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	292	13	157
	2 - B2166 E	118	0	8	492
	3 - Mill Lane	5	16	0	22
	4 - B2166 W	76	856	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	0	0	1
	2 - B2166 E	3	0	0	2
	3 - Mill Lane	0	7	0	0
	4 - B2166 W	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.76	22.51	3.1	15.2	C
2 - B2166 E	0.48	4.94	0.9	1.7	A
3 - Mill Lane	0.06	4.52	0.1	0.5	A
4 - B2166 W	0.82	15.10	4.2	21.1	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	348	662	842	0.413	345	0.7	7.203	A
2 - B2166 E	465	137	1449	0.321	463	0.5	3.646	A
3 - Mill Lane	32	575	1003	0.032	32	0.0	3.709	A
4 - B2166 W	711	104	1306	0.545	707	1.2	5.959	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	415	793	768	0.541	414	1.1	10.100	B
2 - B2166 E	556	164	1433	0.388	555	0.6	4.099	A
3 - Mill Lane	39	688	936	0.041	39	0.0	4.012	A
4 - B2166 W	850	125	1294	0.657	847	1.9	8.004	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	509	966	671	0.759	502	2.9	20.540	C
2 - B2166 E	680	199	1411	0.482	679	0.9	4.911	A
3 - Mill Lane	47	841	846	0.056	47	0.1	4.506	A
4 - B2166 W	1040	153	1277	0.815	1032	4.1	14.191	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	509	974	666	0.763	508	3.1	22.510	C
2 - B2166 E	680	201	1410	0.483	680	0.9	4.936	A
3 - Mill Lane	47	844	844	0.056	47	0.1	4.517	A
4 - B2166 W	1040	153	1277	0.815	1040	4.2	15.096	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	415	804	762	0.545	423	1.2	10.824	B
2 - B2166 E	556	167	1430	0.388	557	0.6	4.127	A
3 - Mill Lane	39	693	933	0.041	39	0.0	4.025	A
4 - B2166 W	850	125	1294	0.657	859	2.0	8.442	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	348	669	838	0.415	350	0.7	7.404	A
2 - B2166 E	465	139	1448	0.321	466	0.5	3.666	A
3 - Mill Lane	32	579	1000	0.032	32	0.0	3.722	A
4 - B2166 W	711	105	1306	0.545	714	1.2	6.118	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.69	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.47	0.00	0.00	0.47	0.47			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.18	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.15	0.07	0.85	2.30	3.12			N/A	N/A
2 - B2166 E	0.63	0.10	0.84	1.37	1.43			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	1.87	0.06	0.73	4.77	7.23			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	2.88	0.03	0.33	5.46	15.23			N/A	N/A
2 - B2166 E	0.92	0.03	0.26	0.92	0.92			N/A	N/A
3 - Mill Lane	0.06	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	4.07	0.03	0.32	6.81	21.10			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	3.05	0.03	0.30	3.05	13.51			N/A	N/A
2 - B2166 E	0.93	0.03	0.27	0.93	1.67			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	4.22	0.03	0.29	4.22	13.51			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.23	0.05	0.48	2.95	4.58			N/A	N/A
2 - B2166 E	0.64	0.55	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	1.96	0.05	0.50	5.21	8.27			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.72	0.03	0.34	1.67	3.18			N/A	N/A
2 - B2166 E	0.48	0.04	0.40	1.23	1.37			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.21	0.04	0.36	3.01	5.82			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Vinnetrow Road B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Arcady
Report generation date: 08/12/2016 14:53:20

»Base 2017, AM
»Base 2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Base 2017															
1 - Vinnetrow Road	0.5	2.3	5.83	0.33	A	9.23	A	17 % [2 - B2166 E]	1.8	5.7	14.30	0.65	B	9.47	A	16 % [1 - Vinnetrow Road]
2 - B2166 E	3.8	17.0	12.03	0.80	B				0.8	2.3	4.49	0.44	A			
3 - Mill Lane	0.1	0.5	6.68	0.11	A				0.1	0.5	4.27	0.05	A			
4 - B2166 W	0.7	2.7	5.05	0.40	A				2.7	9.6	10.63	0.74	B			

There are warnings associated with one or more modal runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15
D2	Base 2017	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	2 - B2166 E

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vinnetrow Road	3.00	6.00	5.0	30.0	30.0	35.0	
2 - B2166 E	4.00	6.00	12.0	30.0	30.0	42.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vinnetrow Road	0.559	1219
2 - B2166 E	0.623	1566
3 - Mill Lane	0.591	1375
4 - B2166 W	0.593	1385

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	282	100.000
2 - B2166 E		✓	1054	100.000
3 - Mill Lane		✓	61	100.000
4 - B2166 W		✓	425	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	153	6	123
	2 - B2166 E	225	0	4	825
	3 - Mill Lane	16	10	0	35
	4 - B2166 W	12	400	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	3	0	2
	2 - B2166 E	3	0	0	0
	3 - Mill Lane	0	0	0	0
	4 - B2166 W	8	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.33	5.83	0.5	2.3	A
2 - B2166 E	0.80	12.03	3.8	17.0	B
3 - Mill Lane	0.11	6.68	0.1	0.5	A
4 - B2166 W	0.40	5.05	0.7	2.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	212	317	1011	0.210	211	0.3	4.494	A
2 - B2166 E	794	106	1490	0.533	789	1.1	5.106	A
3 - Mill Lane	46	878	852	0.054	46	0.1	4.465	A
4 - B2166 W	320	188	1233	0.259	319	0.3	3.931	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	254	380	976	0.260	253	0.3	4.976	A
2 - B2166 E	948	127	1476	0.642	945	1.8	6.743	A
3 - Mill Lane	55	1052	748	0.073	55	0.1	5.191	A
4 - B2166 W	382	225	1211	0.315	382	0.5	4.338	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	310	465	928	0.334	310	0.5	5.813	A
2 - B2166 E	1160	156	1458	0.796	1153	3.7	11.501	B
3 - Mill Lane	67	1284	610	0.110	67	0.1	6.627	A
4 - B2166 W	468	275	1182	0.396	467	0.6	5.033	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	310	466	928	0.335	310	0.5	5.828	A
2 - B2166 E	1160	156	1458	0.796	1160	3.8	12.030	B
3 - Mill Lane	67	1291	606	0.111	67	0.1	6.685	A
4 - B2166 W	468	276	1181	0.396	468	0.7	5.049	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	254	381	976	0.260	254	0.4	4.993	A
2 - B2166 E	948	128	1476	0.642	955	1.8	7.013	A
3 - Mill Lane	55	1063	742	0.074	55	0.1	5.244	A

4 - B2166 W	382	227	1210	0.316	383	0.5	4.357	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	212	319	1010	0.210	213	0.3	4.514	A
2 - B2166 E	794	107	1489	0.533	796	1.2	5.215	A
3 - Mill Lane	46	886	847	0.054	46	0.1	4.494	A
4 - B2166 W	320	190	1232	0.260	320	0.4	3.952	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - B2166 E	1.13	0.55	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	0.35	0.00	0.00	0.35	0.35			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2 - B2166 E	1.76	0.05	0.61	4.53	6.92			N/A	N/A
3 - Mill Lane	0.08	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.50	0.03	0.25	0.50	0.50			N/A	N/A
2 - B2166 E	3.67	0.03	0.30	3.91	16.95			N/A	N/A
3 - Mill Lane	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.65	0.03	0.25	0.65	0.65			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.50	0.03	0.30	1.38	2.27			N/A	N/A
2 - B2166 E	3.78	0.03	0.28	3.78	7.96			N/A	N/A
3 - Mill Lane	0.12	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.65	0.03	0.28	1.00	2.72			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2 - B2166 E	1.83	0.05	0.69	4.69	7.11			N/A	N/A
3 - Mill Lane	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - B2166 W	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - B2166 E	1.15	0.04	0.38	2.91	5.21			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	0.35	0.00	0.00	0.35	0.35			N/A	N/A

Base 2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	1 - Vinnetrow Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2017	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Vinnetrow Road		✓	422	100.000
2 - B2166 E		✓	561	100.000
3 - Mill Lane		✓	40	100.000
4 - B2166 W		✓	860	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	265	12	145
	2 - B2166 E	107	0	7	447
	3 - Mill Lane	5	15	0	20
	4 - B2166 W	70	778	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	0	0	1
	2 - B2166 E	3	0	0	2
	3 - Mill Lane	0	7	0	0
	4 - B2166 W	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Vinnetrow Road	0.65	14.30	1.8	5.7	B
2 - B2166 E	0.44	4.49	0.8	2.3	A
3 - Mill Lane	0.05	4.27	0.1	0.5	A
4 - B2166 W	0.74	10.63	2.7	9.6	B

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	318	602	875	0.363	315	0.6	6.403	A
2 - B2166 E	422	126	1456	0.290	421	0.4	3.479	A
3 - Mill Lane	30	524	1032	0.029	30	0.0	3.591	A
4 - B2166 W	647	95	1312	0.494	644	1.0	5.358	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	379	722	808	0.469	378	0.9	8.347	A
2 - B2166 E	504	151	1440	0.350	504	0.5	3.843	A
3 - Mill Lane	36	627	971	0.037	36	0.0	3.848	A
4 - B2166 W	773	114	1300	0.595	771	1.4	6.780	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	465	882	718	0.647	461	1.8	13.814	B
2 - B2166 E	618	185	1420	0.435	617	0.8	4.479	A
3 - Mill Lane	44	767	889	0.050	44	0.1	4.259	A
4 - B2166 W	947	140	1285	0.737	942	2.7	10.348	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	465	886	716	0.649	464	1.8	14.304	B
2 - B2166 E	618	186	1419	0.435	618	0.8	4.492	A
3 - Mill Lane	44	770	888	0.050	44	0.1	4.265	A
4 - B2166 W	947	140	1285	0.737	947	2.7	10.633	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	379	728	805	0.472	383	0.9	8.610	A
2 - B2166 E	504	153	1439	0.350	505	0.5	3.860	A
3 - Mill Lane	36	631	970	0.037	36	0.0	3.857	A
4 - B2166 W	773	114	1300	0.595	778	1.5	6.961	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Vinnetrow Road	318	608	872	0.364	319	0.6	6.522	A
2 - B2166 E	422	128	1455	0.290	423	0.4	3.492	A
3 - Mill Lane	30	527	1030	0.029	30	0.0	3.598	A
4 - B2166 W	647	96	1311	0.494	649	1.0	5.457	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	0.96	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.87	0.09	0.86	1.27	1.71			N/A	N/A
2 - B2166 E	0.54	0.54	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	1.44	0.06	0.82	3.33	4.80			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.76	0.03	0.28	1.76	5.67			N/A	N/A
2 - B2166 E	0.76	0.03	0.25	0.76	0.76			N/A	N/A
3 - Mill Lane	0.05	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	2.69	0.03	0.29	2.69	9.58			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	1.81	0.03	0.28	1.81	5.34			N/A	N/A
2 - B2166 E	0.77	0.03	0.28	0.77	2.35			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	2.74	0.03	0.27	2.74	3.53			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.91	0.06	0.76	1.64	2.07			N/A	N/A
2 - B2166 E	0.54	0.54	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	1.49	0.06	0.89	3.42	4.85			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Vinnetrow Road	0.58	0.04	0.40	1.49	1.69			N/A	N/A
2 - B2166 E	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	0.99	0.04	0.43	2.37	3.74			N/A	N/A

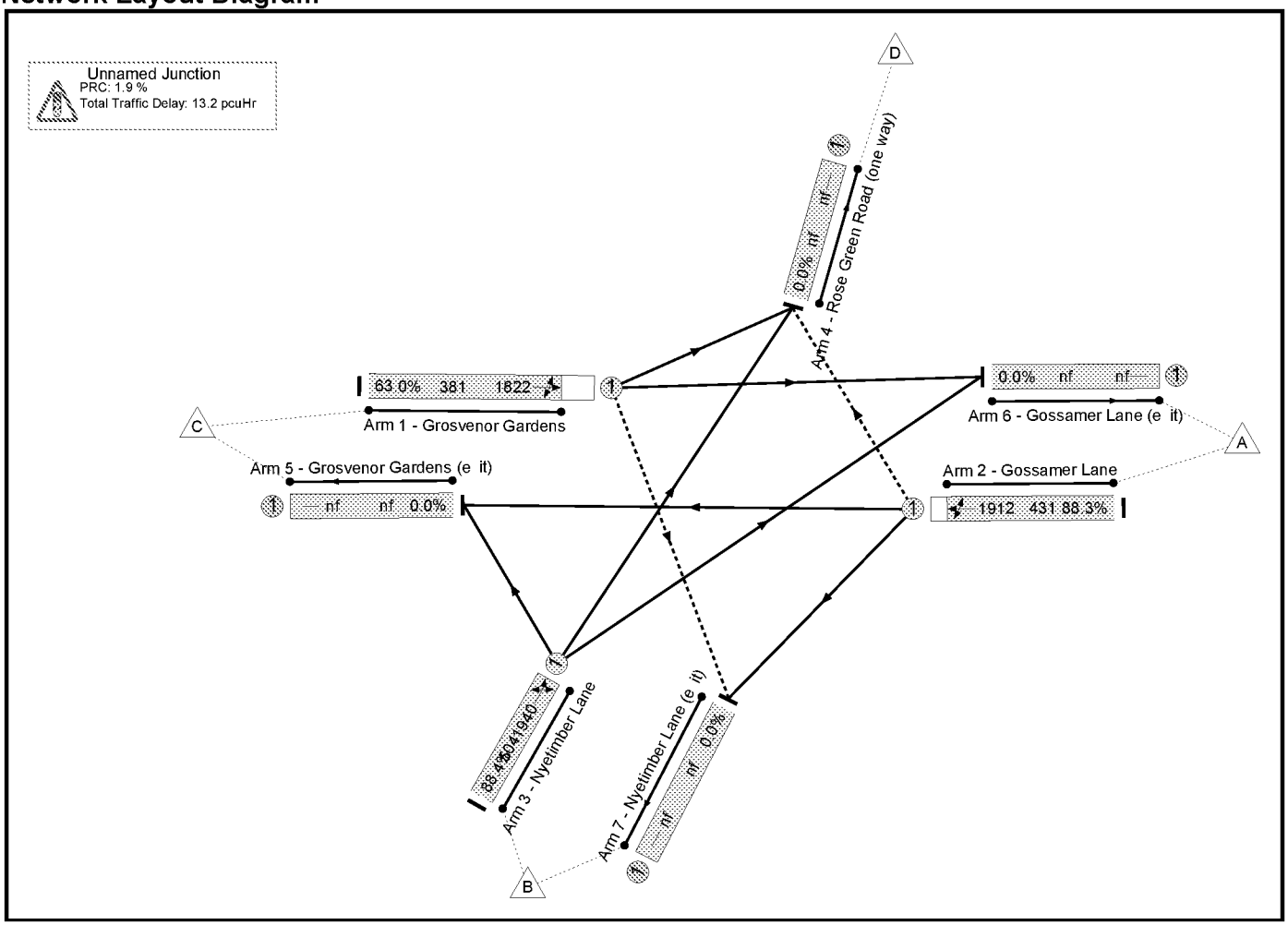
Basic Results Summary

User and Project Details

Project:	**Land West of Hook Lane, Pagham**
Title:	**Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd**
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	Grosvenor-Gossamer_dec2016.lsg3
Author:	P Pettitt
Company:	RPS Group
Address:	Milton Park, O fordshire
Notes:	

