RPS

LAND WEST OF HOOK LANE
PAGHAM
BOGNOR REGIS

SUPPLEMENTARY TRANSPORT ASSESSMENT (REVISION A)

ARUN DISTRICT COUNCIL P/6/17/OUT

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PAGHAM
BOGNOR REGIS

SUPPLEMENTARY TRANSPORT ASSESSMENT
(REVISION A)

25 August 2017

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ARUN DISTRICT COUNCIL P/6/17/OUT

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CONTENTS

1 INTRODUCTION 1
2 DEVELOPMENT PROPOSALS 2
3 TRIP GENERATION AND DISTRIBUTION 4
4 HIGHWAY IMPACT ASSESSMENT 10
5 REVIEW OF WSCC COMMENTS AND SENSITIVITY ASSESSMENT 24
6 SUMMARY AND CONCLUSION 28

APPENDICES
APPENDIX A – COMMON STATEMENT
APPENDIX B – DEVELOPMENT FLOWS - ALL SITES
APPENDIX C – A27 / WHYKE HILL JUNCTION ASSESSMENT
APPENDIX D – TEMPRO OUTPUT
APPENDIX E – PROPOSED 2031 TRAFFIC FLOWS AND SATURN FLOWS
APPENDIX F – ACCIDENT DATA
APPENDIX G – CAPACITY ASSESSMENT OUTPUT
APPENDIX H – OFF SITE MITIGATION MEASURES AND ANALYSIS
APPENDIX I – PROPOSED ACCESS ARRANGEMENT – PAGHAM ROAD AND CAPACITY ANALYSIS OUTPUT
APPENDIX J – SAFETY AUDIT REVIEW
APPENDIX K – SENSITIVITY FLOWS AND OUTPUT CAPACITY RESULTS

1 INTRODUCTION

Report Brief

1.1 RPS Group has been commissioned by Hallam Land Management to prepare a supplementary Transport Assessment in connection with their proposal for a residential development on land to the west of Hook Lane, Pagham together with the site allocations identified in the Local Plan review in which Arun District Council is proposing to allocate 1200 dwellings within Pagham.

1.2 This report has been prepared as additional information to the Transport Assessment (TA) already submitted as part of the planning application for the site west of Hook Lane (P/6/17/OUT), providing the local highway authorities with information so that they can determine the cumulative impact of the site allocations on the local highway network.

1.3 The highway consultants working on the three site allocations within Pagham have been working together to provide an accumulative assessment that is common for each of the sites. In **Appendix A,** a Common Statement (CS) has been produced and agreed with the three highway consultants; the site's consultants are as follows:

- Development on Land North of Sefter Road - 250 dwellings (C&A Consulting Engineers Ltd., on behalf of Taylor Wimpey);
- Development on Land West of Hook Lane - 300 dwellings, 80 bedroom Care Home and 1,600sqm of D1 Use (RPS Transport, on behalf of Hallam Land Management); and
- Development on Land West of Pagham Road – 400 dwellings, Single Form Entry Primary School, 70 bedroom Care Home and Local Facilities (Highgate Transportation Ltd., on behalf of Hanbury Properties).

1.4 The CS provides details of the parameters and methodology used as part of the accumulation assessment work and where the assessment may differ slightly, although the conclusions of the assessments in terms of mitigation are all the same.

1.5 This assessment also includes for the potential of a further 60 dwellings on the Osborne Site north of Sefter Road and 90 dwellings at the Church Barton Farm which adjoins the Pagham South Site.

1.6 This report has been prepared based on discussions with West Sussex County Council (WSCC) in relation to the local road network and Highways England (HE) for the Strategic Routes (A27). This report also covers comments raised by WSCC in relation to the Transport Assessment submitted as part of the Hook Lane planning application.

2 DEVELOPMENT PROPOSALS

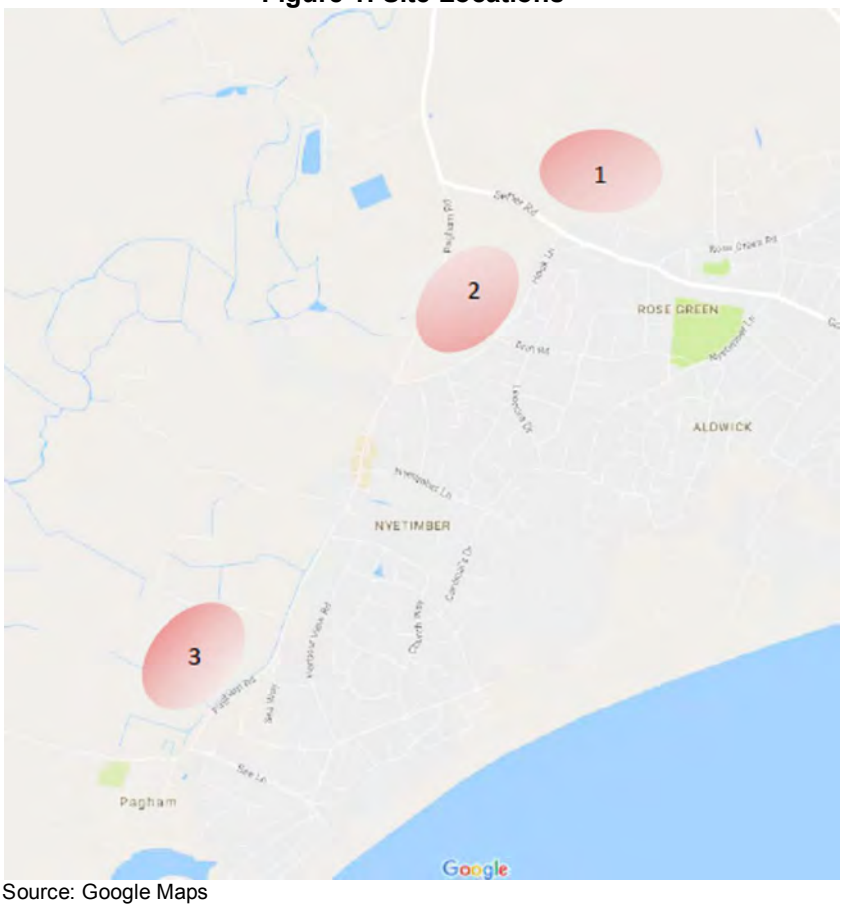
Introduction

2.1 This section of the report identifies the sites locations and the level of development being proposed.

Site Locations

2.2 As part of the Local Plan Review Arun District Council is proposing to 1200 dwellings within Pagham by 2031. This assessment is provided as additional information to the Transport Assessment which was submitted as part of application Ref P/6/17/OUT land west of Hook Lane, and covers the assessment work relating to the cumulative impact of the site allocations identified within Pagham. These sites are shown indicatively in **Figure 1** below.

Figure 1: Site Locations



Source: Google Maps

2.3 The proposal is that a new single form entry primary school will be provided on one of the three sites, the final location of this school will be determined by West Sussex County Council however for the purpose of this assessment it is assumed that the school is located on the site west of Pagham Road. This assessment therefore reviews the following:

- Development on Land North of Sefter Road - 250 dwellings;
- Development on Land West of Hook Lane - 300 dwellings, 80 bedroom Care Home and 1,600sqm of D1 Use; and

- Development on Land West of Pagham Road – 400 dwellings, Single Form Entry, 70 bedroom Care Home and Local Facilities.

2.4 The above sites have all been reviewed in isolation and Transport Assessments have been submitted with the relevant planning applications. The CS produced by the three highway consultants is included in **Appendix A** and identifies any slight discrepancies between the cumulative assessment work undertaken. The CS also provides an indication of costs associated with the relevant measures proposed.

2.5 For this cumulative assessment, the trips identified within the individual transport reports have been used. The trips associated with the site on land west of Pagham Road have been based on more recently adjusted flows provided by Highgate Transportation.

3 TRIP GENERATION AND DISTRIBUTION

Introduction

3.1 This section of the report sets out the assessment parameters agreed with West Sussex County Council and Highways England which includes the trip rates, distribution, scope of assessment area and assessment years.

Trip Generation

3.2 The trip rates used for the proposed uses are included in the tables below; these are based on information obtained from the TRICS database. The TRICS output was included within Appendix L of the original TA and has been agreed with WSCC.

Table 3.1: TRICS Residential Trip Rates

	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

Source: TRICS

Table 3.2: TRICS Care Home Trip Rates

	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

Source: TRICS

Table 3.3: TRICS Primary School Trip Rates

	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

Source: TRICS

3.3 The traffic movements for each of the sites being considered have been obtained from the transport consultants' working on the other sites, details of each of the site's traffic movements is provided in **Appendix B.** In addition to the above traffic movements, trips associated with the Local Facilities located on the Pagham South site have been included, although external to the site these are minimal as they will be primarily trips already on the local road network.

Distribution and Assignment

3.4 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. This has been agreed by WSCC.

3.5 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 3.4** below:

Table 3.4: Residential Trip Assignment

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

Source: Census Database

3.6 The above traffic assignment has been agreed with WSCC and HE as part of pre-application scoping discussions. However, it should be noted that the transport consultants working for the site on land north of Sefter Road submitted a slightly different distribution in their Transport Assessment.

3.7 The distribution for the Care Home and Primary School has been based on existing traffic movement splits with assumptions made for the Primary School Traffic dispersing into local residential areas.

Assessment Area

3.8 The study area has been agreed with West Sussex County Council and Highways England as part of the pre-application scoping discussions, and the junctions to be assessed for this accumulative assessment are as follows:

- 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;
- B2145/ B2166;
- Whyke Roundabout - B2145/A27 Chichester Bypass; and
- Bognor Rd Roundabout – A27 / A259 / Bognor Road.

3.9 The site accesses proposed as part of the development proposals are not considered in this report. The analysis of the relevant accesses are identified in the Transport Assessments included as part of the relevant planning submissions which all demonstrate that they will

operate well within their design capacities and have sufficient spare capacity not to be affected by the accumulative traffic movements.

3.10 Notwithstanding the above, a sensitivity assessment has been carried out within section 5 of this report for the Hook Lane site accesses following on from comments received from WSCC.

Assessment Years

3.11 In accordance with pre-application discussions with WSCC and HE 'with' and 'without' development assessments have been carried out for the future year of 2031.