Scenario 1: '2017 Base AM' (FG1: 2017 Base AM , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**88.4%**	**86**	**0**	**11**	**13.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**88.4%**	**86**	**0**	**11**	**13.2**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	32	-	240	1822	381	63.0%	49	0	8	1.8	27.7	4.4
2/1	Gossamer Lane Right Ahead Left	O	B		2	32	-	380	1912	431	88.3%	37	0	3	5.2	49.6	10.0
3/1	Nyetimber Lane Ahead Left Right	U	C		2	25	-	445	1940	504	88.4%	-	-	-	6.1	49.7	10.3

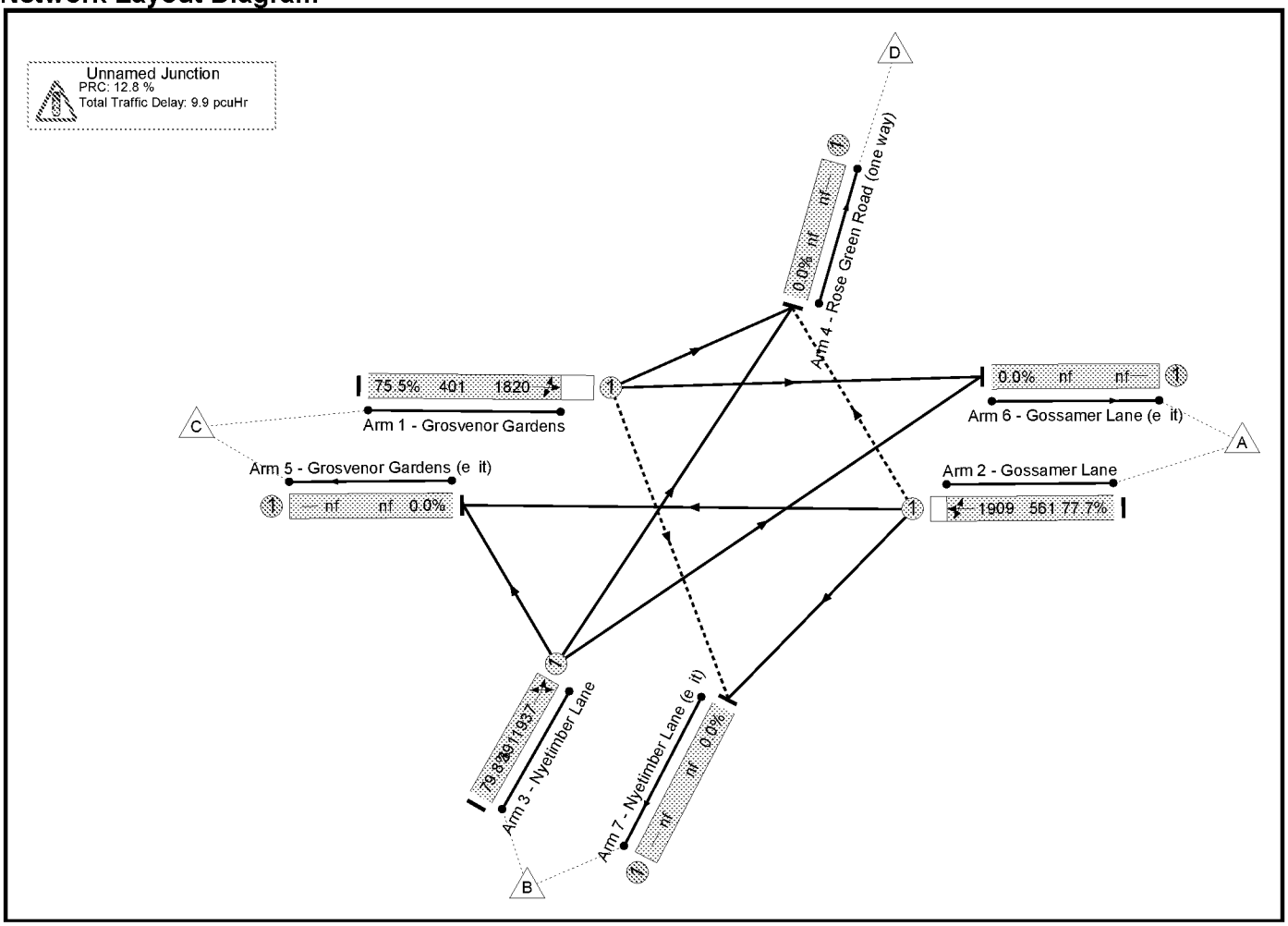
C1 PRC for Signalled Lanes (%): 1.9 Total Delay for Signalled Lanes (pcuHr): 13.24 Cycle Time (s): 104

PRC Over All Lanes (%): 1.9 Total Delay Over All Lanes(pcuHr): 13.24

Basic Results Summary

Scenario 2: '2017 Base PM' (FG2: 2017 Base PM , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

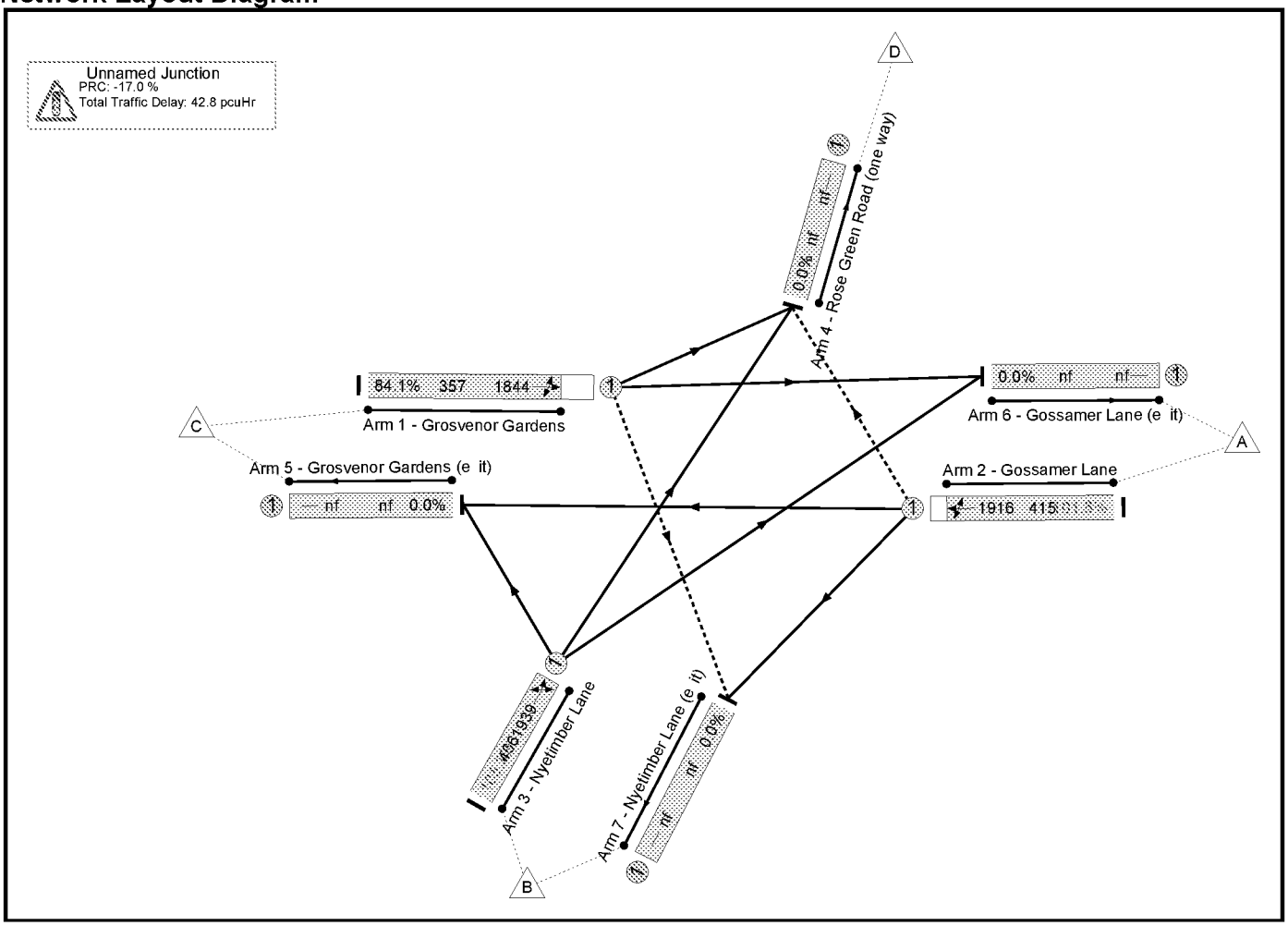
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**79.8%**	**95**	**0**	**12**	**9.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**79.8%**	**95**	**0**	**12**	**9.9**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	38	-	303	1820	401	75.5%	64	0	10	2.7	31.7	5.9
2/1	Gossamer Lane Right Ahead Left	O	B		2	38	-	436	1909	561	77.7%	31	0	2	3.6	29.9	9.1
3/1	Nyetimber Lane Ahead Left Right	U	C		2	19	-	312	1937	391	79.8%	-	-	-	3.6	41.6	6.5

C1 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 9.90 Cycle Time (s): 104
PRC Over All Lanes (%): 12.8 Total Delay Over All Lanes(pcuHr): 9.90

Basic Results Summary

Scenario 3: '2022 Base + Committed + Development AM (300 dwellings and 80 bed care home)' (FG3: 2022 Base + Committed + Development AM (300 dwellings and 80 bed care home) , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**105.3%**	**82**	**0**	**18**	**42.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**105.3%**	**82**	**0**	**18**	**42.8**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	34	-	300	1844	357	84.1%	47	0	13	3.7	44.8	7.1
2/1	Gossamer Lane Right Ahead Left	O	B		2	34	-	422	1916	415	101.6%	35	0	5	15.6	133.2	22.1
3/1	Nyetimber Lane Ahead Left Right	U	C		2	23	-	491	1939	466	105.3%	-	-	-	23.5	172.0	27.7

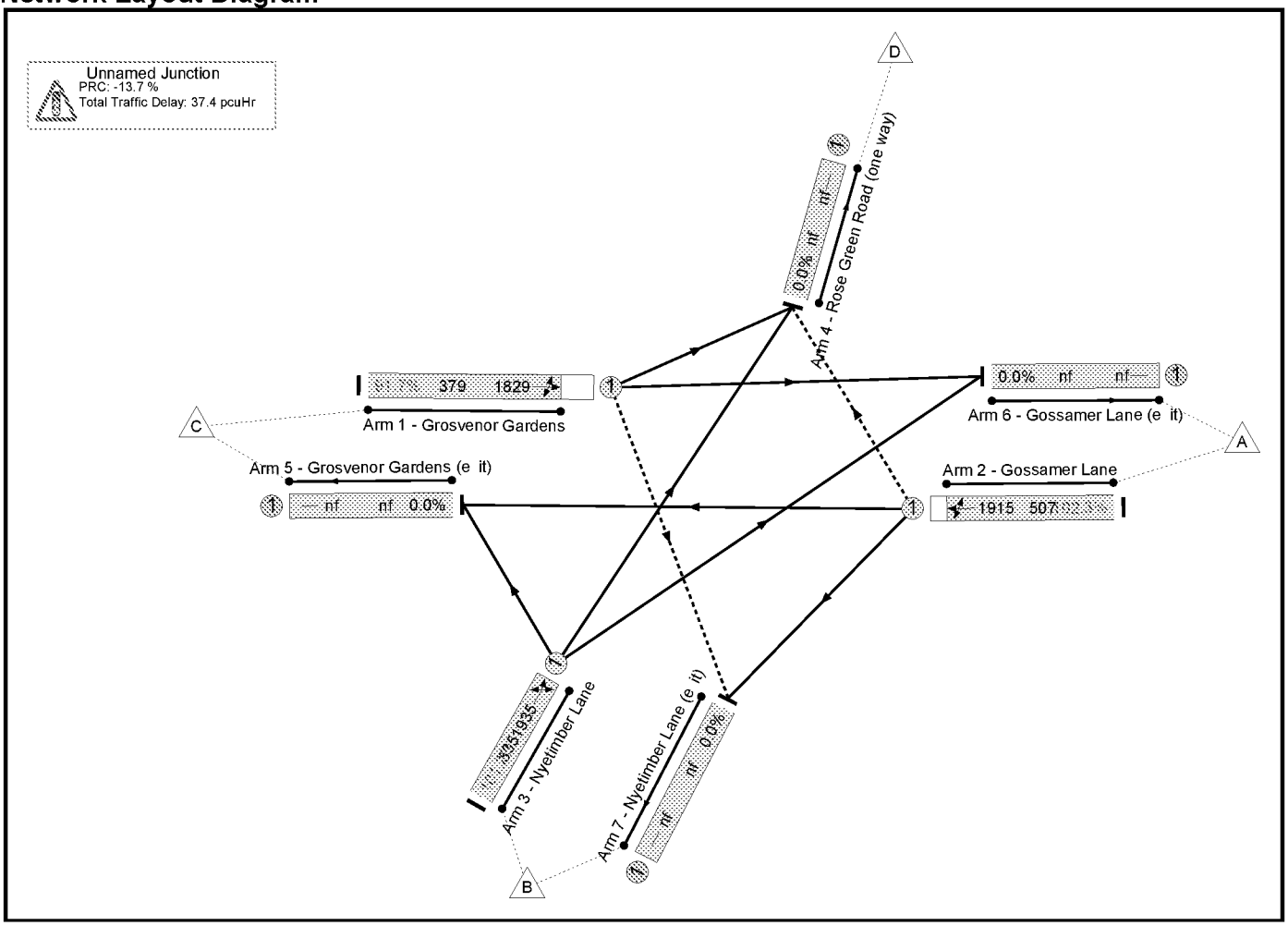
C1 PRC for Signalled Lanes (%): -17.0 Total Delay for Signalled Lanes (pcuHr): 42.82 Cycle Time (s): 104

PRC Over All Lanes (%): -17.0 Total Delay Over All Lanes(pcuHr): 42.82

Basic Results Summary

Scenario 4: '2022 Base + Committed + Development PM (300 dwellings and 80 bed care home)' (FG4: 2022 Base + Committed + Development PM (300 dwellings and 80 bed care home) , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