3.12 Arun District Council has provided SATURN data for the area being assessed. The SATURN model has been produced as part of the Arun Transport Study 2016 and includes the site allocations identified in the latest Arun Local Plan up to 2031. The model also includes scenarios based on 'With' and 'Without Mitigation'. The Mitigation identified in the Transport Study includes improvement measures at the following junctions:

- A27 / B2145 (Whyke Roundabout);
- A27 / A259 (Bognor Road Roundabout);
- A27 / B2233 Nyton Road;
- A27 / A29 (Fontwell Western Roundabout);
- A27 / A29 (Fontwell Eastern Roundabout);
- A27 / A284 Ford Road, Arundel;
- A27 / A280 Patching Northern Roundabout;
- A29 / A259 Rowan Way;
- A29 / A259 Felpham Relief Road;
- A259 / B2132 (Comet Corner) (*Safety Imp*);
- A259 / B2233 (Oystercatcher) (*Safety Imp*);
- A259 / Church Lane;
- A259 / B2187 (Littlehampton West – Tesco); and
- A29 Lisey (*Safety Imp*).

3.13 The junctions within the Study Area included as part of this assessment include the A27/ B2145 (Whyke Roundabout) and the A27 / A259 (Bognor Road Roundabout). The measures proposed for these junctions have been provided by HE together with the associated models. Further details on these proposals are covered in Section 4.

3.14 The SATURN model includes for 1,200 dwellings within Pagham and as such the site allocations identified as part of this report have been included in the SATURN flows provided. To provide a base 2031 assessment without the developments within Pagham it has been agreed with WSCC

and HE that the development flows identified as part of this Supplementary TA for the cumulative sites can be removed from the SATURN flows provided.

3.15 Following discussions with HE further assessment work has been undertaken by RPS for the A27/Whkye Hill junction. Details of this assessment work are included in **Appendix C**.

3.16 The SATURN model is a tool used to assess the impact of traffic at key junctions and covers a wide area, as such it does not provide an accurate tool for determining impact at a more local level i.e. roads within Pagham. As such the TEMPRO V7.2 Growth has been applied to the junctions assessed locally which includes the following:

- 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; and
- Pagham Road / Nyetimber Lane.

3.17 The SATURN flows have therefore been used for the following junction assessments:

- Pagham Road / Lower Bognor Road;
- B2166 Lagness Road / Mill Lane / Vinnetrow Road;
- B2145/ B2166; and
- Bognor Rd Roundabout – A27 / A259 / Bognor Road.

3.18 The assessment of the A27 / Whyke Hill junction has been based on the flows and LINSIG model provided by HE, details of which are provided in **Appendix C**.

3.19 The standard TEMPRO V7.2 growth includes for an allocation of new houses and new jobs to calculate the forecasting growth period. For this cumulative impact assessment, the housing growth for the 'with development' scenario has been reduced to 150 dwellings but still includes the 'new jobs' growth. The provision of the 150 dwellings as part of the proposed scenario allows for the potential further local growth in this area including development off Sefter Road North and also Pagham Road south.

3.20 TEMPRO includes the following assumptions in terms of housing growth between 2016 and 2031:

Table 3.5: Housing Projections TEMPRO v Arun Local Plan

	TEMPRO Growth - Housing	Predicted Pagham Allocated Sites and Committed Dev
2016 – 2031	+708	+1,082 *

(*) Includes 250 Dwellings Sefter Rd North, 300 dwellings Hook Lane, 400 dwellings Pagham South and committed developments 90 Dwellings Summer Lane and 42 Dwellings off Pagham Road).

3.21 For the baseline 'No Development' Scenario, the full TEMPRO growth is applied together with the committed developments. For the 'With Development' Scenarios, partial growth is applied (as explained above) plus the site allocations and committed developments.

3.22 On the basis of the above, the growth factors applied to the local roads are identified in **Table 3.6** below.

Table 3.6: TEMPRO Growth Rates

Urban Area – Principal Roads	
Without Development (Base Scenarios)	
AM Peak 2016 – 2031	1.179377
PM Peak 2016 – 2031	1.181325
With Development (Adjusted Assumptions)	
AM Peak 2016 – 2031	1.108889
PM Peak 2016 – 2031	1.100123

Source: TEMPRO – Arun District 019 Area

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

3.24 The committed developments included as part of this assessment work within Pagham are as follows:

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

3.25 The 2031 Traffic flows with and without development traffic are included in **Appendix E.**

Road Safety

3.26 The Transport Assessment submitted as part of application Ref P/6/17/OUT land west of Hook Lane included a review of the collisions that have occurred over a 5 year period covering the area considered as part of this report. The TA however did not include assessment of incidents that have occurred north of Sefter Road, this is reviewed below. A copy of the accident data is included in **Appendix F**.

3.27 The accidents reviewed cover a 5 year period from June 2011 to June 2016 and the results are summarised below:

- Approach to and including the junction of Pagham Road / Lower Bognor Road Junction: 6 incidents were recorded, 5 of which were slight in term of severity and one was serious. Only two slight incidents were recorded at the junction:

- The serious accident occurred when a vehicle collided with a vehicle travelling in the opposite direction. Contributory factors suggest a slippery road surface as the accident occurred in February, and possibly that one driver was travelling too fast for the conditions of the road. This incident was down to driver error;

- B2166 North of Pagham Road / Lower Bognor Road junction to Runcton Nursery (approx. 1 mile). Over this section of road there have been 12 recorded incidents, 10 of which are identified as slight in terms of severity and 2 are identified as serious:

  - The serious incidents occurred close the Roundstone Nurseries, one of the Serious accidents was a vehicle heading north on the incorrect side of the road and colliding with vehicles travelling south; and

  - The other serious incident occurred when a vehicle exited from the Holiday Park entrance without giving way to approaching vehicles. Both of these incidents were as a result of driver error;

- B2166 at the Vinnetrow Road Junction and approx. 0.5mile west of this junction. Within this area there were 7 recorded incidents all of which were slight in terms of severity. Three of the incidents occurred at the Vinnetrow Road/ B2166 junction, two of these incidents involved pedal cyclists, the other was a driver not observing what another driver was doing. All of these incidents are considered to be down to driver error; and

- B2145/B2166 junction and to a point approximately 0.2miles to the north. Within this area there have been 7 incidents, 5 were recorded as slight and 2 as serious:

  - One of the serious incidents occurred at the B2145/B2166 junction when a vehicle failed to stop when a motorcycle stopped at the roundabout knocking the rider off his bike. Contributory factor given was a distraction outside the vehicle; and

  - The other serious accident occurred approximately 0.2miles north of the B2145/B2166 junction, this involved a Taxi dropping off a customer and due to their fog lights/ full beam still active dazzled an oncoming driver which then collided with the taxi. Both of these incidents are considered to be a result of driver error.

3.28 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, indicating that the local highway network has no pre-existing inherent deficiencies. As such it is considered that the proposed site allocations within Pagham will not adversely affect the levels of incidents occurring in this area.

3.29 The A27 junctions have not been reviewed as measures to Improve these junctions will be provided by Highways England and contributions towards these improvements will be provided by the development sites within Pagham.

4 HIGHWAY IMPACT ASSESSMENT

Introduction

4.1 This section of the report considers the transport impact of the proposed developments on the surrounding highway network. The 'with development' scenario includes:

- Development on Land North of Sefter Lane - 250 dwellings;
- Development on Land West of Hook Lane - 300 dwellings, 80 bedroom Care Home and 1,600sqm of D1 Use; and
- Development on Land West of Pagham Road – 400 dwellings, Single Form Entry Primary School, 70 bedroom Care Home and Local Facilities.

4.2 The 'With Development' Scenario also includes for the committed developments within Pagham (132 Dwellings) and also the potential further growth of a further 150 dwellings.

Assessment Parameters

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

- 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;
- B2145/ B2166;
- A27 Chichester Bypass / B2145; and
- A27 Chichester Bypass / Bognor Road A259.

4.4 The assessment of the A27 / B2145 (Whyke Hill) junction is included in **Appendix C.**

4.5 The site accesses to the various sites have been assessed as part of the relevant independent Transport Assessments which demonstrate that there is sufficient spare capacity to

accommodate additional traffic movements associated with the allocated sites, as such only the existing junctions have been modelled.

4.6 A sensitivity assessment has also been carried regarding the potential of traffic diverting through the proposed development off Hook Lane has been carried out following WSCC comments on the original TA, details of this assessment are included in Section 5.

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

Junctions North of Sefter Lane

SATURN Flows

- 2031 'Without Mitigation' – No Development within Pagham;
- 2031 'Without Mitigation' – With Development within Pagham;
- 2031 'With Mitigation' – No Development within Pagham; and
- 2031 'With Mitigation' – With Development within Pagham.

Local Junctions within Pagham

Base Traffic Flows + Growth

- 2031 + Committed Development - Without Development within Pagham; and
- 2031 + Committed Development – With Development within Pagham.

4.8 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 G**.

4.9 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.

4.10 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.

Sefter Road / Pagham Road – Priority Junction

4.11 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 4.1: 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				
2031 Base + Committed	1.14	34	0.01	0
2031 Base + Committed + All Sites	1.31	66	0.01	0
PM Peak				
2031 Base + Committed	0.44	1	0.00	0
2031 Base + Committed + All Sites	0.54	1	0.01	0

4.12 The model shows that this junction will exceed its design capacity without the development traffic with long queues on Sefter Road which will increase with the development traffic. The actual queue length should be read with caution when the RFC exceeds 1.0.

4.13 Queues currently occur at this junction and vehicles tend to divert along Hook Lane and turn right at the Hook Lane / Pagham Road junction. With the proposed development off Hook Lane, there will be another alternative route that may be used by vehicles accessing onto Pagham Road. A review of this use has been included as part of the sensitivity assessment included in section 5.

Hook Lane / Pagham Road – Priority Junction

4.14 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 4.2: 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						
2031 Base + Committed	0.16	0	0.48	1	0.23	1
2031 Base + Committed + All Sites	0.20	0	0.50	1	0.33	1
PM Peak						
2031 Base + Committed	0.43	1	0.08	0	0.24	0
2031 Base + Committed + All Sites	0.47	1	0.06	0	0.29	1

4.15 The above results show that the junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the site allocations will not materially affect the operation of this priority junction and will be imperceptible to other road users.