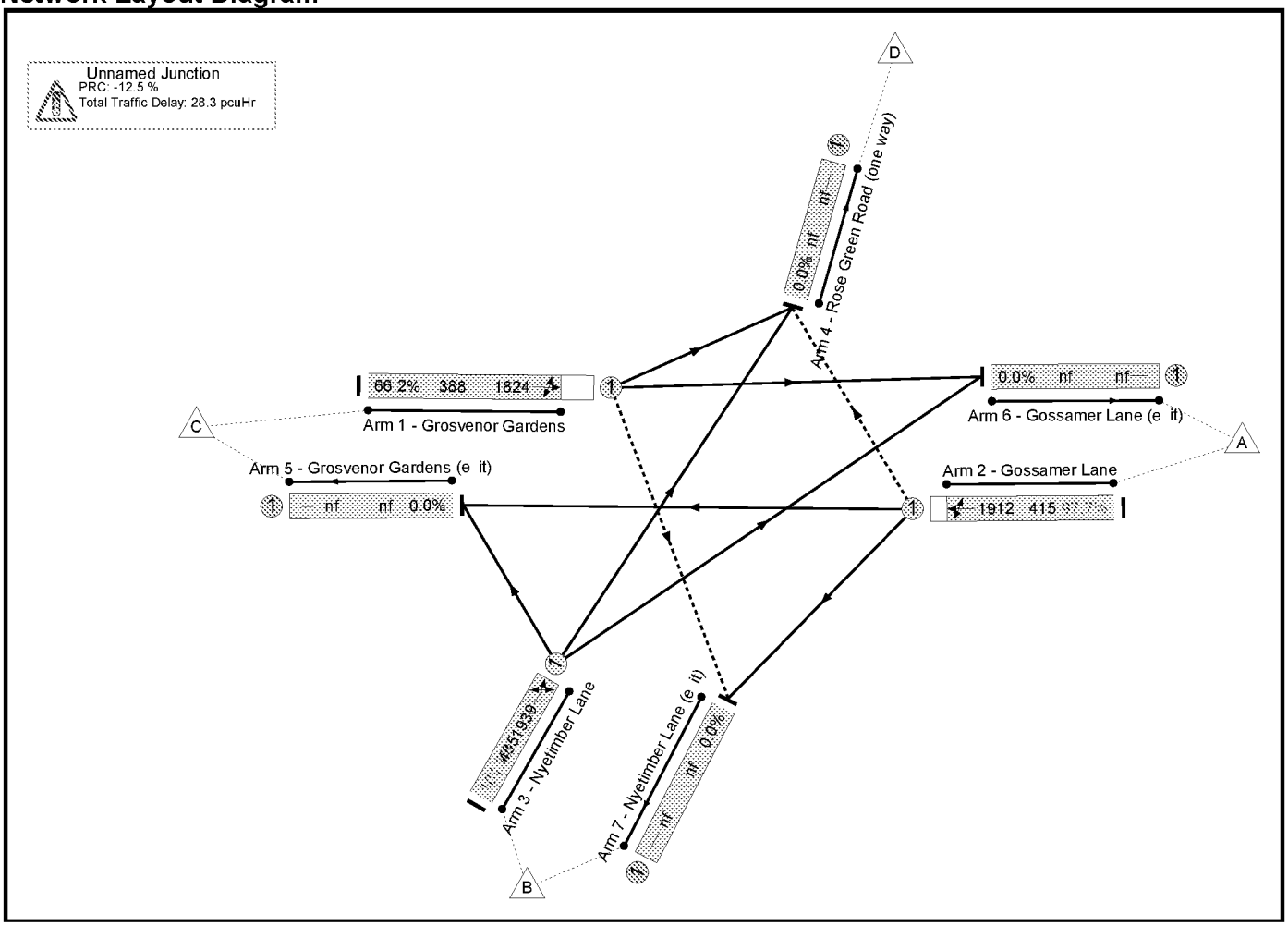
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**102.3%**	**91**	**0**	**23**	**37.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**102.3%**	**91**	**0**	**23**	**37.4**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	41	-	347	1829	379	91.7%	60	0	20	5.7	58.9	9.6
2/1	Gossamer Lane Right Ahead Left	O	B		2	41	-	519	1915	507	102.3%	31	0	3	18.9	130.8	27.4
3/1	Nyetimber Lane Ahead Left Right	U	C		2	16	-	339	1935	335	101.2%	-	-	-	12.8	136.2	15.9

C1 PRC for Signalled Lanes (%): -13.7 Total Delay for Signalled Lanes (pcuHr): 37.37 Cycle Time (s): 104
PRC Over All Lanes (%): -13.7 Total Delay Over All Lanes(pcuHr): 37.37

Basic Results Summary

Scenario 5: '2022 Base + Committed AM' (FG5: 2022 Base + Committed AM , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

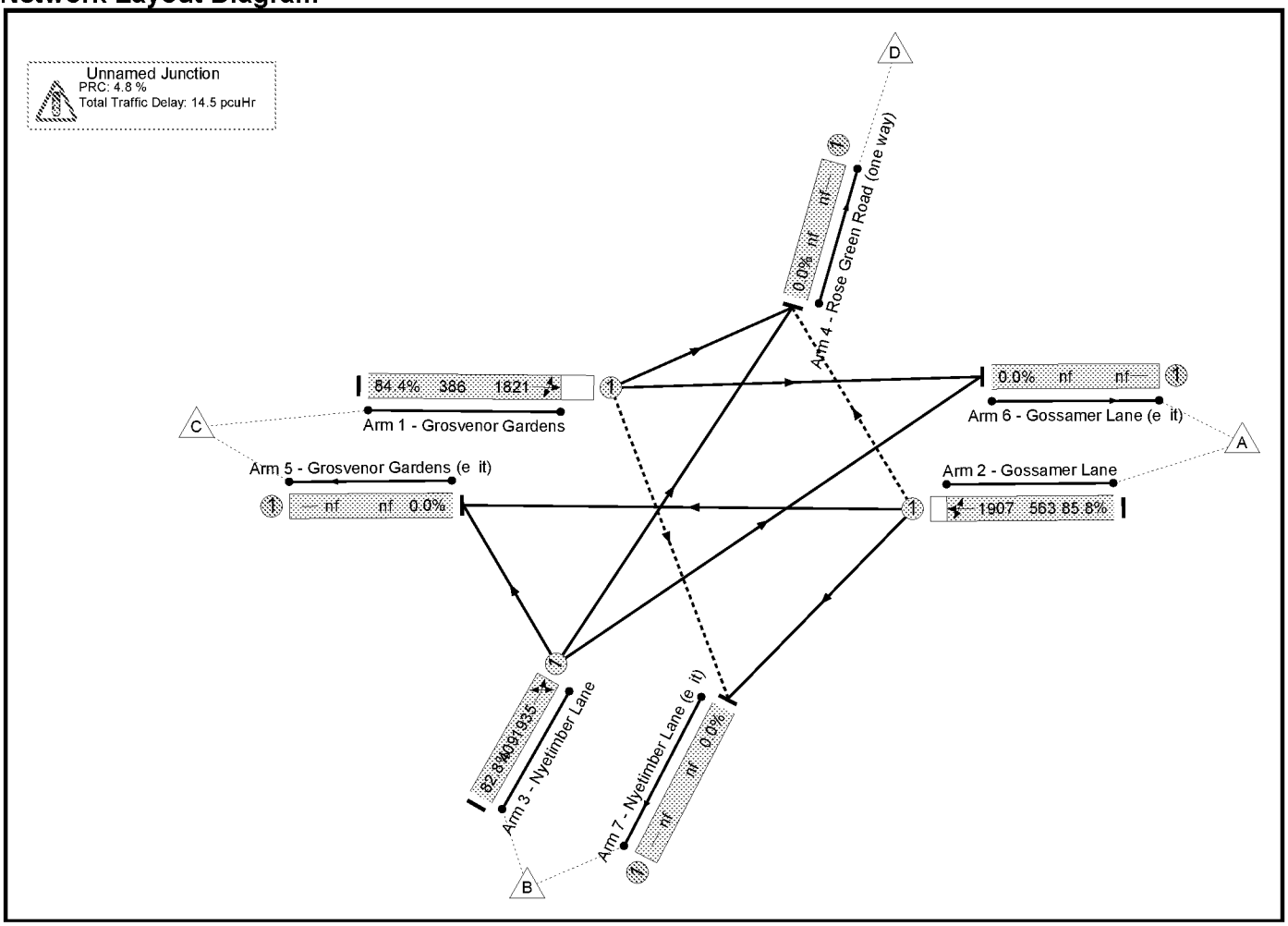
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**101.3%**	**86**	**0**	**15**	**28.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**101.3%**	**86**	**0**	**15**	**28.3**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	33	-	257	1824	388	66.2%	51	0	9	2.1	29.4	5.0
2/1	Gossamer Lane Right Ahead Left	O	B		2	33	-	405	1912	415	97.7%	35	0	6	10.3	91.2	15.9
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	491	1939	485	101.3%	-	-	-	16.0	117.2	21.0

C1 PRC for Signalled Lanes (%): -12.5 Total Delay for Signalled Lanes (pcuHr): 28.34 Cycle Time (s): 104
PRC Over All Lanes (%): -12.5 Total Delay Over All Lanes(pcuHr): 28.34

Basic Results Summary

Scenario 6: '2022 Base + Committed PM' (FG6: 2022 Base + Committed PM , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**85.8%**	**93**	**0**	**22**	**14.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**85.8%**	**93**	**0**	**22**	**14.5**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	37	-	326	1821	386	84.4%	61	0	19	3.9	43.6	7.8
2/1	Gossamer Lane Right Ahead Left	O	B		2	37	-	483	1907	563	85.8%	32	0	3	6.1	45.6	11.1
3/1	Nyetimber Lane Ahead Left Right	U	C		2	20	-	339	1935	409	82.8%	-	-	-	4.4	46.6	8.8

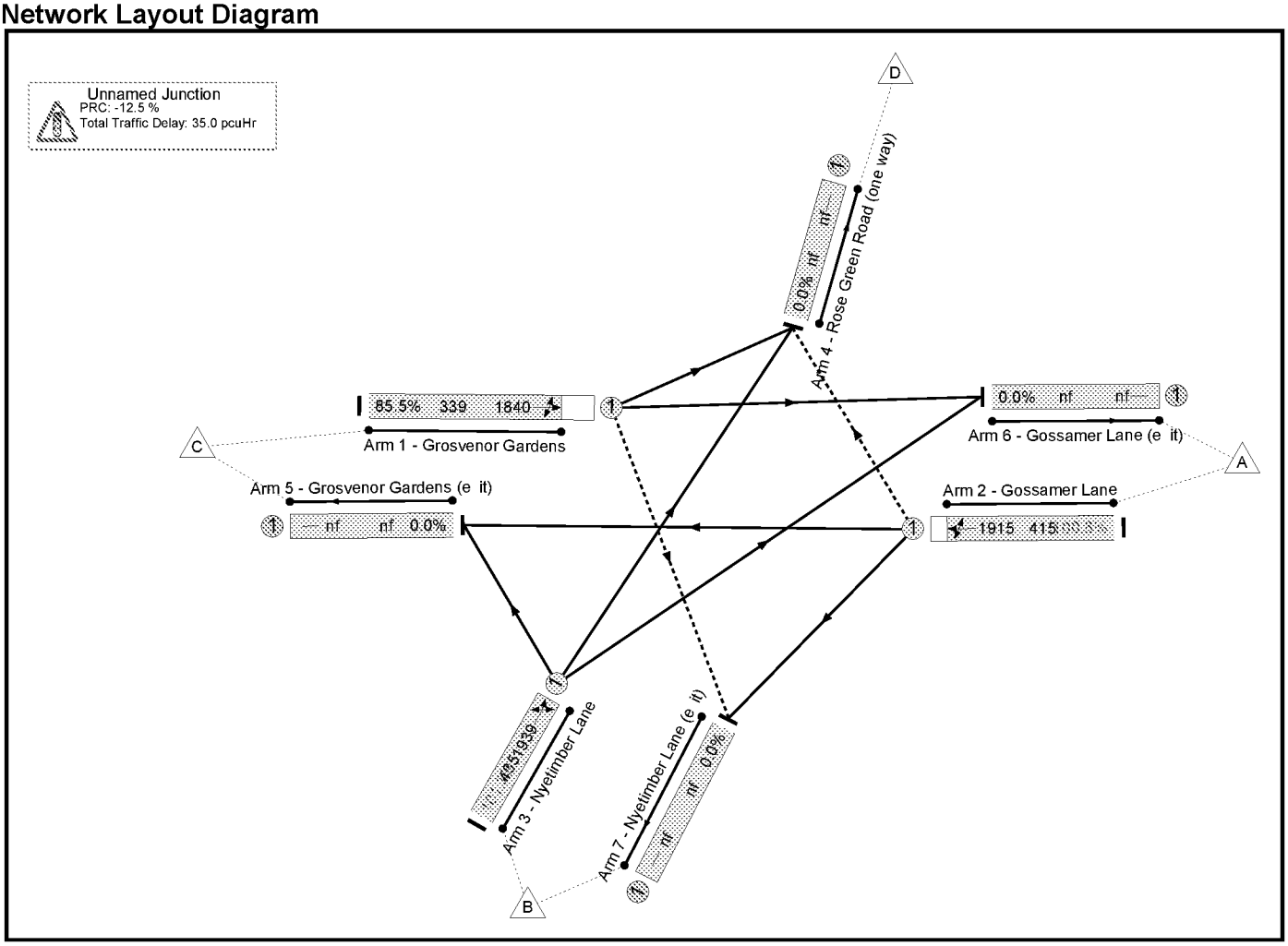
C1 PRC for Signalled Lanes (%): 4.8 Total Delay for Signalled Lanes (pcuHr): 14.45 Cycle Time (s): 104
PRC Over All Lanes (%): 4.8 Total Delay Over All Lanes(pcuHr): 14.45

Basic Results Summary

Scenario 7: '2022 Base + Committed + Development AM (230 dwellings and 80 bed care home and school)'

(FG7: 2022 Base + Committed + Development AM (230 dwellings and 80 bed care home and school) , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**101.3%**	**81**	**0**	**20**	**35.0**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**101.3%**	**81**	**0**	**20**	**35.0**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	33	-	290	1840	339	85.5%	45	0	15	3.9	48.1	6.8
2/1	Gossamer Lane Right Ahead Left	O	B		2	33	-	418	1915	415	100.8%	36	0	5	14.4	124.3	20.7
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	491	1939	485	101.3%	-	-	-	16.7	122.6	22.3