Hook Lane / Sefter Road – Priority Junction

4.16 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 4.3: 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						
2031 Base + Committed	0.02	0	0.42	1	0.02	0
2031 Base + Committed + All Sites	0.02	0	0.58	1	0.02	0
PM Peak						
2031 Base + Committed	0.01	0	0.38	1	0.10	0
2031 Base + Committed + All Sites	0.02	0	0.46	1	0.10	0

4.17 The above results show that this junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the site allocations 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

4.18 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 4.4: 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								
2031 Base + Committed	0.68	2	0.01	0	0.99	12	0.11	0
2031 Base + Committed + All Sites	0.67	2	0.01	0	1.02	15	0.12	0

PM Peak								
2031 Base + Committed	0.50	1	0.02	0	1.02	16	0.13	0
2031 Base + Committed + All Sites	0.50	1	0.02	0	1.09	24	0.13	0

4.19 The above results show that the junction will operate within its design capacity with the exception of Rose Green Arm which is likely to exceed its design capacity without the site allocations. The impact of the development traffic is not likely to have a material impact; however, measures are proposed to improve the operation of this junction which includes providing an additional lane on Rose Green Lane as shown on C&A's drawing No. 12-018-036/A. This layout is included in **Appendix H** and the results are summarised in **Table 4.5** below.

Table 4.5: Grosvenor Gardens / Road Green Road / Carlton Avenue – Proposed Improvements

	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								
2031 Base + Committed + All Sites	0.66	2	0.01	0	0.89	6	0.12	0
PM Peak								
2031 Base + Committed + All Sites	0.48	1	0.02	0	0.96	9	0.12	0

4.20 The above results show that the proposed improvements will improve the operation of this junction. This proposed mitigation has been agreed with WSCC as being acceptable.

Nyetimber Lane / Grosvenor Road / Rose Green Road – Signalised Junction

4.21 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 4.6: 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							
2031 Base + Committed	96.4%	11	103.7%	26	104.4%	31	-16.0
2031 Base + Committed + All Sites	85.6%	8	116.6%	49	115.6%	52	-29.6
PM Peak							
2031 Base + Committed	94.5%	12	95.8%	17	92.1%	12	-6.4

PM Peak							
2031 Base + Committed + All Sites	92.2%	10	111.2%	48	109.7%	28	-23.5

4.22 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.

4.23 The results with the 2031 assessment scenarios show that the junction will operate above its design capacity with and without the proposed developments with the degree of Saturation exceeding100%. A review of this junction has been undertaken by C&A Consulting Engineers which involves changing the phasing and staging of this junction. The results with these changes are provided in **Table 4.7** below, the results below also include for the Hook Lane site in isolation with committed developments.

Table 4.7: Nyetimber Lane / Grosvenor Road / Rose Green Road – Amended Signal Timings / Phasing

	Grosvenor Gardens		Gossamer Lane		Nyetimber Lane		PRC (%)
	Deg of Sat	Q	Deg of Sat	Q	Deg of Sat	Q	
AM Peak							
2022 Base + Committed + Hook Lane 300 Dwellings	82.4%	9	84.8%	13	84.1%	14	6.1
2031 Base + Committed + All Sites	87.5%	11	90.2%	15	91.1%	17	-1.2
PM Peak							
2022 Base + Committed + Hook Lane 300 Dwellings	83.7%	10	83.3%	14	84.5%	10	6.5
2031 Base + Committed + All Sites	85.7%	11	89.7%	17	89.7%	12	0.3

4.24 The above results show that by amending the signal phasing and timings this junction will operate more efficiently.

Gossamer Lane / Aldwick Street / Aldwick Road – Roundabout Junction

4.25 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 4.8: Gossamer Lane / Aldwick Street / Aldwick Road

	Aldwick Road		Aldwick Street		Barrack Lane		Gossamer Lane	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 Base + Committed	0.19	0	0.21	0	0.19	0	0.28	0
2031 Base + Committed + All Sites	0.19	0	0.22	0	0.18	0	0.34	1
PM Peak								
2031 Base + Committed	0.63	2	0.57	1	0.28	0	0.42	1
2031 Base + Committed + All Sites	0.60	2	0.57	1	0.25	0	0.43	1

4.26 The above results show that the junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the site allocations will not materially affect the operation of this roundabout junction and will be imperceptible to other road users.

Pagham Road / Nyetimber Lane

4.27 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 4.9: Pagham Road / Nyetimber Lane

	Nyetimber Lane		Pagham Road (S) Right into Nyetimber Lane	
	RFC	Q	RFC	Q
AM Peak				
2031 Base + Committed	0.34	1	0.10	0
2031 Base + Committed + All Sites	0.41	1	0.22	1
PM Peak				
2031 Base + Committed	0.37	1	0.24	1
2031 Base + Committed + All Sites	0.47	1	0.33	1

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

4.29 The following junctions have been assessed using the SATURN flows.

Pagham Road / Lower Bognor Road

4.30 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 4.10: Pagham Road / Lower Bognor Road

	Lower Bognor Road – B-AC		Pagham Road (S) Right into Lower Bognor Road	
	RFC	Q	RFC	Q
AM Peak				
2031 – No Mitigation – No Development	0.94	9	0.00	0
2031 – No Mitigation – With Development	1.10	29	0.00	0
2031 – With Mitigation – No Development	0.93	9	0.00	0
2031 – With Mitigation – With Development	1.09	27	0.00	0
PM Peak				
2031 – No Mitigation – No Development	1.12	35	0.09	0
2031 – No Mitigation – With Development	1.34	71	0.11	0
2031 – With Mitigation – No Development	0.79	3	0.09	0
2031 – With Mitigation – With Development	0.95	8	0.11	0

4.31 The above results show that the existing junction operates at or above its design capacity in the peak periods, the impact of the development traffic is shown to increase the delay for vehicles turning right out of Lower Bognor Road especially with the 'no mitigation' scenario. The queue length however, needs to be treated with caution when the RFC exceeds 1.0.

4.32 In the 'with mitigation' scenario the impact is significantly less. This is likely to be as a result of traffic that uses the Bognor Road as a 'rat run' transfers back onto the main 'A' roads as traffic delays reduce with the mitigation measures implemented.

4.33 Whilst it is identified that there will be some additional delay to this junction, it is not considered that the impact is severe. Notwithstanding this, the junction is currently restrained in its location in a rural location and the amount of land available to provide any improvements that would improve the flow of traffic from Lower Bognor Road. It has therefore been agreed with WSCC that a contribution will be provided towards sustainable transport measures on the wider highway network.

B2166 Lagness Road / Mill Lane / Vinnetrow Road

4.34 The operation of this junction will be affected by the proposed measures to the A27 Chichester Bypass/ Bognor Road junction which seeks to change Vinnetrow Road to an exit only arm southbound. This junction has been modelled using Junctions 9 computer programme.

4.35 This junction has been assessed using the SATURN Traffic Flows originally provided by HE and reviewed against the recently issued CATM traffic flows issued by WSCC. It was agreed with WSCC that there was a slight difference in flows and as such a review using the CATM flows have been used for this junction. The results are summarised in **Table 4.11** below.

Table 4.11: B2166 Lagness Road / Mill Lane / Vinnetrow Road

	Vinnetrow Road		B2166 Lagness Road (E)		Mill Lane		B2166 (W)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 – No Mitigation – No Development	0.31	0	0.62	2	0.11	0	0.48	1
2031 – No Mitigation – With Development	0.35	1	0.79	4	0.14	0	0.54	1
2031 – With Mitigation – No Development	0.20	0	0.74	3	0.10	0	0.54	1
2031 – With Mitigation – With Development	0.23	0	0.75	3	0.13	0	0.59	2
2031 CATM Chichester Max SE with Mitigation – No Development	0.09	0	0.83	5	0.14	0	0.32	1
2031 CATM Chichester Max SE with Mitigation – With Dev	0.12	0	0.95	15	0.17	0	0.37	1
PM Peak								
2031 – No Mitigation – No Development	0.47	1	0.36	1	0.06	0	0.87	6
2031 – No Mitigation – With Development	0.61	2	0.45	1	0.06	0	0.98	19
2031 – With Mitigation – No Development	0.24	0	0.32	1	0.05	0	0.86	6
2031 – With Mitigation – With Development	0.33	1	0.34	1	0.05	0	0.96	16
2031 CATM Chichester Max SE with Mitigation – No Development	0.68	2	0.54	1	0.06	0	0.27	0
2031 CATM Chichester Max SE with Mitigation – With Dev	0.75	3	0.61	2	0.07	0	0.37	1

4.36 The above results show that this junction operates within its design capacity although B2166 Western arm is shown to operate close to its design capacity in the PM peak. Measures proposed to improve the operation of this junction include some localised widening on the B2166 Western arm as proposed as part of the Transport Assessment prepared by Highgate Transportation (Drawing No. 1616/14) a copy of which is included in **Appendix H.** Applying these measures the results are identified as follows:

Table 4.12: B2166 Lagness Road / Mill Lane / Vinnetrow Road - Proposed Improvements

	Vinnetrow Road		B2166 Lagness Road		Mill Lane		B2166	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 – No Mitigation – With Development	0.35	1	0.79	4	0.14	0	0.43	1
2031 – With Mitigation – With Development	0.24	0	0.75	3	0.13	0	0.47	1
2031 CATM Chichester Max SE with Mitigation – With Dev	0.12	0	0.95	15	0.17	0	0.30	0
PM Peak								
2031 – No Mitigation – With Development	0.62	2	0.45	1	0.06	0	0.78	4
2031 – With Mitigation – With Development	0.35	1	0.34	1	0.05	0	0.77	3
2031 CATM Chichester Max SE with Mitigation – With Dev	0.77	3	0.61	2	0.07	0	0.30	0

4.37 As can be seen, the improvements proposed will mitigate the cumulative developments impact and improve the operation of this junction, although during the AM Peak B2166 Lagness Road arm will be see a slight increase in delay although this is not considered to be significant. The output data is included in **Appendix H** for the Mitigation measures. These measures have been agreed with WSCC.

B2145/ B2166

4.38 This junction has been assessed using the SATURN Traffic Flows originally provided by HE and reviewed against the recently issued CATM traffic flows issued by WSCC. It was agreed with WSCC that the difference in flows at this junction is not significantly different as such the flows used for this junction are the original SATURN flows.

4.39 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 4.13: B2145 / B2166

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2031 – No Mitigation – No Development	0.52	1	0.87	6	0.94	11
2031 – No Mitigation – With Development	0.55	1	1.03	43	1.07	42
2031 – With Mitigation – No Development	0.64	2	0.76	3	0.90	8
2031 – With Mitigation – With Development	0.68	2	0.93	11	1.03	33
PM Peak						
2031 – No Mitigation – No Development	0.91	9	0.66	2	0.69	2
2031 – No Mitigation – With Development	1.01	28	0.75	3	0.74	3
2031 – With Mitigation – No Development	1.04	40	0.52	1	0.64	2
2031 – With Mitigation – With Development	1.14	94	0.61	2	0.69	2

4.40 The above results show, that this junction operates close to its design capacity and slightly exceeding capacity on all arms at some point. The impact of the development traffic is not considered to be severe, however to improve the operation of this junction, it has been considered appropriate to provide mitigation measures on all arms of the junction, these measures are shown on C&A's Drawing No. 12-018-045 Rev B included in **Appendix H**.

4.41 These improvements have been reviewed by C&A Consultants against DMRB and an independent Stage 1 Safety Audit has been carried out of the proposals, details of the Designers Review, Safety Audit and Designer's response are included in **Appendix H**. The results with this improvement are identified in **Table 4.14** below.

Table 4.14: B2145 / B2166 - Improvements

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
AM Peak						
2031 – No Mitigation – with Development	0.50	1	0.84	5	1.00	21
2031 – With Mitigation – With Development	0.62	2	0.75	3	0.95	12

	B2145 (N)		B2166		B2145 (S)	
	RFC	Q	RFC	Q	RFC	Q
PM Peak						
2031 – No Mitigation – with Development	0.91	9	0.61	2	0.68	2
2031 – With Mitigation – With Development	1.03	37	0.50	1	0.64	2

4.42 The above results show that the proposed measures will improve the operation of this junction and mitigate the cumulative developments impact. The output results of these improvements are provided in **Appendix H** and have been agreed with WSCC.

A27 Chichester Bypass / B2145 – Signalised Junction

4.43 As mentioned earlier in this report, discussions have been undertaken with HE to improve the operation of this junction. HE provided RPS, C&A and Highgate Transportation with a plan showing measures proposed to this junction as part of the Chichester Free School application to change it from a roundabout junction to a signalised junction. The original layout did not include for the provision of a footbridge which has recently been constructed across the A27 Western Arm. The latest arrangement submitted to HE includes retaining the footbridge together with the following measures to mitigate the impact of the allocated sites within Pagham.

4.44 The measures proposed are shown on drawing No. JNY8840/19A and include the following:

- A27 Eastbound:
  - Increased left turn lane by 164m;
  - Added additional third lane for ahead movement (214m); and
  - Removed 1No. right turn lane (overall reduction = 127m);
- Whyke Hill:
  - Two lane southbound approach increased by 20m (each Lane); and
  - Left slip lane increase by 3m;
- A27 Westbound:
  - Added additional lane for Westbound ahead movement (250m);
  - Removed 1 No. right turn lane (overall reduction = 109m); and
  - Left Turn Lane slip lane reduced to allow for Footbridge structure;
- B2145:
  - Left turn lanes adjusted so that works are within the extent of highway, increases left turn lane capacity by around 50m as original layout was not feasible within the existing constraints (note base model includes for additional capacity on this arm although outside of highway land); and
- Alignment of B2145 and Whyke Hill adjusted so that they are more in line and also the merge lanes have been removed.

4.45 Details of the most recent assessment work are included in **Appendix C**. This work concludes that these measures will improve the operation of this junction compared to that previously submitted and will mitigate the site allocations impact.

A27 Chichester Bypass / Bognor Road A259 Roundabout

4.46 Highways England have provided RPS with plans and their Junctions 9 model of the proposed measures to improve the operation of this junction which includes changing Vinnetrow Road to an exit only arm. This roundabout junction has been tested using the Junctions 9 model provided by Highways England and the results are summarised in the tables below for the morning and evening peaks respectively.

Table 4.15: A27 Chichester Bypass / Bognor Road A259

	Chichester Bypass (North)		Bognor Road A259 (East)		A27 Chichester Bypass (South)		Bognor Road A259 (West)	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
AM Peak								
2031 – No Mitigation – No Development	0.56	1	0.46	1	0.52	1	0.40	1
2031 – No Mitigation – With Development	0.56	1	0.47	1	0.52	1	0.41	1
2031 – With Mitigation – No Development	0.58	2	0.77	4	0.56	1	0.49	1
2031 – With Mitigation – With Development	0.59	2	0.78	4	0.56	1	0.50	1
PM Peak								
2031 – No Mitigation – No Development	0.36	1	0.36	1	0.58	2	0.48	1
2031 – No Mitigation – With Development	0.37	1	0.37	1	0.58	2	0.50	1
2031 – With Mitigation – No Development	0.43	1	0.50	1	0.53	1	0.58	2
2031 – With Mitigation – With Development	0.44	1	0.50	1	0.53	1	0.61	2

4.47 The Model used assumes no traffic accessing onto the roundabout from Vinnetrow Road, as such the SATURN flows for the 'No Mitigation' scenario have been re-distributed onto the A27 Western arm.

4.48 As can be seen the proposed measures at this junction will ensure that the junction operates well within capacity. The results also show that the cumulative developments will not have any material impact on the operation of this junction.

Summary

4.49 The impact assessment undertaken as part of this Transport Assessment considers the impact of the three sites identified in the Arun Local Plan for Pagham. The period assessed is 2031 and the junctions north of Sefter Road have been modelled using the SATURN data provided by Arun District Council and the CATM Traffic flows provided by WSCC. The local junctions within Pagham have been modelled using base traffic flows growthed to 2031 using TEMPRO V7.2.

4.50 The results of the analysis show that with off-site highway improvement measures the impact of the cumulative development sites can be mitigated.

4.51 The off-site highway improvements include:

- Nyetimber Lane / Grosvenor Gardens / Rose Green Road – signalised junction:

  Proposed Mitigation: Alterations to existing signal phasing / timings;

- Rose Green Road / Grosvenor Gardens Priority Junction:

  Proposed Mitigation: Widening on Rose Green Road;

- Vinnetrow Road / B2166 / Mill Lane roundabout junction:

  Proposed Mitigation: B2166 West approach road widening;

- B2145/B2166 roundabout junction:

  Proposed Mitigation: approach road widening on all arms; and

- A27 Chichester Bypass / B2145 – Whyke Hill Proposed Signalised junction:

  Proposed Mitigation: Additional Lane Capacity.

4.52 In addition to the above, a contribution is to be made towards sustainable transport measures on the wider highway network to mitigate the impact on the Lower Bognor Road / Pagham Road junction.

4.53 All of the above works have been agreed as being acceptable with WSCC. HE are reviewing the data recently issued which includes for amendments made based on comments received from HE's consultants ATKINS, although ATKINS have confirmed that the measures proposed will improve the operation of the A27/ Whyke Road junction.

4.54 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."**

4.55 The analysis undertaken has demonstrated that the cumulative impact of the developments within Pagham will not have a severe impact on the local or strategic road network.

5 REVIEW OF WSCC COMMENTS AND SENSITIVITY ASSESSMENT

5.1 This section of this report covers the points raised by WSCC provided in their initial comments to the Transport Assessment report issued in relation to the proposed development off Hook Lane.

5.2 The comments provided by WSCC are identified in **bold** and RPS' responses follow each comment.

> **"Investigate the form of vehicular access onto Pagham Road, and determine if a priority junction could be implemented. This should be supported with a PICADY assessment and Stage 1 RSA."**

5.3 The provision of the right turn lane was primarily to avoid any right turners blocking the through movement, although it is accepted that the number of predicted movements is low. As such a revised layout removing the ghost island right turn lane has been prepared and a copy of Drawing No. JNY8840/12 is included in **Appendix I.**

5.4 To provide a robust assessment of this junction layout, the 2031 flows used as part of this cumulative impact assessment have been used. This junction has been assessed using Junctions 9 Software**.** The capacity assessment results are summarised in **Table 5.1** below and the full output is provided in **Appendix I.**

Table 5.1: Pagham Road/ Site Access junction

	Site Access		Pagham Road (S) Right into Site	
	RFC	Q	RFC	Q
AM Peak				
2031 Base + Committed + All Sites	0.51	1	0.00	0
PM Peak				
2031 Base + Committed + All Sites	0.27	0	0.01	0

5.5 The results show that this amended access arrangement without the ghost island right turn lane will operate well within capacity, as such it is proposed that the arrangement shown on Drawing No. JNY8840/12 is adopted for this site access.

5.6 This change to the proposed junction arrangement has been issued to the Independent Safety Auditor to seek advice if there are any additional comments to be raised. The only comment received was in relation to the tactile paving which has been rectified on Drawing No. JNY8840/12. A copy of this review is included in **Appendix J.** As the right turn lane is no longer being proposed, it is not considered necessary to undertake a design audit.

"Investigate the future year growth rate to ensure that this accounts of traffic growth as part of the adopted Chichester Local Plan and that proposed as part of the draft Arun DC Local Plan."

5.7 It is considered that the information provided within section 3 of this report covers this point.

"Confirm the number of vehicular accesses proposed onto Hook Lane."

5.8 The development proposal included for the provision of two accesses off Hook Lane and one off Pagham Road. With the School option, this arrangement changed to include one access off Hook Lane and one off Pagham Road. The capacity assessments undertaken within the TA assessed all traffic entering/ exiting the site via Hook Lane as a single point of access and demonstrated that one access would be sufficient to accommodate the predicted traffic movements. Based on further discussions with WSCC it is agreed that the southern access on Hook Lane will no longer be provided. The amended access plan was submitted to WSCC on 31 March 2017.

"Revise the location of pedestrian access points onto Hook Lane, if these are to be approved as part of the current outline permission."

5.9 The Development Framework Plan shows the general location of the proposed pedestrian access points but they are not currently fixed and as such will be dealt with as part of a reserved matters application.

"Undertake Sensitivity tests upon local junctions given the possible traffic routing resulting from the provision of a through road within the site."

5.10 The proposed arrangement with access off Hook Lane and off Pagham Road could result in vehicles other than development traffic using this route to gain access onto Pagham Road. It is considered that this is only likely to occur during the AM Peak period when vehicles queue at the Sefter Road/ Pagham Road junction. As such a sensitivity assessment has been carried out which re-directs 50% of traffic travelling westbound along Sefter Road onto Hook Lane and via the site accesses. Also an assumption has been made that 100% of traffic turning left from Hook Lane onto Sefter Road uses the proposed sites accesses. This in turn reduces the volume of traffic at the Sefter Road junction to levels below the 2016 surveyed flows.