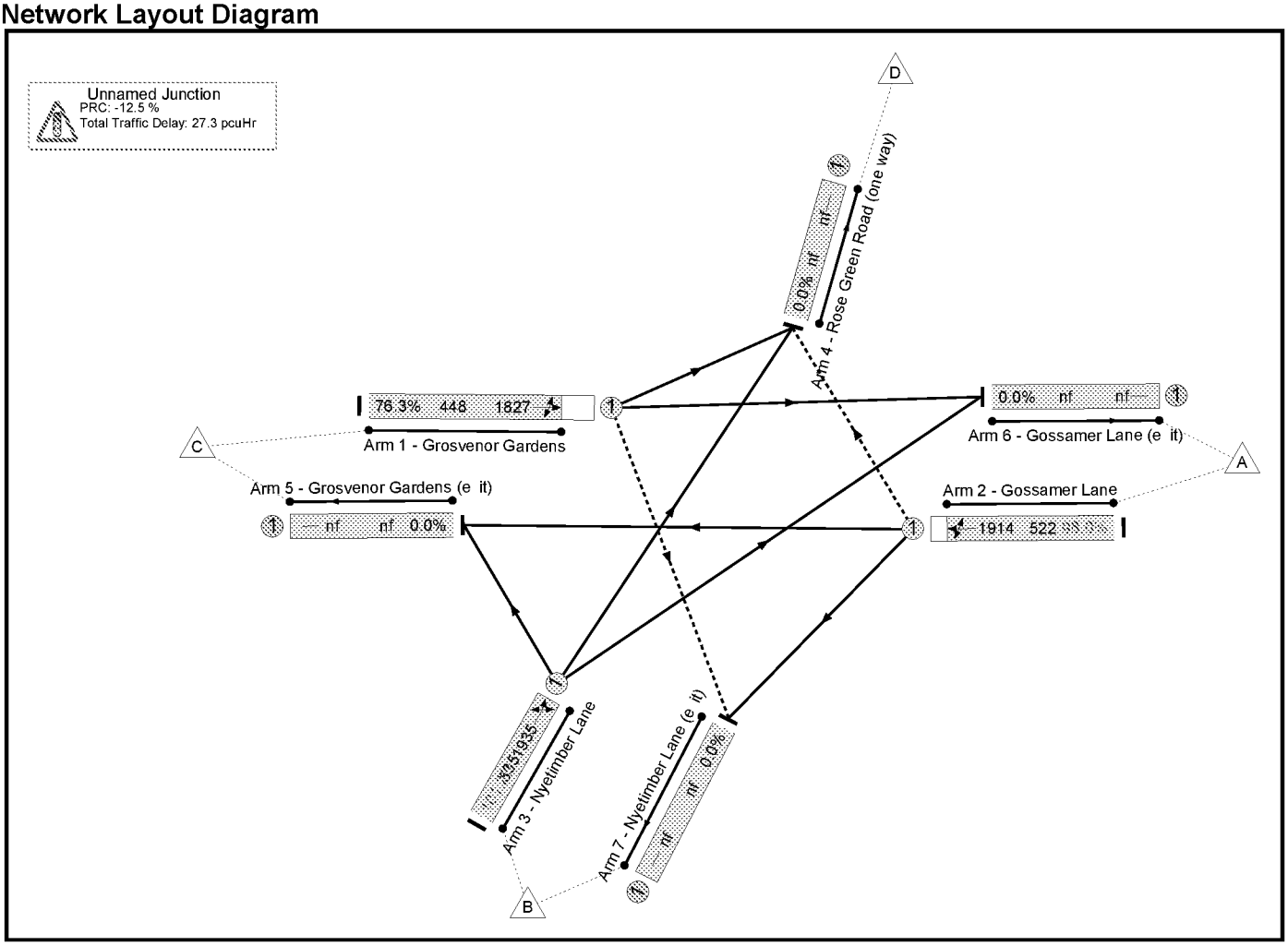
C1 PRC for Signalled Lanes (%): -12.5 Total Delay for Signalled Lanes (pcuHr): 35.03 Cycle Time (s): 104
PRC Over All Lanes (%): -12.5 Total Delay Over All Lanes(pcuHr): 35.03

Basic Results Summary

Scenario 8: '2022 Base + Committed + Development PM (230 dwellings and 80 bed care home and school)'

(FG8: 2022 Base + Committed + Development PM (230 dwellings and 80 bed care home and school) , Plan 2: Double Cycle)

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**101.2%**	**96**	**0**	**19**	**27.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**101.2%**	**96**	**0**	**19**	**27.3**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	41	-	342	1827	448	76.3%	65	0	15	2.8	29.8	6.6
2/1	Gossamer Lane Right Ahead Left	O	B		2	41	-	511	1914	522	98.0%	31	0	4	11.5	81.3	18.8
3/1	Nyetimber Lane Ahead Left Right	U	C		2	16	-	339	1935	335	101.2%	-	-	-	13.0	137.7	15.9

C1 PRC for Signalled Lanes (%): -12.5 Total Delay for Signalled Lanes (pcuHr): 27.33 Cycle Time (s): 104
PRC Over All Lanes (%): -12.5 Total Delay Over All Lanes(pcuHr): 27.33

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Nyetimber Lane Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 09/12/2016 09:50:19

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development															
Stream B-AC	0.4	1.8	10.56	0.30	B	2.63	A	95 % [Stream B-AC]	0.5	1.9	12.98	0.32	B	1.85	A	43 % [Stream B-AC]
Stream C-AB	0.2	1.0	4.90	0.09	A				0.4	1.3	7.27	0.20	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	95	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.30			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyetimber Lane	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	181	100.000
B - Nyetimber Lane		✓	133	100.000
C - Pagham Road South		✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	30	151
	B - Nyetimber Lane	97	0	36
	C - Pagham Road South	277	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	7	9
	B - Nyetimber Lane	1	0	7
	C - Pagham Road South	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.56	0.4	1.8	B
C-AB	0.09	4.90	0.2	1.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	521	0.192	99	0.2	8.524	A
C-AB	44	781	0.057	44	0.1	4.884	A
C-A	197			197			
A-B	23			23			
A-C	114			114			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	507	0.236	119	0.3	9.286	A
C-AB	56	800	0.070	56	0.1	4.838	A
C-A	231			231			
A-B	27			27			
A-C	136			136			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	487	0.300	146	0.4	10.530	B
C-AB	75	826	0.091	75	0.2	4.787	A
C-A	277			277			
A-B	33			33			
A-C	166			166			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	487	0.300	146	0.4	10.560	B
C-AB	75	826	0.091	75	0.2	4.799	A

C-A	277			277			
A-B	33			33			
A-C	166			166			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	507	0.236	120	0.3	9.325	A
C-AB	56	800	0.070	57	0.1	4.859	A
C-A	231			231			
A-B	27			27			
A-C	136			136			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	520	0.192	100	0.2	8.577	A
C-AB	44	781	0.057	44	0.1	4.899	A
C-A	197			197			
A-B	23			23			
A-C	114			114			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.12	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.17	0.03	0.27	0.49	1.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.31	1.31	1.81			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	827	100.000
B - Nyetimber Lane		✓	116	100.000
C - Pagham Road South		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	109	718
	B - Nyetimber Lane	35	0	81
	C - Pagham Road South	205	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	0	2
	B - Nyetimber Lane	0	0	2
	C - Pagham Road South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.32	12.98	0.5	1.9	B
C-AB	0.20	7.27	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	487	0.179	86	0.2	8.962	A
C-AB	73	637	0.114	72	0.2	6.365	A
C-A	137			137			
A-B	82			82			
A-C	541			541			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	453	0.230	104	0.3	10.300	B
C-AB	93	630	0.147	93	0.2	6.691	A
C-A	157			157			
A-B	98			98			
A-C	645			645			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	405	0.315	127	0.5	12.924	B
C-AB	127	623	0.203	126	0.4	7.245	A
C-A	180			180			
A-B	120			120			
A-C	791			791			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	405	0.315	128	0.5	12.983	B
C-AB	127	623	0.203	127	0.4	7.269	A
C-A	179			179			
A-B	120			120			
A-C	791			791			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	453	0.230	105	0.3	10.358	B
C-AB	93	631	0.148	94	0.3	6.731	A
C-A	157			157			
A-B	98			98			
A-C	645			645			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	487	0.179	88	0.2	9.017	A
C-AB	73	637	0.114	73	0.2	6.395	A
C-A	137			137			
A-B	82			82			
A-C	541			541			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.38	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.31	1.37	1.92			N/A	N/A
C-AB	0.38	0.03	0.34	1.12	1.31			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Nyetimber Lane Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 07/12/2016 14:54:41

»Base + Committed + Development 2022, AM
»Base + Committed + Development 2022, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Base + Committed + Development 2022															
Stream B-AC	0.4	1.8	10.58	0.30	B	2.62	A	94 % [Stream B-AC]	0.5	1.9	13.01	0.32	B	1.85	A	43 % [Stream B-AC]
Stream C-AB	0.2	1.0	4.90	0.09	A				0.4	1.3	7.25	0.20	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base + Committed + Development 2022	AM	ONE HOUR	07:45	09:15	15
D2	Base + Committed + Development 2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base + Committed + Development 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	94	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.30			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyetimber Lane	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base + Committed + Development 2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	183	100.000
B - Nyetimber Lane		✓	133	100.000
C - Pagham Road South		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	30	153
	B - Nyetimber Lane	97	0	36
	C - Pagham Road South	278	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	7	9
	B - Nyetimber Lane	1	0	7
	C - Pagham Road South	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.58	0.4	1.8	B
C-AB	0.09	4.90	0.2	1.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	520	0.193	99	0.2	8.535	A
C-AB	44	781	0.057	44	0.1	4.884	A
C-A	197			197			
A-B	23			23			
A-C	115			115			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	506	0.236	119	0.3	9.301	A
C-AB	56	800	0.070	56	0.1	4.836	A
C-A	232			232			
A-B	27			27			
A-C	138			138			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	487	0.301	146	0.4	10.553	B
C-AB	75	826	0.091	75	0.2	4.787	A
C-A	278			278			
A-B	33			33			
A-C	168			168			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	487	0.301	146	0.4	10.583	B
C-AB	75	826	0.091	75	0.2	4.797	A

C-A	278			278			
A-B	33			33			
A-C	168			168			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	506	0.236	120	0.3	9.339	A
C-AB	56	800	0.071	57	0.1	4.859	A
C-A	232			232			
A-B	27			27			
A-C	138			138			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	520	0.193	100	0.2	8.586	A
C-AB	44	781	0.057	44	0.1	4.897	A
C-A	197			197			
A-B	23			23			
A-C	115			115			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.17	0.03	0.27	0.49	1.02			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.31	1.31	1.81			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

Base + Committed + Development 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base + Committed + Development 2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	828	100.000
B - Nyetimber Lane		✓	116	100.000
C - Pagham Road South		✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	109	719
	B - Nyetimber Lane	35	0	81
	C - Pagham Road South	208	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	0	2
	B - Nyetimber Lane	0	0	2
	C - Pagham Road South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.32	13.01	0.5	1.9	B
C-AB	0.20	7.25	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	487	0.179	86	0.2	8.970	A
C-AB	73	639	0.114	72	0.2	6.352	A
C-A	139			139			
A-B	82			82			
A-C	541			541			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	453	0.230	104	0.3	10.314	B
C-AB	93	632	0.148	93	0.2	6.676	A
C-A	159			159			
A-B	98			98			
A-C	646			646			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	404	0.316	127	0.5	12.952	B
C-AB	127	625	0.204	127	0.4	7.224	A
C-A	182			182			
A-B	120			120			
A-C	792			792			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	404	0.316	128	0.5	13.012	B
C-AB	127	625	0.204	127	0.4	7.252	A
C-A	182			182			
A-B	120			120			
A-C	792			792			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	453	0.230	105	0.3	10.374	B
C-AB	94	632	0.148	94	0.3	6.718	A
C-A	159			159			
A-B	98			98			
A-C	646			646			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	487	0.179	88	0.2	9.026	A
C-AB	73	639	0.114	73	0.2	6.382	A
C-A	139			139			
A-B	82			82			
A-C	541			541			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.38	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.31	1.38	1.92			N/A	N/A
C-AB	0.39	0.03	0.34	1.12	1.32			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Nyetimber Lane Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\2022 Base + Committed
Report generation date: 08/12/2016 11:39:13

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed															
Stream B-AC	0.4	1.8	10.48	0.30	B	2.65	A	97 % [Stream B-AC]	0.5	1.9	12.97	0.32	B	1.86	A	43 % [Stream B-AC]
Stream C-AB	0.2	1.0	4.89	0.09	A				0.4	1.3	7.32	0.20	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	97	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.30			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyetimber Lane	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	172	100.000
B - Nyetimber Lane		✓	133	100.000
C - Pagham Road South		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	30	142
	B - Nyetimber Lane	97	0	36
	C - Pagham Road South	278	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	7	9
	B - Nyetimber Lane	1	0	7
	C - Pagham Road South	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.48	0.4	1.8	B
C-AB	0.09	4.89	0.2	1.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	522	0.192	99	0.2	8.489	A
C-AB	44	783	0.056	44	0.1	4.870	A
C-A	197			197			
A-B	23			23			
A-C	107			107			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	509	0.235	119	0.3	9.237	A
C-AB	56	802	0.070	56	0.1	4.823	A
C-A	232			232			
A-B	27			27			
A-C	128			128			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	490	0.299	146	0.4	10.452	B
C-AB	75	829	0.091	75	0.2	4.770	A
C-A	278			278			
A-B	33			33			
A-C	156			156			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	490	0.299	146	0.4	10.481	B
C-AB	75	829	0.091	75	0.2	4.780	A

C-A	278			278			
A-B	33			33			
A-C	156			156			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	509	0.235	120	0.3	9.273	A
C-AB	56	802	0.070	57	0.1	4.841	A
C-A	232			232			
A-B	27			27			
A-C	128			128			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	522	0.192	100	0.2	8.540	A
C-AB	44	783	0.057	44	0.1	4.886	A
C-A	197			197			
A-B	23			23			
A-C	107			107			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.12	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.17	0.03	0.27	0.49	1.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.31	1.31	1.79			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2022 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	828	100.000
B - Nyetimber Lane		✓	116	100.000
C - Pagham Road South		✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	109	719
	B - Nyetimber Lane	35	0	81
	C - Pagham Road South	199	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	0	2
	B - Nyetimber Lane	0	0	2
	C - Pagham Road South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.32	12.97	0.5	1.9	B
C-AB	0.20	7.32	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	488	0.179	86	0.2	8.958	A
C-AB	72	634	0.114	71	0.2	6.396	A
C-A	133			133			
A-B	82			82			
A-C	541			541			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	453	0.230	104	0.3	10.294	B
C-AB	92	626	0.147	92	0.2	6.731	A
C-A	152			152			
A-B	98			98			
A-C	646			646			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	405	0.315	127	0.5	12.909	B
C-AB	125	617	0.202	124	0.4	7.298	A
C-A	174			174			
A-B	120			120			
A-C	792			792			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	405	0.315	128	0.5	12.968	B
C-AB	125	618	0.203	125	0.4	7.322	A
C-A	174			174			
A-B	120			120			
A-C	792			792			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	453	0.230	105	0.3	10.351	B
C-AB	92	626	0.147	93	0.2	6.773	A
C-A	152			152			
A-B	98			98			
A-C	646			646			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	487	0.179	88	0.2	9.013	A
C-AB	72	634	0.114	72	0.2	6.428	A
C-A	133			133			
A-B	82			82			
A-C	541			541			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.37	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.31	1.37	1.91			N/A	N/A
C-AB	0.38	0.03	0.33	1.10	1.31			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Nyetimber Lane Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 05/12/2016 16:21:30

»Base 2017, AM
»Base 2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Base 2017															
Stream B-AC	0.3	1.1	9.55	0.25	A	2.33	A	130 % [Stream B-AC]	0.3	1.4	11.15	0.24	B	1.46	A	64 % [Stream B-AC]
Stream C-AB	0.1	0.5	4.84	0.04	A				0.3	0.5	6.87	0.15	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:45	09:15	15
D2	Base 2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	130	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.30			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyetimber Lane	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	151	100.000
B - Nyetimber Lane		✓	116	100.000
C - Pagham Road South		✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	27	124
	B - Nyetimber Lane	89	0	27
	C - Pagham Road South	232	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	7	9
	B - Nyetimber Lane	1	0	7
	C - Pagham Road South	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.25	9.55	0.3	1.1	A
C-AB	0.04	4.84	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	531	0.165	87	0.2	8.089	A
C-AB	21	766	0.028	21	0.0	4.837	A
C-A	170			170			
A-B	20			20			
A-C	93			93			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	520	0.201	104	0.2	8.654	A
C-AB	27	781	0.035	27	0.0	4.769	A
C-A	201			201			
A-B	24			24			
A-C	111			111			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	505	0.253	127	0.3	9.536	A
C-AB	36	803	0.044	36	0.1	4.685	A
C-A	244			244			
A-B	30			30			
A-C	137			137			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	504	0.253	128	0.3	9.554	A
C-AB	36	803	0.044	36	0.1	4.693	A

C-A	244			244			
A-B	30			30			
A-C	137			137			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	104	520	0.201	105	0.3	8.679	A
C-AB	27	781	0.035	27	0.0	4.784	A
C-A	201			201			
A-B	24			24			
A-C	111			111			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	531	0.165	88	0.2	8.126	A
C-AB	21	766	0.028	22	0.0	4.845	A
C-A	170			170			
A-B	20			20			
A-C	93			93			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.31	1.05	1.05			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Base 2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.46	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	742	100.000
B - Nyetimber Lane		✓	92	100.000
C - Pagham Road South		✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	101	641
	B - Nyetimber Lane	33	0	59
	C - Pagham Road South	172	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Nyetimber Lane	C - Pagham Road South
From	A - Pagham Road North	0	0	2
	B - Nyetimber Lane	0	0	2
	C - Pagham Road South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.24	11.15	0.3	1.4	B
C-AB	0.15	6.87	0.3	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	69	497	0.139	69	0.2	8.390	A
C-AB	55	635	0.086	54	0.1	6.196	A
C-A	118			118			
A-B	76			76			
A-C	483			483			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	83	467	0.177	82	0.2	9.366	A
C-AB	69	627	0.111	69	0.2	6.449	A
C-A	137			137			
A-B	91			91			
A-C	576			576			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	101	424	0.239	101	0.3	11.124	B
C-AB	92	617	0.150	92	0.3	6.850	A
C-A	161			161			
A-B	111			111			
A-C	706			706			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	101	424	0.239	101	0.3	11.152	B
C-AB	92	617	0.150	92	0.3	6.866	A
C-A	161			161			
A-B	111			111			
A-C	706			706			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	83	467	0.177	83	0.2	9.398	A
C-AB	69	627	0.111	70	0.2	6.478	A
C-A	137			137			
A-B	91			91			
A-C	576			576			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	69	497	0.139	69	0.2	8.426	A
C-AB	55	635	0.087	55	0.1	6.217	A
C-A	118			118			
A-B	76			76			
A-C	483			483			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.25	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.31	1.10	1.40			N/A	N/A
C-AB	0.25	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Lower Bognor Road & Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 15/12/2016 09:40:00

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2022 Base + Committed + Development																
Stream B-C	0.7	2.4	2689.71	1.31	F	132.56	F	-28 % [Stream B-A]	0.6	1.1	2063.43	1.03	F	24.12	C	-17 % [Stream B-A]
Stream B-A	82.3	93.6	515.00	1.23	F				12.3	33.1	159.80	1.01	F			
Stream C-AB	0.0	200.2	3.64	0.00	A				0.0	0.5	6.49	0.02	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	132.56	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-28	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.50			95.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lower Bognor Road	One lane plus flare	10.00	8.00	5.50	4.25	3.00	✓	2.00	105	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.108	0.273	0.172	0.391
1	B-C	666	0.095	0.241	-	-
1	C-B	629	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	439	100.000
B - Lower Bognor Road		✓	441	100.000
C - Pagham Road South		✓	849	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	230	209
	B - Lower Bognor Road	439	0	2
	C - Pagham Road South	848	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	4
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.31	3683.71	0.7	2.4	F
B-A	1.29	515.02	62.9	99.6	F
C-AB	0.00	3.64	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	360	0.004	1	0.0	10.036	B
B-A	331	455	0.727	321	2.4	25.394	D
C-AB	2	990	0.002	2	0.0	3.641	A
C-A	637			637			
A-B	173			173			
A-C	157			157			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	69	0.026	2	0.0	53.436	F
B-A	395	421	0.938	376	7.1	62.636	F
C-AB	3	1067	0.003	3	0.0	3.381	A
C-A	760			760			
A-B	207			207			
A-C	188			188			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	1.308	0.54	0.4	2636.714	F
B-A	483	374	1.293	370	35.4	228.641	F
C-AB	5	1176	0.005	5	0.0	3.071	A
C-A	929			929			
A-B	253			253			
A-C	230			230			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	0.927	1	0.7	2102.075	F
B-A	483	374	1.293	373	62.9	472.204	F
C-AB	5	1176	0.005	5	0.0	3.075	A
C-A	929			929			
A-B	253			253			
A-C	230			230			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	3	0.611	2	0.7	1908.089	F
B-A	395	421	0.938	414	58.0	515.019	F
C-AB	3	1067	0.003	3	0.0	3.386	A
C-A	760			760			
A-B	207			207			
A-C	188			188			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	4	0.415	2	0.7	1768.585	F
B-A	331	455	0.727	447	28.9	384.412	F
C-AB	2	990	0.002	2	0.0	3.644	A
C-A	637			637			
A-B	173			173			
A-C	157			157			

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.40	0.06	0.87	6.35	9.67			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.03	0.25	0.45	0.48			N/A	N/A
B-A	7.10	0.19	3.66	17.30	23.62			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.44	0.03	0.27	0.49	1.43			N/A	N/A
B-A	35.38	14.72	32.90	54.43	61.85			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.68	0.03	0.28	0.68	2.42			N/A	N/A
B-A	62.88	33.06	60.20	89.47	99.18			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.74	0.03	0.27	0.74	1.70			N/A	N/A
B-A	58.00	25.63	54.53	88.12	99.64			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.74	0.03	0.27	0.74	1.41			N/A	N/A
B-A	28.90	6.39	24.80	52.41	62.73			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	24.12	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1326	100.000
B - Lower Bognor Road		✓	259	100.000
C - Pagham Road South		✓	306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	650	676
	B - Lower Bognor Road	257	0	2
	C - Pagham Road South	301	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	3	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.03	2063.49	0.6	1.1	F
B-A	1.01	159.80	12.3	39.1	F
C-AB	0.02	6.49	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	405	0.004	1	0.0	8.919	A
B-A	193	387	0.500	190	1.0	17.943	C
C-AB	6	573	0.011	6	0.0	6.349	A
C-A	224			224			
A-B	489			489			
A-C	509			509			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	297	0.006	2	0.0	12.192	B
B-A	231	342	0.675	227	1.9	30.405	D
C-AB	9	569	0.015	9	0.0	6.414	A
C-A	266			266			
A-B	584			584			
A-C	608			608			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	1.025	0.62	0.4	2063.493	F
B-A	283	280	1.010	256	8.6	99.851	F
C-AB	13	568	0.023	13	0.0	6.486	A
C-A	324			324			
A-B	716			716			
A-C	744			744			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	3	0.655	2	0.6	1638.836	F
B-A	283	280	1.010	268	12.3	159.799	F
C-AB	13	568	0.023	13	0.0	6.494	A
C-A	324			324			
A-B	716			716			
A-C	744			744			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	203	0.009	4	0.0	18.273	C
B-A	231	342	0.676	271	2.4	65.368	F
C-AB	9	569	0.015	9	0.0	6.434	A
C-A	266			266			
A-B	584			584			
A-C	608			608			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	397	0.004	2	0.0	9.114	A
B-A	193	387	0.500	199	1.0	19.659	C
C-AB	6	573	0.011	6	0.0	6.361	A
C-A	224			224			
A-B	489			489			
A-C	509			509			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.96	0.52	1.01	1.44	1.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	1.90	0.08	1.14	4.37	6.11			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.03	0.26	0.47	0.49			N/A	N/A
B-A	8.59	0.47	5.53	19.20	25.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.57	0.03	0.27	0.57	1.07			N/A	N/A
B-A	12.32	0.39	7.34	29.30	39.14			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	2.37	0.04	0.38	6.17	12.31			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.04	0.03	0.29	1.13	4.13			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Lower Bognor Road Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 15/12/2016 09:38:24

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development															
Stream B-C	0.8	2.8	2703.47	1.31	F	137.43	F	-29 %	0.6	1.0	2698.56	1.04	F	25.72	D	-17 %
Stream B-A	85.1	102.2	540.91	1.31	F			[Stream B-A]	13.5	40.3	172.81	1.02	F			[Stream B-A]
Stream C-AB	0.0	200.2	3.62	0.00	A				0.0	0.5	6.46	0.02	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	127.42	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-29	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.50			95.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lower Bognor Road	One lane plus flare	10.00	8.00	5.50	4.25	3.00	✓	2.00	105	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.108	0.273	0.172	0.391
1	B-C	666	0.095	0.241	-	-
1	C-B	629	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	444	100.000
B - Lower Bognor Road		✓	441	100.000
C - Pagham Road South		✓	862	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	230	214
	B - Lower Bognor Road	439	0	2
	C - Pagham Road South	861	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	4
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.31	2709.47	0.8	2.8	F
B-A	1.31	546.01	65.1	103.2	F
C-AB	0.00	3.62	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	356	0.004	1	0.0	10.163	B
B-A	331	452	0.731	321	2.4	25.844	D
C-AB	2	997	0.002	2	0.0	3.619	A
C-A	647			647			
A-B	173			173			
A-C	161			161			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	56	0.032	2	0.0	66.645	F
B-A	395	417	0.945	375	7.4	84.960	F
C-AB	3	1075	0.003	3	0.0	3.357	A
C-A	772			772			
A-B	207			207			
A-C	192			192			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	1.313	0.54	0.4	2709.470	F
B-A	483	370	1.307	367	35.8	238.978	F
C-AB	5	1186	0.005	5	0.0	3.047	A
C-A	944			944			
A-B	253			253			
A-C	236			236			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

B-C	2	2	0.941	1	0.7	2133.414	F
B-A	483	370	1.307	369	66.1	492.068	F
C-AB	6	1186	0.005	6	0.0	3.051	A
C-A	944			944			
A-B	253			253			
A-C	236			236			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	3	0.620	2	0.8	1567.150	F
B-A	395	417	0.945	411	81.0	540.009	F
C-AB	3	1075	0.003	3	0.0	3.365	A
C-A	772			772			
A-B	207			207			
A-C	192			192			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	4	0.423	2	0.8	1772.994	F
B-A	331	452	0.731	445	32.5	362.304	F
C-AB	2	997	0.002	2	0.0	3.625	A
C-A	647			647			
A-B	173			173			
A-C	161			161			

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.45	0.05	0.70	6.61	10.35			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.03	0.25	0.45	0.48			N/A	N/A
B-A	7.40	0.19	3.79	18.12	24.78			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.45	0.03	0.28	0.50	1.64			N/A	N/A
B-A	36.60	15.48	34.11	56.03	63.59			N/A	N/A
C-AB	0.00	199	199	199	199			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.69	0.03	0.28	0.97	2.80			N/A	N/A
B-A	65.10	34.90	62.47	91.95	101.73			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.75	0.03	0.28	0.75	2.35			N/A	N/A
B-A	60.98	27.88	57.55	91.57	103.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.75	0.03	0.27	0.75	1.59			N/A	N/A
B-A	32.46	7.66	28.12	58.21	69.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	25.72	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1336	100.000
B - Lower Bognor Road		✓	259	100.000
C - Pagham Road South		✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	650	686
	B - Lower Bognor Road	257	0	2
	C - Pagham Road South	307	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	3	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.04	2088.58	0.6	1.0	F
B-A	1.02	172.81	13.5	40.3	F
C-AB	0.02	6.46	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	402	0.004	1	0.0	8.980	A
B-A	193	384	0.504	190	1.0	18.190	C
C-AB	6	575	0.011	6	0.0	6.328	A
C-A	229			229			
A-B	489			489			
A-C	516			516			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	292	0.006	2	0.0	12.424	B
B-A	231	339	0.682	227	1.9	31.217	D
C-AB	9	572	0.015	9	0.0	6.386	A
C-A	272			272			
A-B	584			584			
A-C	617			617			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	1.041	0.61	0.4	2036.582	F
B-A	283	276	1.025	254	9.2	105.226	F
C-AB	14	571	0.024	13	0.0	6.449	A
C-A	330			330			
A-B	716			716			
A-C	755			755			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	3	0.668	2	0.6	1676.331	F
B-A	283	276	1.025	266	13.5	172.815	F
C-AB	14	571	0.024	14	0.0	6.457	A
C-A	330			330			
A-B	716			716			
A-C	755			755			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	183	0.010	4	0.0	20.342	C
B-A	231	339	0.682	275	2.5	74.702	F
C-AB	9	572	0.015	9	0.0	6.409	A
C-A	272			272			
A-B	584			584			
A-C	617			617			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	393	0.004	2	0.0	9.190	A
B-A	193	384	0.504	199	1.1	20.043	C
C-AB	6	575	0.011	6	0.0	6.340	A
C-A	229			229			
A-B	489			489			
A-C	516			516			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B-A	0.98	0.51	1.01	1.22	1.22			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	1.95	0.08	1.15	4.54	6.39			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.03	0.26	0.47	0.49			N/A	N/A
B-A	9.16	0.65	6.19	19.87	25.63			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.57	0.03	0.27	0.57	1.04			N/A	N/A
B-A	13.46	0.65	8.73	30.74	40.29			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	2.48	0.04	0.38	6.50	12.88			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.06	0.03	0.28	1.06	4.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Lower Bognor Road Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\2022 Base + Committed
Report generation date: 15/12/2016 09:36:02