5.11 The Sensitivity traffic flows are provided in **Appendix K**.

5.12 The following junctions have been re-assessed based on this sensitivity assessment with the 2031 cumulative assessment flows:

- Site Access Hook Lane (Assessed as a single point of access);
- Site Access Pagham Road (No Ghost Island Right Turn Lane);
- Hook Lane / Sefter Road; and
- Sefter Road / Pagham Road.

5.13 The tables below provide a summary of this sensitivity assessment and the full outputs are provided in **Appendix K**.

Table 5.2: Hook Lane / Sefter Road Junction

	Hook Lane		Sefter Road (W) Right into Hook Lane	
	RFC	Q	RFC	Q
AM Peak				
2031 Base + Committed + All Sites	0.55	1	0.03	0
PM Peak				
2031 Base + Committed + All Sites	0.45	1	0.10	0

Table 5.3: Sefter Road / Pagham Road Junction

	Sefter Road		Pagham Road (S) Right into Sefter Road	
	RFC	Q	RFC	Q
AM Peak				
2031 Base + Committed + All Sites	0.96	9	0.01	0
PM Peak				
2031 Base + Committed + All Sites	0.34	1	0.01	0

5.14 **Table 5.3** above shows that should vehicles divert away from this junction and use the proposed site access onto Pagham Road, this junction will operate more efficiently although some queues will still form.

Table 5.4: Hook Lane / Site Access Junction

	Site Access		Hook Lane (N) Right into Site	
	RFC	Q	RFC	Q
AM Peak				
2031 Base + Committed + All Sites	0.09	0	0.32	1
PM Peak				
2031 Base + Committed + All Sites	0.05	0	0.22	1

Table 5.5: Pagham Road / Site Access Junction

	Site Access		Pagham Road (S) Right into Site	
	RFC	Q	RFC	Q
AM Peak				
2031 Base + Committed + All Sites	0.52	1	0.00	0
PM Peak				
2031 Base + Committed + All Sites	0.22	0	0.01	0

5.15 The above tables show that the proposed site access arrangements will operate well within their design capacity, assuming a single access off Hook Lane and no right turn at the Pagham Road junction.

6 SUMMARY AND CONCLUSION

6.1 This report has been prepared by RPS on behalf of Hallam Land Management to provide the Local Highway Authority and Highways England with an assessment that considers the cumulative impact of the site allocations within Pagham.

6.2 A Common Statement has been agreed with all the Highway Consultants involved with the three site allocations within Pagham which provides details of the methodology used and where there are slight discrepancies between the individual assessment work. This CS also identifies the agreed off-site measures proposed to mitigate the cumulative impacts.

6.3 The site allocations will include for a new single form entry primary school, the final location of this school will be determined by Arun District council however for the purpose of this assessment it is assumed that the school is located on the Land West of Pagham Rd site. This assessment therefore reviews the following:

- Development on Land North of Sefter Road - 250 dwellings;
- Development on Land West of Hook Lane - 300 dwellings, 80 bedroom Care Home and 1,600sqm of D1 Use; and
- Development on Land West of Pagham Road – 400 dwellings, Single Form Entry Primary School, 70 bedroom Care Home and Local Facilities.

6.4 This report also includes for the committed developments within Pagham which are as follows:

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

6.5 This assessment also includes for the potential of a further 60 dwellings on the Osborne Site north of Sefter Road and 90 dwellings at the Church Barton Farm which adjoins the Pagham South Site.

6.6 The assessments undertaken assess the junctions north of Sefter Road using the 2031 SATURN model data provided by Arun District council and the CATM data provided by WSCC, and for the local junctions the base traffic flows have been used together with TEMPRO V72. Growth.

6.7 The assessment work identifies the following mitigation measures as a result of the cumulative developments:

- Nyetimber Lane / Grosvenor Gardens / Rose Green Road – signalised junction:

  Proposed Mitigation: Alterations to existing signal phasing / timings;

- Rose Green Road / Grosvenor Gardens Priority Junction:

  Proposed Mitigation: Widening on Rose Green Road;

- Vinnetrow Road / B2166 / Mill Lane roundabout junction:

Proposed Mitigation: B2166 West approach road widening;

- B2145 / B2166 roundabout junction:

  Proposed Mitigation: approach road widening on all arms; and

- A27 Chichester Bypass / B2145 – Whyke Hill Proposed Signalised junction:

  Proposed Mitigation: Additional Lane Capacity.

6.8 In addition to the above, a contribution is to be made towards sustainable transport measures on the wider highway network to mitigate the impact on the Lower Bognor Road/ Pagham Road junction.

6.9 All of the above works have been agreed as being acceptable with WSCC and the measures on the A27 are currently being reviewed by HE. Initial comments from HE's consultants ATKINS have confirmed that the junction will operate better than the original layout that was proposed as part of the Chichester Free School.

6.10 A review has also been carried out of the incidents that have occurred between Sefter Road and A27 and it is concluded 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, indicating that the local highway network has no pre-existing inherent deficiencies. As such it is considered that the proposed site allocations within Pagham will not adversely affect the levels of incidents occurring in this area.

6.11 This report also provides additional information in relation to the comments received from West Sussex County Council on the Transport Assessment submitted as part of the Hook Lane application, which includes for the removal of the southern access onto Hook Lane and also a sensitivity test on the site accesses.

6.12 The sensitivity assessment assumes a greater increase of traffic using the access road through the development in order to gain access to Pagham Road due to the capacity constraints at the existing Sefter Road/ Pagham Road junction. The assessment shows that even with a greater volume of traffic diverting through the site, the accesses will still operate well within their design capacity.

6.13 The results of the analysis show that with offsite highway improvement measures the impact of the cumulative development sites can be mitigated. This report therefore demonstrates that the cumulative impact of the developments within Pagham will not have a 'severe' impact on the local highway or strategic road network conforming to NPPF.

APPENDICES

APPENDIX A – COMMON STATEMENT

Common Statement of Cumulative Assessments

Pagham Residential Developments

1.0 Introduction

1.1 This Common Statement of Cumulative Assessments (CSCA) sets out the parameters used for the cumulative transport assessment work carried out on behalf of three of the sites in Pagham that are currently the subject of planning applications submitted to Arun District Council. These are:

Hallam Land – Land North of Hook Lane (P/6/17/OUT) - consultants RPS

Hanbury Properties – Pagham South (P/140/16/OUT) - consultants HTp

Taylor Wimpey – Land North of Sefter Road (P/134/16/OUT) - consultants C&A

1.2 Each consultant has carried out a cumulative study of the traffic impact of the three sites on the local and strategic highway network for an agreed future year of 2031. Whilst the reports are standalone documents submitted in support of their respective planning applications, each consultant has shared information and the parameters used and therefore the overall conclusions of each report reflect this joint approach. Inevitably, given the different site locations there are some minor differences in the modelling results and as agreed with highway officers at West Sussex County Council (WSCC) and Highways England (HE) this CSCA has been provided to identify why these differences have occurred, and to summarise the obligations arising from the cumulative assessment work.

1.3 The studies confirmed that the following mitigation based on cumulative impact is required:

i. Nyetimber Lane signalised junction with Grosvenor Gardens and Gossamer Lane – Proposed alterations to signal timings.
ii. Rose Green Road priority junction with Grosvenor Gardens – An additional exit lane from Rose Green Road.
iii. Lower Bognor Road junction – A contribution will be made to sustainable transport measures on the wider highway network as development traffic from the Pagham sites will displace existing traffic from this junction to the wider highway network.
iv. B2166 roundabout junction with Vinnetrow Road – Proposed widening of the entry onto the roundabout from the western B2166 arm.
v. B2166 roundabout junction with B2145 – Proposed widening of the three approaches to this junction.
vi. A27 Whyke Hill junction – The provision of an additional lane for both eastbound and westbound A27 traffic based on the HE proposals for signalising this junction.

ARUN DISTRICT COUNCIL P/6/17/OUT

vii. In order to create a cycle link from Pagham to the Pagham Harbour to Chichester cycle route a contribution will be provided to upgrade the surfaces of Footpaths 100, 106 and 104 and convert to bridleways to permit cycling.

1.4 The contributions are to be based on 980 dwellings, split between the three developers.

1.5 WSCC have requested that the three junction mitigation schemes proposed on their highway network are to be provided by the developers. Therefore the developers have agreed to take a junction each as part of their individual Section 106 contributions package. However, as each junction has a different cost, in order to ensure that no developer is unfairly treated contributions towards the sustainable travel measures would be adjusted as appropriate.

1.6 The cumulative contributions are set out in **Table 1.1** below and the obligations arising for the three sites are summarised in **Table 1.2**.

Table 1.1 – Cumulative Obligations - Contributions

Contribution Requirement	Value
Highways England - Contribution to improve the capacity at the A27 Whyke Hill junction, with the provision of an additional lane for A27 through-traffic in both directions.	£342,000
West Sussex County Council - Contribution to sustainable transport measures on the wider highway network.	£373,000
West Sussex County Council - Additional contribution to off-site sustainable travel for upgrading the surfaces of Footpaths 100, 106 and 104 to bridleways to permit cycling.	£100,000
Total	**£815,000**

ARUN DISTRICT COUNCIL P/6/17/OUT

Table 1.2 – Individual Development Site Obligations

S106 Highway Mitigation	Works or Contribution
Pagham South	
B2166 junction with B2145 proposed widening works to all arms.	Works
Upgrading surface of Footpath 101 (contribution to WSCC).	£65,000
The provision of two site access junctions with Pagham Road, associated pedestrian refuge facilities either side of each access and associated dropped kerbs, 2m wide footways and a new pedestrian crossing over Pagham Road to the immediate north of the Village Hall access.	Works
Provision of a replacement bus stop with layby, shelter, raised kerbs and timetable information.	Works
Land North of Hook Lane	
B2166 junction with Vinnetrow Road widening of western entry arm.	Works
Upgrade of local bus stops on Pagham Road at Hook Lane junction to provide northbound bus stop with raised kerbs and bus timetable information and southbound bus stop with new layby, raised kerbs and timetable information. Upgrade of local bus stops on Hook Lane near Hook Lane Close and on Lodsworth Road to include raised kerbs.	Works
Provision of two new site accesses, one on Hook Lane and one on Pagham Road. Both accesses will include 2m wide footways and associated dropped kerbs.	Works
Land North of Sefter Road	
Rose Green Road priority junction improvement scheme.	Works
Provision of a single all-purpose access to Sefter Road incorporating 2m footways.	Works
Provision of a pedestrian, cycle and emergency access to Rose Green Road.	Works

1.7 The breakdown of the contributions and cost of the junction mitigation works for the individual developments is set out in **Tables 7.1**, **7.2** and **7.3** at the end of this statement.