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed															
Stream B-C	0.7	1.4	2685.74	1.27	F	113.67	F	-27 % [Stream B-A]	0.4	0.5	1949.83	0.94	F	18.48	C	-14 % [Stream B-A]
Stream B-A	54.5	99.0	422.44	1.24	F				8.5	34.4	114.57	0.98	F			
Stream C-AB	0.0	200.2	3.72	0.00	A				0.0	0.5	6.71	0.02	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DES TOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:30	09:00	15
D2	2022 Base + Committed	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	113.67	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.50			95.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lower Bognor Road	One lane plus flare	10.00	8.00	5.50	4.25	3.00	✓	2.00	105	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.108	0.273	0.172	0.391
1	B-C	666	0.095	0.241	-	-
1	C-B	629	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base + Committed	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	416	100.000
B - Lower Bognor Road		✓	441	100.000
C - Pagham Road South		✓	804	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	230	186
	B - Lower Bognor Road	439	0	2
	C - Pagham Road South	803	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	4
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.27	2585.74	0.7	1.4	F
B-A	1.24	422.44	54.5	80.0	F
C-AB	0.00	3.72	0.0	205.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	377	0.004	1	0.0	9.583	A
B-A	331	465	0.710	322	2.2	23.769	C
C-AB	2	970	0.002	2	0.0	3.718	A
C-A	603			603			
A-B	173			173			
A-C	140			140			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	117	0.015	2	0.0	31.207	D
B-A	395	434	0.910	379	6.1	84.717	F
C-AB	3	1042	0.003	3	0.0	3.462	A
C-A	720			720			
A-B	207			207			
A-C	167			167			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	1.268	0.54	0.4	2585.738	F
B-A	483	390	1.240	384	30.8	194.322	F
C-AB	5	1144	0.004	5	0.0	3.156	A
C-A	880			880			
A-B	253			253			
A-C	205			205			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

B-C	2	3	0.573	1	0.7	1985.942	F
B-A	483	390	1.240	389	54.5	390.854	F
C-AB	5	1144	0.004	5	0.0	3.160	A
C-A	880			880			
A-B	253			253			
A-C	205			205			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	3	0.573	2	0.7	1781.548	F
B-A	395	434	0.910	426	40.7	422.441	F
C-AB	3	1042	0.003	3	0.0	3.468	A
C-A	720			720			
A-B	207			207			
A-C	167			167			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	4	0.384	2	0.7	1581.192	F
B-A	331	465	0.710	456	15.4	252.219	F
C-AB	2	970	0.002	2	0.0	3.722	A
C-A	603			603			
A-B	173			173			
A-C	140			140			

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.24	0.09	1.34	5.14	7.14			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	6.08	0.19	3.20	14.53	19.70			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.43	0.03	0.27	0.49	1.45			N/A	N/A
B-A	30.81	11.75	28.33	48.64	55.74			N/A	N/A
C-AB	0.00	199	199	199	199			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.66	0.03	0.27	0.66	1.16			N/A	N/A
B-A	54.46	26.02	51.59	80.32	90.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.71	0.03	0.26	0.71	0.71			N/A	N/A
B-A	46.68	17.99	43.14	74.02	84.82			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.71	0.03	0.26	0.71	0.71			N/A	N/A
B-A	15.40	1.39	11.18	32.77	41.67			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	ueue variations	Analysis Options	ueue percentiles may be unreliable if the mean ueue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	18.48	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base + Committed	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1286	100.000
B - Lower Bognor Road		✓	259	100.000
C - Pagham Road South		✓	276	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	650	636
	B - Lower Bognor Road	257	0	2
	C - Pagham Road South	271	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	3	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.34	1949.93	0.4	0.5	F
B-A	0.35	118.57	8.5	34.4	F
C-AB	0.02	6.71	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	416	0.004	1	0.0	8.682	A
B-A	193	399	0.485	190	0.9	16.959	C
C-AB	6	562	0.011	6	0.0	6.474	A
C-A	202			202			
A-B	489			489			
A-C	479			479			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	319	0.006	2	0.0	11.357	B
B-A	231	356	0.648	228	1.7	27.326	D
C-AB	8	555	0.014	8	0.0	6.575	A
C-A	240			240			
A-B	584			584			
A-C	572			572			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	36	0.062	2	0.1	108.414	F
B-A	283	298	0.950	264	6.6	78.992	F
C-AB	12	549	0.022	12	0.0	6.702	A
C-A	292			292			
A-B	716			716			
A-C	700			700			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	0.938	0.76	0.4	1943.927	F
B-A	283	298	0.950	275	8.5	114.868	F
C-AB	12	549	0.022	12	0.0	6.711	A
C-A	292			292			
A-B	716			716			
A-C	700			700			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	266	0.007	3	0.0	13.769	B
B-A	231	356	0.648	257	2.0	40.128	E
C-AB	8	555	0.015	8	0.0	6.598	A
C-A	240			240			
A-B	584			584			
A-C	572			572			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	409	0.004	2	0.0	8.825	A
B-A	193	399	0.485	198	1.0	18.255	C
C-AB	6	562	0.011	6	0.0	6.486	A
C-A	202			202			
A-B	489			489			
A-C	479			479			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B-A	0.91	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	1.70	0.08	1.12	3.75	5.17			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	6.56	0.16	3.08	16.38	22.69			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B-A	8.50	0.10	2.67	23.36	34.43			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	2.02	0.04	0.37	5.25	10.33			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.98	0.03	0.29	1.41	4.35			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Lower Bognor Road & Pagham Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 15/12/2016 09:34:29

»Base 2017, AM
»Base 2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
Base 2017																
Stream B-C	0.6	2.2	2230.82	1.11	F	57.53	F	-20 % [Stream B-A]	0.0	0.5	19.67	0.01	C	7.39	A	-6 % [Stream B-A]
Stream B-A	26.4	80.9	205.21	1.08	F				3.4	18.5	50.45	0.79	F			
Stream C-AB	0.0	200.2	3.87	0.00	A				0.0	0.5	6.73	0.02	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables, for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15
D2	Base 2017	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	57.89	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.50			95.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lower Bognor Road	One lane plus flare	10.00	8.00	5.50	4.25	3.00	✓	2.00	105	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.108	0.273	0.172	0.391
1	B-C	666	0.095	0.241	-	-
1	C-B	629	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	378	100.000
B - Lower Bognor Road		✓	409	100.000
C - Pagham Road South		✓	726	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	213	165
	B - Lower Bognor Road	407	0	2
	C - Pagham Road South	725	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	4
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.11	3230.82	0.6	2.2	F
B-A	1.08	205.21	26.4	60.9	F
C-AB	0.00	3.87	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	436	0.003	1	0.0	8.290	A
B-A	306	481	0.636	300	1.7	19.196	C
C-AB	2	934	0.002	2	0.0	3.860	A
C-A	545			545			
A-B	160			160			
A-C	124			124			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	264	0.007	2	0.0	13.743	B
B-A	366	453	0.808	358	3.5	35.503	E
C-AB	3	998	0.003	3	0.0	3.612	A
C-A	650			650			
A-B	191			191			
A-C	148			148			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	2	1.106	0.59	0.4	2230.817	F
B-A	448	413	1.085	397	16.3	112.410	F
C-AB	4	1089	0.004	4	0.0	3.314	A
C-A	795			795			
A-B	235			235			
A-C	182			182			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	3	0.712	1	0.6	1302.524	F
B-A	448	413	1.085	408	26.4	205.213	F
C-AB	4	1089	0.004	4	0.0	3.319	A
C-A	795			795			
A-B	235			235			
A-C	182			182			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	4	0.449	2	0.6	809.776	F
B-A	366	453	0.808	436	8.8	154.436	F
C-AB	3	998	0.003	3	0.0	3.618	A
C-A	650			650			
A-B	191			191			
A-C	148			148			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	382	0.004	4	0.0	9.591	A
B-A	306	481	0.636	334	1.9	28.385	D
C-AB	2	934	0.002	2	0.0	3.865	A
C-A	545			545			
A-B	160			160			
A-C	124			124			

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.65	0.44	1.48	2.53	2.95			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	3.53	0.11	1.54	8.49	11.75			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.41	0.03	0.26	0.47	0.49			N/A	N/A
B-A	16.34	2.31	13.17	31.45	38.53			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.59	0.03	0.27	0.59	0.97			N/A	N/A
B-A	26.41	4.58	21.94	50.11	60.93			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.61	0.04	0.37	1.34	2.19			N/A	N/A
B-A	8.82	0.15	3.87	22.83	32.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.87	0.03	0.30	1.87	8.46			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Base 2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	7.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2017	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1170	100.000
B - Lower Bognor Road		✓	240	100.000
C - Pagham Road South		✓	245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	602	568
	B - Lower Bognor Road	238	0	2
	C - Pagham Road South	240	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	3	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.01	19.67	0.0	0.5	C
B-A	0.79	50.45	3.4	18.5	F
C-AB	0.02	6.73	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	447	0.003	1	0.0	8.080	A
B-A	179	420	0.426	176	0.7	14.582	B
C-AB	6	562	0.010	6	0.0	6.468	A
C-A	179			179			
A-B	453			453			
A-C	428			428			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	376	0.005	2	0.0	9.618	A
B-A	214	382	0.560	212	1.2	20.893	C
C-AB	7	554	0.013	7	0.0	6.580	A
C-A	213			213			
A-B	541			541			
A-C	511			511			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	205	0.011	2	0.0	17.737	C
B-A	262	330	0.795	254	3.1	43.879	E
C-AB	11	545	0.020	11	0.0	6.725	A
C-A	259			259			
A-B	663			663			
A-C	625			625			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	185	0.012	2	0.0	19.670	C
B-A	262	330	0.795	261	3.4	50.452	F
C-AB	11	545	0.020	11	0.0	6.733	A
C-A	259			259			
A-B	663			663			
A-C	625			625			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	364	0.005	2	0.0	9.948	A
B-A	214	382	0.560	222	1.3	23.553	C
C-AB	7	554	0.013	7	0.0	6.600	A
C-A	213			213			
A-B	541			541			
A-C	511			511			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	444	0.003	2	0.0	8.144	A
B-A	179	420	0.426	181	0.8	15.207	C
C-AB	6	562	0.010	6	0.0	6.476	A
C-A	179			179			
A-B	453			453			
A-C	428			428			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.72	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	1.21	0.09	1.03	2.07	2.80			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	3.15	0.04	0.43	8.77	15.69			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	3.44	0.04	0.35	7.96	18.55			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	1.34	0.04	0.40	3.49	5.94			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.76	0.03	0.32	1.59	3.70			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Sefter Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 14/12/2016 10:58:25

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	24.0	208.43	1.08	F	69.22	F	-24 % [Stream B-AC]	0.7	17.76	0.41	C	2.22	A	33 % [Stream B-AC]
Stream C-AB	0.0	3.83	0.01	A				0.0	5.82	0.00	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Sefter Road
Location	
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2022 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	69.22	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-24	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Sefter Road		Minor
C	Pagham Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Sefter Road	One lane	3.20	10	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	508	0.093	0.234	0.147	0.334
1	B-C	660	0.101	0.256	-	-
1	C-B	719	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	161	100.000
B - Sefter Road		ONE HOUR	✓	370	100.000
C - Pagham Road S		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	75	86
	B - Sefter Road	370	0	0
	C - Pagham Road S	568	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	10
	B - Sefter Road	1	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.08	208.43	24.0	F	340	509
C-AB	0.01	3.83	0.0	A	6	9
C-A					518	777
A-B					69	103
A-C					79	118

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	417	0.667	271	0.0	1.9	23.576	C
C-AB	4	1	945	0.004	4	0.0	0.0	3.824	A
C-A	426	106			426				
A-B	56	14			56				
A-C	65	16			65				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	401	0.830	325	1.9	3.9	43.068	E
C-AB	6	1	991	0.006	6	0.0	0.0	3.649	A
C-A	508	127			508				
A-B	67	17			67				
A-C	77	19			77				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	407	102	378	1.079	362	3.9	15.2	118.266	F
C-AB	8	2	1056	0.008	8	0.0	0.0	3.433	A
C-A	621	155			621				
A-B	83	21			83				
A-C	95	24			95				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	407	102	378	1.079	372	15.2	24.0	208.434	F
C-AB	8	2	1056	0.008	8	0.0	0.0	3.435	A
C-A	621	155			621				
A-B	83	21			83				
A-C	95	24			95				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	401	0.830	385	24.0	11.0	171.776	F
C-AB	6	1	991	0.006	6	0.0	0.0	3.657	A
C-A	508	127			508				
A-B	67	17			67				
A-C	77	19			77				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	417	0.667	314	11.0	2.2	43.437	E
C-AB	4	1	945	0.004	4	0.0	0.0	3.827	A
C-A	426	106			426				
A-B	56	14			56				
A-C	65	16			65				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	725	100.000
B - Sefter Road		ONE HOUR	✓	127	100.000
C - Pagham Road S		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	323	402
	B - Sefter Road	122	0	5
	C - Pagham Road S	163	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	2
	B - Sefter Road	1	0	0
	C - Pagham Road S	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	17.76	0.7	C	117	175
C-AB	0.00	5.82	0.0	A	2	4
C-A					149	223
A-B					296	445
A-C					369	553

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	395	0.242	94	0.0	0.3	11.930	B
C-AB	2	0.46	647	0.003	2	0.0	0.0	5.576	A
C-A	122	31			122				
A-B	243	61			243				
A-C	303	76			303				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	373	0.306	114	0.3	0.4	13.860	B
C-AB	2	0.58	636	0.004	2	0.0	0.0	5.675	A
C-A	146	36			146				
A-B	290	73			290				
A-C	361	90			361				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	342	0.408	139	0.4	0.7	17.596	C
C-AB	3	0.78	622	0.005	3	0.0	0.0	5.811	A
C-A	179	45			179				
A-B	356	89			356				
A-C	443	111			443				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	342	0.408	140	0.7	0.7	17.757	C
C-AB	3	0.78	622	0.005	3	0.0	0.0	5.818	A
C-A	179	45			179				
A-B	356	89			356				
A-C	443	111			443				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	373	0.306	115	0.7	0.5	14.013	B
C-AB	2	0.59	636	0.004	2	0.0	0.0	5.690	A
C-A	146	36			146				
A-B	290	73			290				
A-C	361	90			361				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	96	24	395	0.242	96	0.5	0.3	12.067	B
C-AB	2	0.47	647	0.003	2	0.0	0.0	5.583	A
C-A	122	31			122				
A-B	243	61			243				
A-C	303	76			303				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Sefter Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 14/12/2016 11:22:52

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	25.5	220.10	1.09	F	71.69	F	-25 % [Stream B-AC]	0.7	18.11	0.41	C	2.22	A	32 % [Stream B-AC]
Stream C-AB	0.0	3.81	0.01	A				0.0	5.80	0.01	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Sefter Road
Location	
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2022 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	71.69	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-25	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Sefter Road		Minor
C	Pagham Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Sefter Road	One lane	3.20	10	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	508	0.093	0.234	0.147	0.334
1	B-C	660	0.101	0.256	-	-
1	C-B	719	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	166	100.000
B - Sefter Road		ONE HOUR	✓	370	100.000
C - Pagham Road S		ONE HOUR	✓	584	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	75	91
	B - Sefter Road	370	0	0
	C - Pagham Road S	581	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	10
	B - Sefter Road	1	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.09	220.10	25.5	F	340	509
C-AB	0.01	3.81	0.0	A	6	9
C-A					530	795
A-B					69	103
A-C					84	125

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	415	0.671	271	0.0	1.9	23.924	C
C-AB	4	1	950	0.004	4	0.0	0.0	3.803	A
C-A	435	109			435				
A-B	56	14			56				
A-C	69	17			69				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	398	0.836	324	1.9	4.0	44.291	E
C-AB	6	1	997	0.006	6	0.0	0.0	3.626	A
C-A	519	130			519				
A-B	67	17			67				
A-C	82	20			82				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	407	102	374	1.089	360	4.0	15.9	128.259	F
C-AB	8	2	1064	0.008	8	0.0	0.0	3.408	A
C-A	635	159			635				
A-B	83	21			83				
A-C	100	25			100				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	407	102	374	1.089	369	15.9	25.5	220.161	F
C-AB	8	2	1064	0.008	8	0.0	0.0	3.413	A
C-A	635	159			635				
A-B	83	21			83				
A-C	100	25			100				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	398	0.836	383	25.5	12.9	187.096	F
C-AB	6	1	997	0.006	6	0.0	0.0	3.635	A
C-A	519	130			519				
A-B	67	17			67				
A-C	82	20			82				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	415	0.671	321	12.9	2.3	50.394	F
C-AB	4	1	950	0.004	4	0.0	0.0	3.806	A
C-A	435	109			435				
A-B	56	14			56				
A-C	69	17			69				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	736	100.000
B - Sefter Road		ONE HOUR	✓	127	100.000
C - Pagham Road S		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	323	413
	B - Sefter Road	122	0	5
	C - Pagham Road S	170	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	2
	B - Sefter Road	1	0	0
	C - Pagham Road S	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	18.11	0.7	C	117	175
C-AB	0.01	5.80	0.0	A	2	4
C-A					155	233
A-B					296	445
A-C					379	568

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	392	0.244	94	0.0	0.3	12.039	B
C-AB	2	0.47	649	0.003	2	0.0	0.0	5.565	A
C-A	128	32			128				
A-B	243	61			243				
A-C	311	78			311				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	370	0.309	114	0.3	0.4	14.039	B
C-AB	2	0.59	638	0.004	2	0.0	0.0	5.659	A
C-A	152	38			152				
A-B	290	73			290				
A-C	371	93			371				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	338	0.413	139	0.4	0.7	17.947	C
C-AB	3	0.79	624	0.005	3	0.0	0.0	5.789	A
C-A	186	47			186				
A-B	356	89			356				
A-C	455	114			455				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	338	0.413	140	0.7	0.7	18.110	C
C-AB	3	0.79	624	0.005	3	0.0	0.0	5.799	A
C-A	186	47			186				
A-B	356	89			356				
A-C	455	114			455				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	370	0.309	115	0.7	0.5	14.198	B
C-AB	2	0.59	638	0.004	2	0.0	0.0	5.677	A
C-A	152	38			152				
A-B	290	73			290				
A-C	371	93			371				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	96	24	392	0.244	96	0.5	0.3	12.181	B
C-AB	2	0.47	649	0.003	2	0.0	0.0	5.572	A
C-A	128	32			128				
A-B	243	61			243				
A-C	311	78			311				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Sefter Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\2022 Base + Committed
Report generation date: 14/12/2016 11:45:06

»2022 Base + Committed, AM
»2022 Base + Committed, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed													
Stream B-AC	19.0	167.50	1.04	F	89.38	F	-22 % [Stream B-AC]	0.6	16.51	0.39	C	2.21	A	41 % [Stream B-AC]
Stream C-AB	0.0	3.90	0.01	A				0.0	5.92	0.00	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Sefter Road
Location	
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2022 Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D8	2022 Base + Committed	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	59.38	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Sefter Road		Minor
C	Pagham Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Sefter Road	One lane	3.20	10	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	508	0.093	0.234	0.147	0.334
1	B-C	660	0.101	0.256	-	-
1	C-B	719	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	138	100.000
B - Sefter Road		ONE HOUR	✓	370	100.000
C - Pagham Road S		ONE HOUR	✓	526	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	75	63
	B - Sefter Road	370	0	0
	C - Pagham Road S	523	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	10
	B - Sefter Road	1	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.04	187.50	19.0	F	340	509
C-AB	0.01	3.90	0.0	A	6	8
C-A					477	716
A-B					69	103
A-C					58	87

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	427	0.653	272	0.0	1.7	22.298	C
C-AB	4	0.98	929	0.004	4	0.0	0.0	3.892	A
C-A	392	98			392				
A-B	56	14			56				
A-C	47	12			47				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	412	0.807	326	1.7	3.5	36.756	E
C-AB	5	1	971	0.005	5	0.0	0.0	3.725	A
C-A	468	117			468				
A-B	67	17			67				
A-C	57	14			57				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	407	102	391	1.041	371	3.5	12.7	100.640	F
C-AB	8	2	1030	0.007	7	0.0	0.0	3.516	A
C-A	572	143			572				
A-B	83	21			83				
A-C	69	17			69				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	407	102	391	1.041	382	12.7	19.0	167.497	F
C-AB	8	2	1030	0.007	8	0.0	0.0	3.521	A
C-A	572	143			572				
A-B	83	21			83				
A-C	69	17			69				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	412	0.807	385	19.0	5.8	130.837	F
C-AB	5	1	971	0.005	5	0.0	0.0	3.733	A
C-A	468	117			468				
A-B	67	17			67				
A-C	57	14			57				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	427	0.653	294	5.8	2.0	29.580	D
C-AB	4	0.98	929	0.004	4	0.0	0.0	3.895	A
C-A	392	98			392				
A-B	56	14			56				
A-C	47	12			47				

2022 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Committed	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	685	100.000
B - Sefter Road		ONE HOUR	✓	127	100.000
C - Pagham Road S		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	323	362
	B - Sefter Road	122	0	5
	C - Pagham Road S	134	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	2
	B - Sefter Road	1	0	0
	C - Pagham Road S	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	16.51	0.6	C	117	175
C-AB	0.00	5.92	0.0	A	2	3
C-A					122	184
A-B					296	445
A-C					332	498

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	405	0.236	94	0.0	0.3	11.532	B
C-AB	2	0.45	641	0.003	2	0.0	0.0	5.633	A
C-A	101	25			101				
A-B	243	61			243				
A-C	273	68			273				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	385	0.296	114	0.3	0.4	13.230	B
C-AB	2	0.56	628	0.004	2	0.0	0.0	5.751	A
C-A	120	30			120				
A-B	290	73			290				
A-C	325	81			325				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	358	0.391	139	0.4	0.6	16.387	C
C-AB	3	0.73	610	0.005	3	0.0	0.0	5.918	A
C-A	147	37			147				
A-B	356	89			356				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	358	0.391	140	0.6	0.6	16.507	C
C-AB	3	0.73	610	0.005	3	0.0	0.0	5.925	A
C-A	147	37			147				
A-B	356	89			356				
A-C	399	100			399				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	385	0.296	115	0.6	0.4	13.354	B
C-AB	2	0.56	628	0.004	2	0.0	0.0	5.764	A
C-A	120	30			120				
A-B	290	73			290				
A-C	325	81			325				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	96	24	405	0.236	96	0.4	0.3	11.658	B
C-AB	2	0.45	641	0.003	2	0.0	0.0	5.641	A
C-A	101	25			101				
A-B	243	61			243				
A-C	273	68			273				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road-Sefter Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 14/12/2016 12:18:04

»2017 Base, AM
»2017 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017 Base													
Stream B-AC	8.4	85.84	0.93	F	31.33	D	-15 % [Stream B-AC]	0.5	14.61	0.35	B	2.04	A	56 % [Stream B-AC]
Stream C-AB	0.0	3.99	0.01	A				0.0	5.88	0.00	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road/Sefter Road
Location	
Site number	
Date	15/06/2016
Version	
Status	E isting Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D7	2017 Base	AM	ONE HOUR	07:15	08:45	15	✓
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	31.33	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Sefter Road		Minor
C	Pagham Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Sefter Road	One lane	3.20	10	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	508	0.093	0.234	0.147	0.334
1	B-C	660	0.101	0.256	-	-
1	C-B	719	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2017 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	120	100.000
B - Sefter Road		ONE HOUR	✓	343	100.000
C - Pagham Road S		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	69	51
	B - Sefter Road	343	0	0
	C - Pagham Road S	466	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	10
	B - Sefter Road	1	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.80	65.84	8.4	F	315	472
C-AB	0.01	3.99	0.0	A	5	8
C-A					425	638
A-B					63	95
A-C					47	70

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	258	65	436	0.592	253	0.0	1.4	19.124	C
C-AB	4	0.92	906	0.004	4	0.0	0.0	3.990	A
C-A	349	87			349				
A-B	52	13			52				
A-C	38	10			38				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	308	77	423	0.729	304	1.4	2.4	29.275	D
C-AB	5	1	943	0.005	5	0.0	0.0	3.833	A
C-A	417	104			417				
A-B	62	16			62				

A-C	46	11			46				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	378	94	405	0.933	360	2.4	6.8	33.445	F
C-AB	7	2	996	0.007	7	0.0	0.0	3.637	A
C-A	510	127			510				
A-B	76	19			76				
A-C	56	14			56				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	378	94	405	0.933	371	6.8	8.4	38.844	F
C-AB	7	2	996	0.007	7	0.0	0.0	3.642	A
C-A	510	127			510				
A-B	76	19			76				
A-C	56	14			56				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	308	77	423	0.729	330	8.4	3.0	44.433	E
C-AB	5	1	943	0.005	5	0.0	0.0	3.841	A
C-A	417	104			417				
A-B	62	16			62				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	258	65	436	0.592	264	3.0	1.5	21.628	C
C-AB	4	0.92	906	0.004	4	0.0	0.0	3.995	A
C-A	349	87			349				
A-B	52	13			52				
A-C	38	10			38				

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	614	100.000
B - Sefter Road		ONE HOUR	✓	118	100.000
C - Pagham Road S		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	299	315
	B - Sefter Road	113	0	5
	C - Pagham Road S	113	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	2
	B - Sefter Road	1	0	0
	C - Pagham Road S	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	14.61	0.5	B	108	162
C-AB	0.00	5.88	0.0	A	2	3
C-A					103	155
A-B					274	412
A-C					289	434

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	89	22	418	0.212	88	0.0	0.3	10.861	B
C-AB	2	0.43	645	0.003	2	0.0	0.0	5.599	A
C-A	85	21			85				
A-B	225	56			225				
A-C	237	59			237				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	27	401	0.265	106	0.3	0.4	12.192	B
C-AB	2	0.54	632	0.003	2	0.0	0.0	5.714	A
C-A	101	25			101				
A-B	269	67			269				
A-C	283	71			283				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	32	376	0.345	129	0.4	0.5	14.529	B
C-AB	3	0.69	615	0.005	3	0.0	0.0	5.878	A
C-A	124	31			124				
A-B	329	82			329				
A-C	347	87			347				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	32	376	0.345	130	0.5	0.5	14.605	B
C-AB	3	0.69	615	0.005	3	0.0	0.0	5.883	A
C-A	124	31			124				
A-B	329	82			329				
A-C	347	87			347				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	27	401	0.265	107	0.5	0.4	12.275	B
C-AB	2	0.54	632	0.003	2	0.0	0.0	5.727	A
C-A	101	25			101				
A-B	269	67			269				
A-C	283	71			283				

18:15 - 18:30

Stream	Total Demand	Junction Arrivals	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

	(Veh/hr)	(Veh)							
B-AC	89	22	418	0.212	89	0.4	0.3	10.955	B
C-AB	2	0.43	645	0.003	2	0.0	0.0	5.604	A
C-A	85	21			85				
A-B	225	56			225				
A-C	237	59			237				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Hook Lane Site Access.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady
Report generation date: 14/12/2016 10:34:36

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	0.1	6.50	0.07	A	0.91	A	522 %	0.0	6.42	0.03	A	0.63	A	270 %
Stream C-AB	0.0	5.01	0.03	A			[Stream B-AC]	0.1	4.72	0.06	A			[Stream C-AB]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Hook Lane Proposed Site Access
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Proposed
Identifier	
Client	Hallam Land Management
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	Based on Drg No 5

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	522	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Hook Lane S		Major
B	Site Access		Minor
C	Hook Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hook Lane N	7.30			150.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510	0.088	0.222	0.139	0.317
1	B-C	649	0.094	0.237	-	-
1	C-B	661	0.242	0.242	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hook Lane S		ONE HOUR	✓	116	100.000
B - Site Access		ONE HOUR	✓	37	100.000
C - Hook Lane N		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	2	114
	B - Site Access	4	0	33
	C - Hook Lane N	190	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	1
	B - Site Access	0	0	0
	C - Hook Lane N	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	6.50	0.1	A	34	51
C-AB	0.03	5.01	0.0	A	16	24
C-A					171	256
A-B					2	3
A-C					105	157

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	606	0.046	28	0.0	0.0	6.224	A
C-AB	12	3	731	0.017	12	0.0	0.0	5.005	A
C-A	141	35			141				
A-B	2	0.38			2				
A-C	86	21			86				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	33	8	601	0.055	33	0.0	0.1	6.339	A
C-AB	15	4	745	0.020	15	0.0	0.0	4.929	A
C-A	167	42			167				
A-B	2	0.45			2				

A-C	102	26			102				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	41	10	594	0.069	41	0.1	0.1	6.502	A
C-AB	20	5	765	0.026	20	0.0	0.0	4.829	A
C-A	204	51			204				
A-B	2	0.55			2				
A-C	126	31			126				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	41	10	594	0.069	41	0.1	0.1	6.502	A
C-AB	20	5	765	0.026	20	0.0	0.0	4.832	A
C-A	204	51			204				
A-B	2	0.55			2				
A-C	126	31			126				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	33	8	601	0.055	33	0.1	0.1	6.341	A
C-AB	15	4	745	0.020	15	0.0	0.0	4.932	A
C-A	167	42			167				
A-B	2	0.45			2				
A-C	102	26			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	606	0.046	28	0.1	0.0	6.228	A
C-AB	12	3	731	0.017	12	0.0	0.0	5.007	A
C-A	141	35			141				
A-B	2	0.38			2				
A-C	86	21			86				