ARUN DISTRICT COUNCIL P/6/17/OUT

2.0 Description of Submitted Applications

2.1 Each application is described as follows:

P/6/17/OUT – Outline application with some matters reserved for construction of up to 300No. new homes, Care home of up to 80No. beds, D1uses of up to 4000sqm including a 2 form entry Primary School, formation of new means of access onto Hook Lane & Pagham Road, new pedestrian & cycle links, the laying out of open space, new strategic landscaping, habitat creation, drainage features & associated ground works & infrastructure.

P/140/16/OUT – Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floor space, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved.

P/134/16/OUT – Outline application for the development of up to 280 dwellings (including affordable homes), land for a replacement scout hut, land for an Ambulance Community Response Post Facility and land for either a 1FE primary school or care home. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of Public Open Spaces including associated children's play areas, landscaping, drainage and earthworks.

During the application process, Taylor Wimpey modified their application and their consultants C&A have modelled for 280 dwellings in place of the one form entry Primary School.

3.0 Methodology

3.1 This CSCA confirms that whilst there are minor differences in the flows and model parameters used, these do not materially affect any of the consultant's overall conclusions or the mitigation measures proposed. All consultants have worked constructively and collaboratively and this report presents our joint conclusions.

3.2 This statement provides clarification as follows:

i. Common parameters.
ii. Why slight differences have arisen within the cumulative assessments.
iii. Proposed mitigation.
iv. Conclusions.

ARUN DISTRICT COUNCIL P/6/17/OUT

4.0 Common Parameters

4.1 At an early stage the three consultants agreed the general approach in conjunction with highway officers.

4.2 The cumulative assessments have been based on the standalone transport assessments submitted by each consultant to support the respective planning application. Common parameters are:

i. Trip Rates – Residential, care home and primary school trip rates were agreed with WSCC and shared.

ii. 2016 Base Flows – Generally the same, minor differences based on individual survey results.

iii. Future Year Flows – The use of the Arun Saturn Data (as agreed with HE and WSCC) for the junctions north of Lower Bognor Road (inclusive) and the use of surveyed flows with local growth factors for junctions within Pagham.

iv. Traffic Models – The models used have been based on each consultant's review of the junctions, any differences are negligible and do not impact on conclusions or need for mitigation arising.

v. Committed Development – All three assessments include for the two agreed committed developments (Land at Summer Lane 90 dwellings, ref: P/58/15 and 251 Pagham Road 40 dwellings, ref: P/125/14) and also the background growth used includes an allowance for an additional circa 150 dwellings (90 for Church Barton on land west of Pagham South plus 60 on the Osborne Refrigeration site at Land North of Sefter Road respectively), taking the total number of dwellings proposed in Pagham to circa 1,200 in line with Local Plan Proposed Main Modifications April 2016.

vi. A27 Traffic Models – These were provided by the HE and used as instructed.

vii. Development Content – The school has been modelled on the Pagham South site with 400 dwellings, 70-bed care home and a local centre; 300 dwellings plus an 80-bed care home on Land North of Hook Road.

ARUN DISTRICT COUNCIL P/6/17/OUT

5.0 Why Slight Differences Have Arisen within the Cumulative Assessments

5.1 There are some slight differences between the figures used and these are:

i. Development Content – HTp and RPS have modelled for 250 dwellings on the Land North of Sefter Road site as per the original description of the Taylor Wimpey planning application (NB development content updated 23rd June 2017). C&A have modelled for 280 dwellings on their site on the local highway network in order to provide a sensitivity test in the event that the other potential on site land uses are not taken forward for development.
HTp have also tested the mitigation works for 280 dwellings on Land North of Sefter Road as a sensitivity test.

ii. Local Traffic Distribution – The distribution of traffic within Pagham itself from each site is determined by each site location for all land uses. This cannot be a 'one-distribution-fits-all' approach.

iii. Traffic Distribution over the Wider Area – The general distribution of traffic across the wider area i.e. 50% of traffic travelling north to A27 based on journey to work census data (an agreed 10% remaining within Pagham and 40% travelling east to Bognor) has been distributed as per the census destinations as agreed with highway officers. Minor differences arose with C&A distributing 55% travelling north and RPS distributing residential traffic on a pro-rata basis for each junction north of Lower Bognor Road.

iv. Growth Rates – The Tempro database was updated during the production of the cumulative reports from version 7.1 to version 7.2. Version 7.2 provides lower growth figures for this area of Arun. By the time the new version came out HTp had generally completed their cumulative impact work i.e. based on the slightly higher growth figure. Whereas RPS and C&A allowed for version 7.2 within their assessments. Therefore it was agreed with WSCC that the use of version 7.1 would be used as a sensitivity test.

v. Junction Models – All of the capacity assessments undertaken have been carried out using Junctions 9 software or LINSIGv3.

5.2 Some of the flow diagrams refer to PCUs and some refer to vehicles. However, this has no material impact on the result arising from the modelling.

ARUN DISTRICT COUNCIL P/6/17/OUT

6.0 Proposed Mitigation

6.1 Based on their assessments, the consultants have identified the following junctions at which there will be an impact and proposed mitigation measures to manage this, and highlighted additional cumulative contributions:

i. Nyetimber Lane signalised junction with Grosvenor Gardens and Gossamer Lane – Proposed alterations to signal timings.

ii. Rose Green Road priority junction with Grosvenor Gardens – As part of their standalone site transport assessment C&A have proposed an improvement scheme for this junction to include for an additional exit lane from Rose Green Road. This has been subject to a Road Safety Audit and supplied with vehicle tracking for a bus, and has been demonstrated to operate within capacity with all three Pagham developments (with traffic growth) for a future year of 2031. This scheme is acceptable to officers at WSCC. These works are estimated to cost £81,000. *See attached plan ref: 12-018-036/A.*

iii. Sefter Road junction with Pagham Road – C&A proposed minor kerb realignment works at this junction as part of their standalone site transport assessment and demonstrated that this would increase capacity through the junction.

RPS provided a sensitivity test that demonstrated with their site open, any approaching traffic on Sefter Road would divert though Hook Lane and the Hallam Land site; there being plenty of capacity at both the site access and at the Hook Lane junction with Pagham Road, thereby reducing any queues and delay at the Sefter Road site. Therefore no works at this junction are proposed as part of the cumulative assessments.

iv. Lower Bognor Road priority junction with Pagham Road – It is not practical to carry out works at this junction due to the existing constraints of the highway network. Therefore it has been agreed with WSCC that a contribution will be made to sustainable transport measures on the wider highway network as development traffic from the Pagham sites will displace existing traffic from this junction to the wider highway network. A total contribution of £373,000 is proposed.

v. B2166 roundabout junction with Vinnetrow Road – Proposed widening of the entry onto the roundabout from the western B2166 arm. This has been subject to a Road Safety Audit and has been demonstrated to operate within capacity with all three Pagham developments (with traffic growth) for a future year of 2031. This scheme is acceptable to officers at WSCC. These works are estimated to cost £23,000. *See attached plan ref: 1616/14/A.*

ARUN DISTRICT COUNCIL P/6/17/OUT

vi. B2166 roundabout junction with B2145 – Proposed widening of the three approaches to this junction. This has been subject to a Road Safety Audit and supplied with tracking for a max legal length articulated vehicle, and has been demonstrated to operate satisfactorily with all three Pagham developments (with traffic growth) for a future year of 2031. This scheme is acceptable to officers at WSCC. These works are estimated to cost £68,000. *See attached plan ref: 12-018-045/B.*

vii. A27 Whyke Hill junction – As agreed with HE, based on their Chichester Free School Scheme, a package of mitigation measures has been proposed that has focused on retention of the pedestrian footbridge and the provision of an additional lane for both eastbound and westbound A27 traffic. An RSA is being carried out on the signal scheme. A total contribution of £342,000 is proposed. *See attached plan JNY8840-19/A.*

viii. WSCC have requested that the three developments also contribute to the provision of a link to the Pagham Harbour to Chichester cycle route from Pagham, to upgrade the surfaces of Footpaths 100, 106 and 104 and convert to bridleways to permit cycling.

6.3 The total costs of the proposed contributions and mitigation measures can therefore be summarised as set out in **Table 6.1** and **Table 6.2** below (reproduced **Tables 1.1** and **1.2**).

Table 6.1 – Cumulative Obligations - Contributions

Contribution Requirement	Value
Highways England - Contribution to improve the capacity at the A27 Whyke Hill junction, with the provision of an additional lane for A27 through-traffic in both directions.	£342,000
West Sussex County Council - Contribution to sustainable transport measures on the wider highway network.	£373,000
West Sussex County Council - Additional contribution to off-site sustainable travel for upgrading the surfaces of Footpaths 100, 106 and 104 to bridleways to permit cycling.	£100,000
Total	**£815,000**

ARUN DISTRICT COUNCIL P/6/17/OUT

Table 6.2 – Individual Development Site Obligations

S106 Highway Mitigation	Works or Contribution
Pagham South	
B2166 junction with B2145 proposed widening works to all arms.	Works
Upgrading surface of Footpath 101 (contribution to WSCC).	£65,000
The provision of two site access junctions with Pagham Road, associated pedestrian refuge facilities either side of each access and associated dropped kerbs, 2m wide footways and a new pedestrian crossing over Pagham Road to the immediate north of the Village Hall access.	Works
Provision of a replacement bus stop with layby, shelter, raised kerbs and timetable information.	Works
Land North of Hook Lane	
B2166 junction with Vinnetrow Road widening of western entry arm.	Works
Upgrade of local bus stops on Pagham Road at Hook Lane junction to provide northbound bus stop with raised kerbs and bus timetable information and southbound bus stop with new layby, raised kerbs and timetable information. Upgrade of local bus stops on Hook Lane near Hook Lane Close and on Lodsworth Road to include raised kerbs.	Works
Provision of two new site accesses, one on Hook Lane and one on Pagham Road. Both accesses will include 2m wide footways and associated dropped kerbs.	Works
Land North of Sefter Road	
Rose Green Road priority junction improvement scheme.	Works
Provision of a single all-purpose access to Sefter Road incorporating 2m footways.	Works
Provision of a pedestrian, cycle and emergency access to Rose Green Road.	Works

ARUN DISTRICT COUNCIL P/6/17/OUT

7.0 Contribution Basis

7.1 The contributions are based on 980 dwellings, split between the three developers.

7.2 WSCC have requested that the three junction mitigation schemes proposed on their highway network are to be provided by the developers. Therefore the developers have agreed to take a junction each as part of their individual Section 106 contributions package. However, as each junction has a different cost, in order to ensure that no developer is unfairly treated contributions towards the sustainable travel measures would be adjusted as appropriate.

7.3 It is proposed that the triggers for the off-site highway works and cumulative contributions will be on the competition of the 200th dwelling for that respective development.

7.4 Based on **Table 6.1** the contribution values are to be split between the developers as set out in **Table 7.1** below based on 980 dwellings coming forward from the three sites.

Table 7.1 – Cumulative Contributions per Development

Contribution Requirement	Value	Land North of Sefter Road	Land North of Hook Lane	Pagham South
Contribution to HE to improve the capacity at the A27 Whyke Hill junction, with the provision of an additional lane for A27 through-traffic in both directions.	£342,000	£97,714	£104,694	£139,592
Total Contribution to HE	£342,000	**£97,714**	**£104,694**	**£139,592**
Contribution to WSCC for sustainable transport measures on the wider highway network.	£373,000	£106,571	£114,184	£152,245
Additional contribution to WSCC for off-site sustainable transport measures - Upgrading surface of Footpaths 100, 106 and 104 to bridleways to permit cycling.	£100,000	£28,572	£30,612	£40,816
Contribution to WSCC	£473,000	£135,143	£144,796	£193,061

7.5 The estimated civil engineering cost of the mitigation works also proposed on the local highway network (see **Table 6.2**) are set out in **Table 7.2** below.

Table 7.2 – Junction Mitigation Works

Development Site	Junction & Proposed Mitigation Works	Estimated Junction Mitigation Costs
Land North of Sefter Road (280 dwellings)	Rose Green Road priority junction – Widening of minor arm entry to form two lanes.	£81,000.00
Land North of Hook Lane (300 dwellings)	B2166 junction with Vinnetrow Road - Widening of western entry arm.	£23,000.00
Pagham South (400 dwellings)	B2166 junction with B2145 - Widening works to all arms.	£68,000.00
	Total	**£172,000**

7.6 However, based on the costs of the respective junction works set out in **Table 7.2**, the contribution values to WSCC (of £482.653 per dwelling based on a total requested contribution of £473,000 as set out in **Table 7.1**) are to be adjusted to reflect the cost borne by each Developer in respect of the mitigation engineering works, as set out in **Table 7.3** below.

7.7 It should be noted that the figures set out in this statement are part of a wider Section 106 package for each development site and as such could be subject to a future viability assessment.

ARUN DISTRICT COUNCIL P/6/17/OUT

ARUN DISTRICT COUNCIL P/6/17/OUT

Table 7.3 – Cumulative Contributions Readjustments

Development Site	Unadjusted Contribution Value (a)	Estimated Junction Mitigation Costs (b)	Junction Costs Apportioned Value (c) *(£172,000/total no.dwellings* dwellings)*	Adjustment to be made to Contribution Value (d) *(c-b)*	Adjusted Total Contribution to WSCC per Development (a+d)
Land North of Sefter Road (280 dwellings)	£135,143.00	£81,000.00	£49,142.86	-£31,857.14	£103,285.86
Land North of Hook Lane (300 dwellings)	£144,796.00	£23,000.00	£52,653.06	+£29,653.06	£174,449.06
Pagham South (400 dwellings)	£193,061.00	£68,000.00	£70,204.08	+£2,204.08	£195,265.08
Totals	**£473,000**	**£172,000**	**£172,000**		**£473,000**

Notes:

The total contribution required to be made to WSCC is £473,000 plus the delivery of three junction mitigation schemes.

The junction costs result in a cumulative contribution value of £175.51 per dwelling, based on a total of 980 dwellings.

8.0 Conclusions

8.1 The following is concluded:

i. Where differences exist within the three cumulative reports they are too insignificant to affect the mitigation measures required.

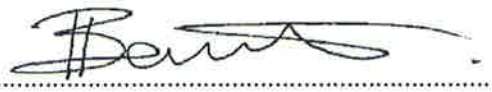
ii. The Pagham developments sites can cumulatively be accommodated on the highway network with the implementation of the proposed mitigation schemes.

Signed



.....

On behalf of RPS transportation (on behalf of Hallam Land Management)



.....

On behalf of Highgate Transportation (on behalf of Hanbury Properties)

.....

On behalf of C & A Consulting Engineers Ltd. (on behalf of Taylor Wimpey)

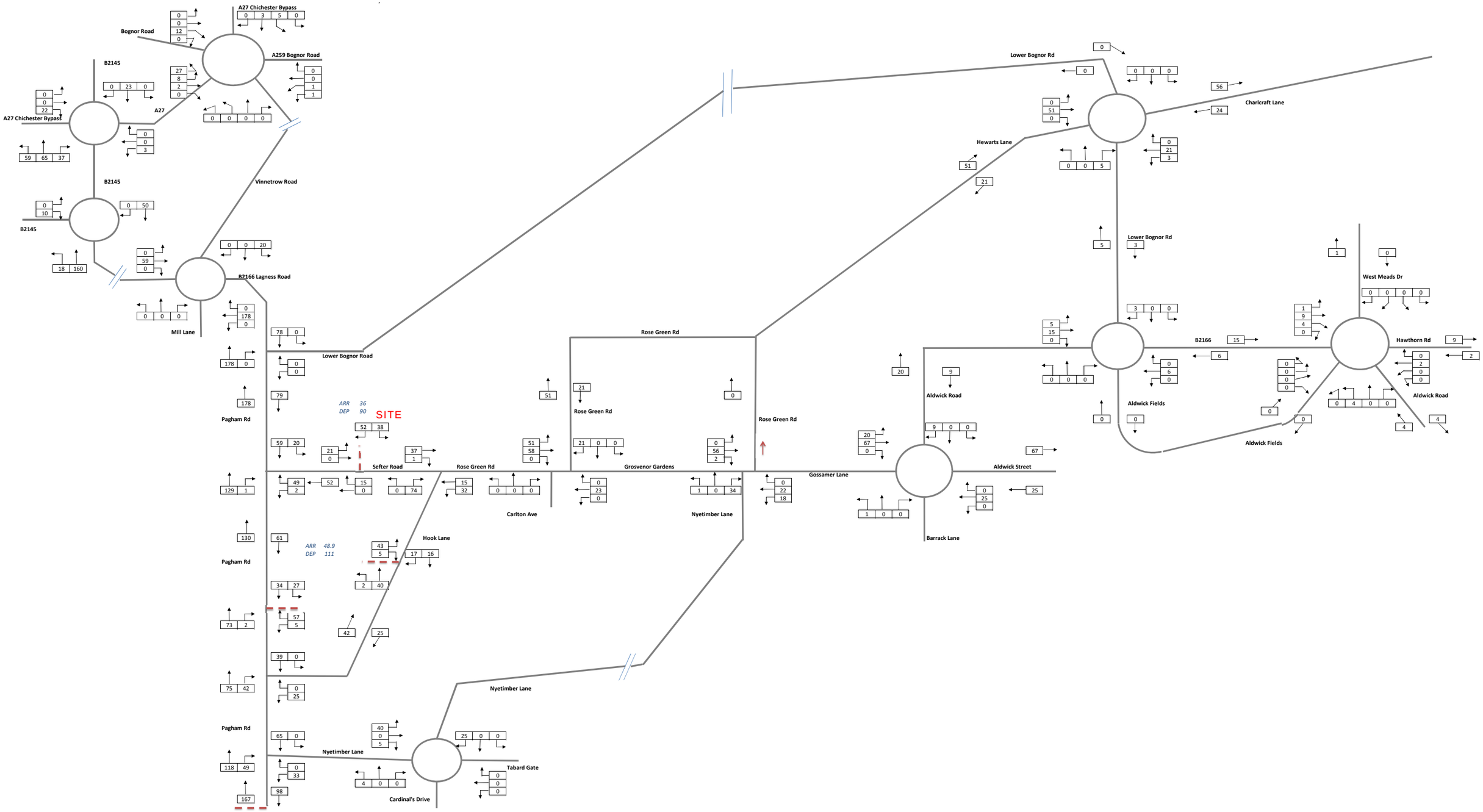


Dated 23rd August 2017

ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX B – DEVELOPMENT FLOWS - ALL SITES