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mi		HV% is ero for all movements / time segments. Vehicle Mi matri should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	270	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hook Lane S		ONE HOUR	✓	148	100.000
B - Site Access		ONE HOUR	✓	18	100.000
C - Hook Lane N		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	3	145
	B - Site Access	2	0	16
	C - Hook Lane N	326	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	0
	B - Site Access	0	0	0
	C - Hook Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.42	0.0	A	17	25
C-AB	0.06	4.72	0.1	A	41	62
C-A					284	426
A-B					3	4
A-C					133	200

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	3	596	0.023	13	0.0	0.0	6.174	A
C-AB	31	8	793	0.039	30	0.0	0.1	4.719	A
C-A	236	59			236				
A-B	2	0.56			2				
A-C	109	27			109				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	590	0.027	16	0.0	0.0	6.275	A
C-AB	39	10	819	0.048	39	0.1	0.1	4.615	A
C-A	279	70			279				
A-B	3	0.67			3				
A-C	130	33			130				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	580	0.034	20	0.0	0.0	6.421	A
C-AB	53	13	857	0.062	53	0.1	0.1	4.481	A
C-A	337	84			337				
A-B	3	0.83			3				
A-C	160	40			160				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	580	0.034	20	0.0	0.0	6.421	A
C-AB	53	13	857	0.062	53	0.1	0.1	4.482	A
C-A	337	84			337				
A-B	3	0.83			3				
A-C	160	40			160				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	590	0.027	16	0.0	0.0	6.276	A
C-AB	39	10	820	0.048	39	0.1	0.1	4.618	A
C-A	279	70			279				
A-B	3	0.67			3				
A-C	130	33			130				

18:00 - 18:15

	Total	Junction							

Stream	Demand (Veh/hr)	Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	3	596	0.023	14	0.0	0.0	6.175	A
C-AB	31	8	793	0.039	31	0.1	0.1	4.725	A
C-A	236	59			236				
A-B	2	0.56			2				
A-C	109	27			109				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Hook Lane Site Access.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 14/12/2016 10:45:35

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	0.1	6.64	0.09	A	1.15	A	457 % [Stream B-AC]	0.0	6.55	0.05	A	0.81	A	247 % [Stream C-AB]
Stream C-AB	0.0	5.04	0.03	A				0.1	4.78	0.08	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Hook Lane Proposed Site Access
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Proposed
Identifier	
Client	Hallam Land Management
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	Based on Drg No 5

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	457	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Hook Lane S		Major
B	Site Access		Minor
C	Hook Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hook Lane N	7.30			150.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510	0.088	0.222	0.139	0.317
1	B-C	649	0.094	0.237	-	-
1	C-B	661	0.242	0.242	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hook Lane S		ONE HOUR	✓	116	100.000
B - Site Access		ONE HOUR	✓	48	100.000
C - Hook Lane N		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	2	114
	B - Site Access	5	0	43
	C - Hook Lane N	190	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	1
	B - Site Access	0	0	0
	C - Hook Lane N	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	6.64	0.1	A	44	66
C-AB	0.03	5.04	0.0	A	21	31
C-A					169	254
A-B					2	3
A-C					105	157

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	607	0.060	36	0.0	0.1	6.305	A
C-AB	16	4	731	0.022	16	0.0	0.0	5.032	A
C-A	140	35			140				
A-B	2	0.38			2				
A-C	86	21			86				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	602	0.072	43	0.1	0.1	6.444	A
C-AB	20	5	745	0.027	20	0.0	0.0	4.961	A
C-A	166	42			166				
A-B	2	0.45			2				

A-C	102	26			102				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	53	13	595	0.089	53	0.1	0.1	6.640	A
C-AB	26	6	765	0.034	26	0.0	0.0	4.868	A
C-A	202	51			202				
A-B	2	0.55			2				
A-C	126	31			126				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	53	13	595	0.089	53	0.1	0.1	6.640	A
C-AB	26	6	765	0.034	26	0.0	0.0	4.872	A
C-A	202	51			202				
A-B	2	0.55			2				
A-C	126	31			126				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	602	0.072	43	0.1	0.1	6.446	A
C-AB	20	5	745	0.027	20	0.0	0.0	4.966	A
C-A	166	42			166				
A-B	2	0.45			2				
A-C	102	26			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	607	0.060	36	0.1	0.1	6.314	A
C-AB	16	4	731	0.022	16	0.0	0.0	5.035	A
C-A	140	35			140				
A-B	2	0.38			2				
A-C	86	21			86				

2022 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mi		HV% is ero for all movements / time segments. Vehicle Mi matri should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	247	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hook Lane S		ONE HOUR	✓	149	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Hook Lane N		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	4	145
	B - Site Access	3	0	21
	C - Hook Lane N	326	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	0
	B - Site Access	0	0	0
	C - Hook Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.55	0.0	A	22	33
C-AB	0.08	4.78	0.1	A	53	79
C-A					279	419
A-B					4	6
A-C					133	200

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	593	0.030	18	0.0	0.0	6.260	A
C-AB	39	10	793	0.050	39	0.0	0.1	4.775	A
C-A	233	58			233				
A-B	3	0.75			3				
A-C	109	27			109				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	5	586	0.037	22	0.0	0.0	6.379	A
C-AB	51	13	819	0.062	50	0.1	0.1	4.684	A
C-A	275	69			275				
A-B	4	0.90			4				
A-C	130	33			130				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	26	7	576	0.046	26	0.0	0.0	6.549	A
C-AB	68	17	856	0.080	68	0.1	0.1	4.571	A
C-A	330	83			330				
A-B	4	1			4				
A-C	160	40			160				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	26	7	576	0.046	26	0.0	0.0	6.549	A
C-AB	68	17	856	0.080	68	0.1	0.1	4.571	A
C-A	330	83			330				
A-B	4	1			4				
A-C	160	40			160				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	5	586	0.037	22	0.0	0.0	6.382	A
C-AB	51	13	819	0.062	51	0.1	0.1	4.686	A
C-A	275	69			275				
A-B	4	0.90			4				
A-C	130	33			130				

18:00 - 18:15

	Total	Junction							

Stream	Demand (Veh/hr)	Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	593	0.030	18	0.0	0.0	6.266	A
C-AB	39	10	793	0.050	39	0.1	0.1	4.781	A
C-A	233	58			233				
A-B	3	0.75			3				
A-C	109	27			109				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road Site Access.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\230 dwellings and 80 bed care home school
Report generation date: 14/12/2016 10:31:44

»2022 Base + Committed + Development , AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	0.1	8.64	0.11	A	0.65	A	182 %	0.1	8.82	0.08	A	0.51	A	174 %
Stream C-B	0.0	5.00	0.00	A			[Stream B-AC]	0.0	5.85	0.01	A			[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road Proposed Site Access
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Proposed
Identifier	
Client	Hallam Land Management
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	Based on Drg No 2

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic	Start time	Finish time	Time segment	Run

ID	Scenario name	name	profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	182	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Site Access		Minor
C	Pagham Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00		✓	3.00	200.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	578	0.105	0.266	0.167	0.380
1	B-C	699	0.107	0.271	-	-
1	C-B	750	0.291	0.291	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	85	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Pagham Road S		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	22	63
	B - Site Access	45	0	4
	C - Pagham Road S	517	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	6
	B - Site Access	0	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	8.64	0.1	A	45	67
C-A					474	712
C-B	0.00	5.00	0.0	A	2	3
A-B					20	30
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	507	0.073	37	0.0	0.1	7.642	A
C-A	389	97			389				
C-B	2	0.38	730	0.002	1	0.0	0.0	4.938	A
A-B	17	4			17				
A-C	47	12			47				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	492	0.090	44	0.1	0.1	8.037	A
C-A	465	116			465				
C-B	2	0.45	727	0.002	2	0.0	0.0	4.966	A
A-B	20	5			20				

A-C	57	14			57				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	470	0.115	54	0.1	0.1	8.640	A
C-A	569	142			569				
C-B	2	0.55	721	0.003	2	0.0	0.0	5.004	A
A-B	24	6			24				
A-C	69	17			69				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	470	0.115	54	0.1	0.1	8.645	A
C-A	569	142			569				
C-B	2	0.55	721	0.003	2	0.0	0.0	5.004	A
A-B	24	6			24				
A-C	69	17			69				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	492	0.090	44	0.1	0.1	8.043	A
C-A	465	116			465				
C-B	2	0.45	727	0.002	2	0.0	0.0	4.967	A
A-B	20	5			20				
A-C	57	14			57				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	507	0.073	37	0.1	0.1	7.657	A
C-A	389	97			389				
C-B	2	0.38	730	0.002	2	0.0	0.0	4.940	A
A-B	17	4			17				
A-C	47	12			47				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	174	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	408	100.000
B - Site Access		ONE HOUR	✓	32	100.000
C - Pagham Road S		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	40	368
	B - Site Access	30	0	2
	C - Pagham Road S	141	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	1
	B - Site Access	0	0	0
	C - Pagham Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.82	0.1	A	29	44
C-A					129	194
C-B	0.01	5.85	0.0	A	3	4
A-B					37	55
A-C					338	507

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	488	0.049	24	0.0	0.1	7.751	A
C-A	106	27			106				
C-B	2	0.56	660	0.003	2	0.0	0.0	5.474	A
A-B	30	8			30				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	469	0.061	29	0.1	0.1	8.168	A
C-A	127	32			127				
C-B	3	0.67	642	0.004	3	0.0	0.0	5.627	A
A-B	36	9			36				
A-C	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	444	0.079	35	0.1	0.1	8.813	A
C-A	155	39			155				
C-B	3	0.83	618	0.005	3	0.0	0.0	5.854	A
A-B	44	11			44				
A-C	405	101			405				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	444	0.079	35	0.1	0.1	8.817	A
C-A	155	39			155				
C-B	3	0.83	618	0.005	3	0.0	0.0	5.854	A
A-B	44	11			44				
A-C	405	101			405				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	469	0.061	29	0.1	0.1	8.174	A
C-A	127	32			127				
C-B	3	0.67	642	0.004	3	0.0	0.0	5.629	A
A-B	36	9			36				
A-C	331	83			331				

18:00 - 18:15

Stream	Total Demand	Junction Arrivals	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

	(Veh/hr)	(Veh)							
B-AC	24	6	488	0.049	24	0.1	0.1	7.759	A
C-A	106	27			106				
C-B	2	0.56	660	0.003	2	0.0	0.0	5.474	A
A-B	30	8			30				
A-C	277	69			277				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: AM_PM_Pagham Road Site Access.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\300 dwellings and 80 bed care home
Report generation date: 14/12/2016 10:42:53

»2022 Base + Committed + Development, AM
»2022 Base + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	0.2	8.97	0.15	A	0.83	A	160 % [Stream B-AC]	0.1	8.99	0.10	A	0.61	A	161 % [Stream B-AC]
Stream C-B	0.0	5.02	0.00	A				0.0	5.90	0.01	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Pagham Road Proposed Site Access
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Proposed
Identifier	
Client	Hallam Land Management
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	Based on Drg No 2

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

		Time Period	Traffic	Start time	Finish time	Time segment	Run

ID	Scenario name	name	profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	160	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Site Access		Minor
C	Pagham Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00		✓	3.00	200.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	578	0.105	0.266	0.167	0.380
1	B-C	699	0.107	0.271	-	-
1	C-B	750	0.291	0.291	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	90	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Pagham Road S		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	27	63
	B - Site Access	57	0	5
	C - Pagham Road S	517	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	6
	B - Site Access	0	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.97	0.2	A	57	85
C-A					474	712
C-B	0.00	5.02	0.0	A	2	3
A-B					25	37
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	507	0.092	46	0.0	0.1	7.811	A
C-A	389	97			389				
C-B	2	0.38	729	0.002	1	0.0	0.0	4.945	A
A-B	20	5			20				
A-C	47	12			47				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	491	0.113	56	0.1	0.1	8.263	A
C-A	465	116			465				
C-B	2	0.45	725	0.002	2	0.0	0.0	4.974	A
A-B	24	6			24				

A-C	57	14			57				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	470	0.145	68	0.1	0.2	8.962	A
C-A	569	142			569				
C-B	2	0.55	720	0.003	2	0.0	0.0	5.015	A
A-B	30	7			30				
A-C	69	17			69				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	470	0.145	68	0.2	0.2	8.969	A
C-A	569	142			569				
C-B	2	0.55	720	0.003	2	0.0	0.0	5.015	A
A-B	30	7			30				
A-C	69	17			69				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	491	0.113	56	0.2	0.1	8.274	A
C-A	465	116			465				
C-B	2	0.45	725	0.002	2	0.0	0.0	4.976	A
A-B	24	6			24				
A-C	57	14			57				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	507	0.092	47	0.1	0.1	7.827	A
C-A	389	97			389				
C-B	2	0.38	729	0.002	2	0.0	0.0	4.945	A
A-B	20	5			20				
A-C	47	12			47				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	161	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	419	100.000
B - Site Access		ONE HOUR	✓	39	100.000
C - Pagham Road S		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	51	368
	B - Site Access	36	0	3
	C - Pagham Road S	141	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	1
	B - Site Access	0	0	0
	C - Pagham Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.99	0.1	A	36	54
C-A					129	194
C-B	0.01	5.90	0.0	A	4	6
A-B					47	70
A-C					338	507

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	489	0.060	29	0.0	0.1	7.831	A
C-A	106	27			106				
C-B	3	0.75	657	0.005	3	0.0	0.0	5.500	A
A-B	38	10			38				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	470	0.075	35	0.1	0.1	8.281	A
C-A	127	32			127				
C-B	4	0.90	639	0.006	4	0.0	0.0	5.661	A
A-B	46	11			46				
A-C	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	443	0.097	43	0.1	0.1	8.984	A
C-A	155	39			155				
C-B	4	1	615	0.007	4	0.0	0.0	5.898	A
A-B	56	14			56				
A-C	405	101			405				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	443	0.097	43	0.1	0.1	8.987	A
C-A	155	39			155				
C-B	4	1	615	0.007	4	0.0	0.0	5.898	A
A-B	56	14			56				
A-C	405	101			405				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	470	0.075	35	0.1	0.1	8.287	A
C-A	127	32			127				
C-B	4	0.90	639	0.006	4	0.0	0.0	5.663	A
A-B	46	11			46				
A-C	331	83			331				

18:00 - 18:15

Stream	Total Demand	Junction Arrivals	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

	(Veh/hr)	(Veh)							
B-AC	29	7	489	0.060	29	0.1	0.1	7.843	A
C-A	106	27			106				
C-B	3	0.75	657	0.005	3	0.0	0.0	5.500	A
A-B	38	10			38				
A-C	277	69			277				