ARUN DISTRICT COUNCIL P/6/17/OUT

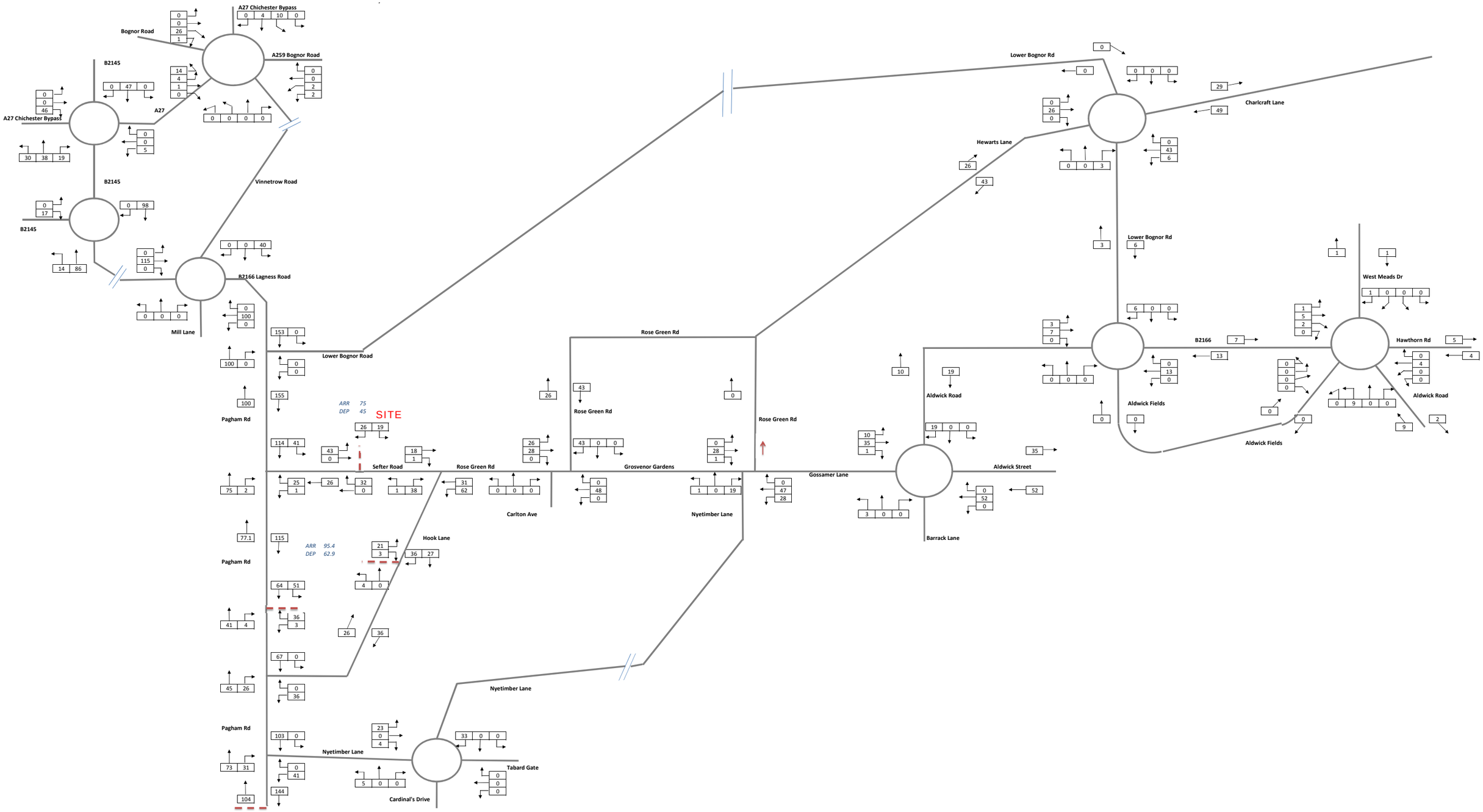


RPS

Total Developments
300 Dwellings & 80 Bed Care Home - Hook Lane
400 Dwellings,70 Bed Care Home, local centre & single form entry school - Pagham Road
250 Dwellings - Sefter Road

Hook Lane, Pagham
JNY 8840
Total Allocated Development sites Traffic Flows
AM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

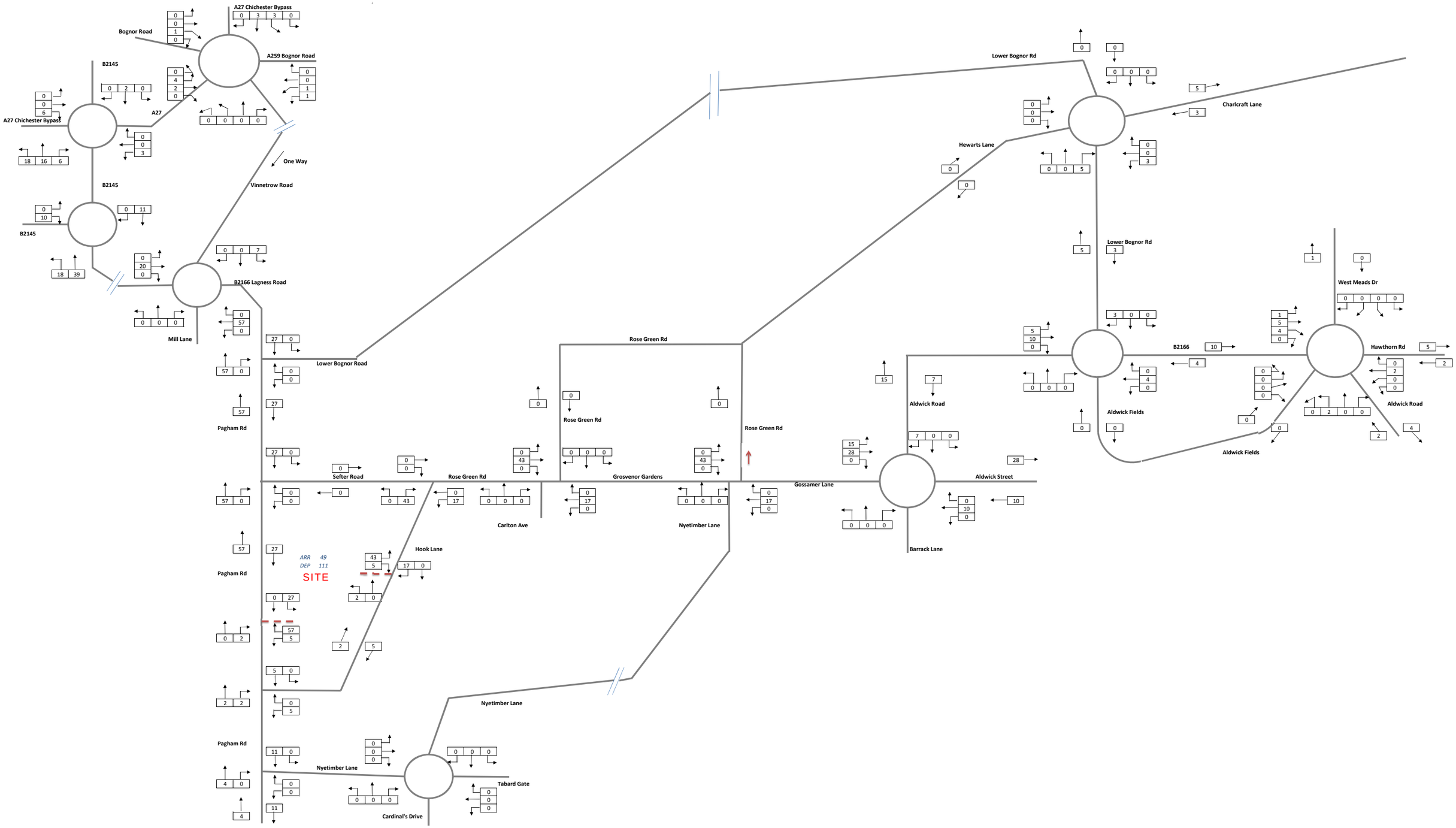


RPS

Total Developments
300 Dwellings & 80 Bed Care Home - Hook Lane
400 Dwellings,70 Bed Care Home, local centre & single form entry school - Pagham Road
250 Dwellings - Sefter Road

Hook Lane, Pagham
JNY 8840
Total Allocated Development sites Traffic Flows
PM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/67/17/OUT

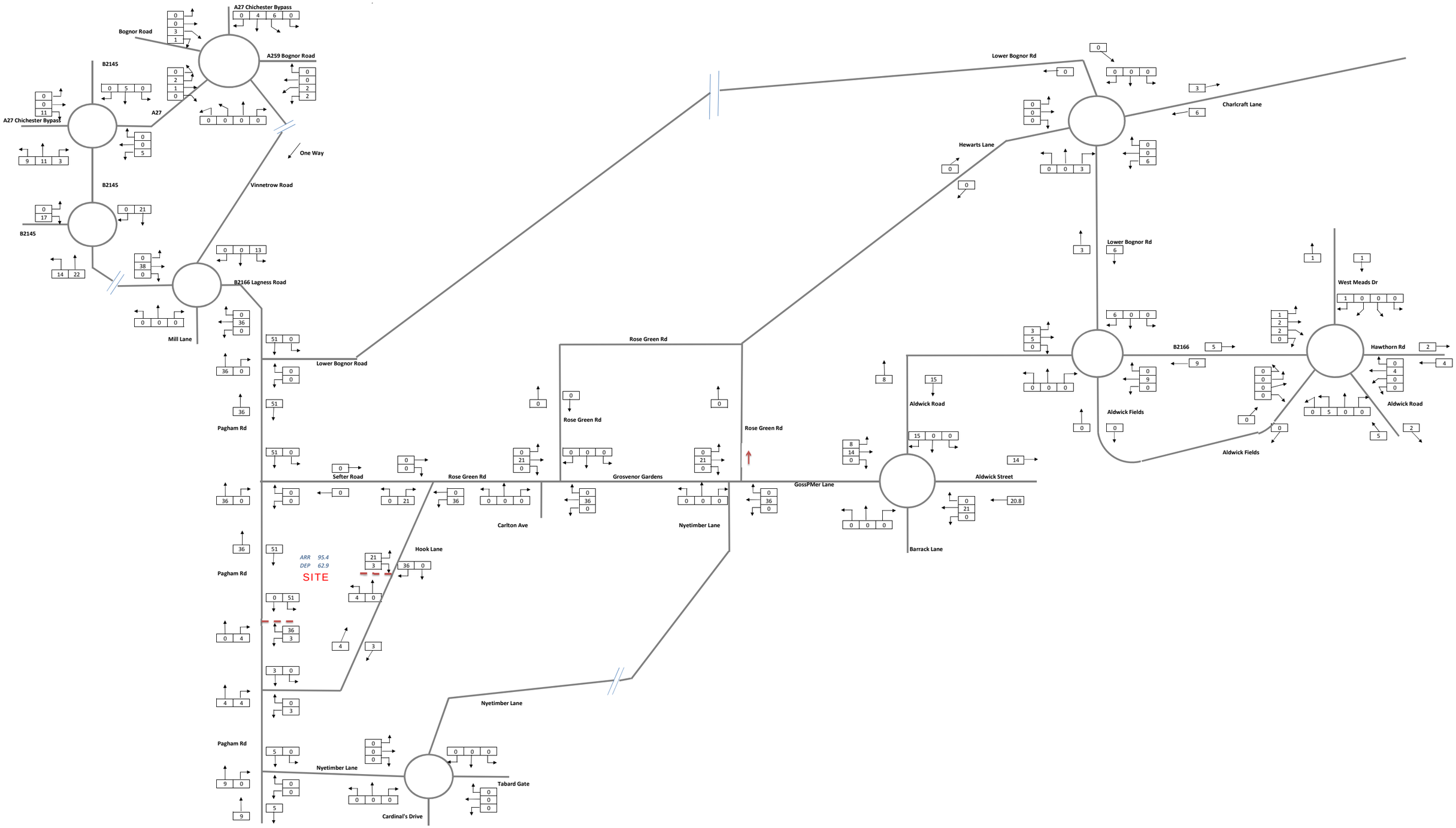


Includes: 300 Dwellings & 80 Bed Care Home

RPS

Hook Lane, Pagham
JNY 8840
Hook Lane Total Development traffic Flows
AM Peak (08:00 - 09:00)
All Vehicles

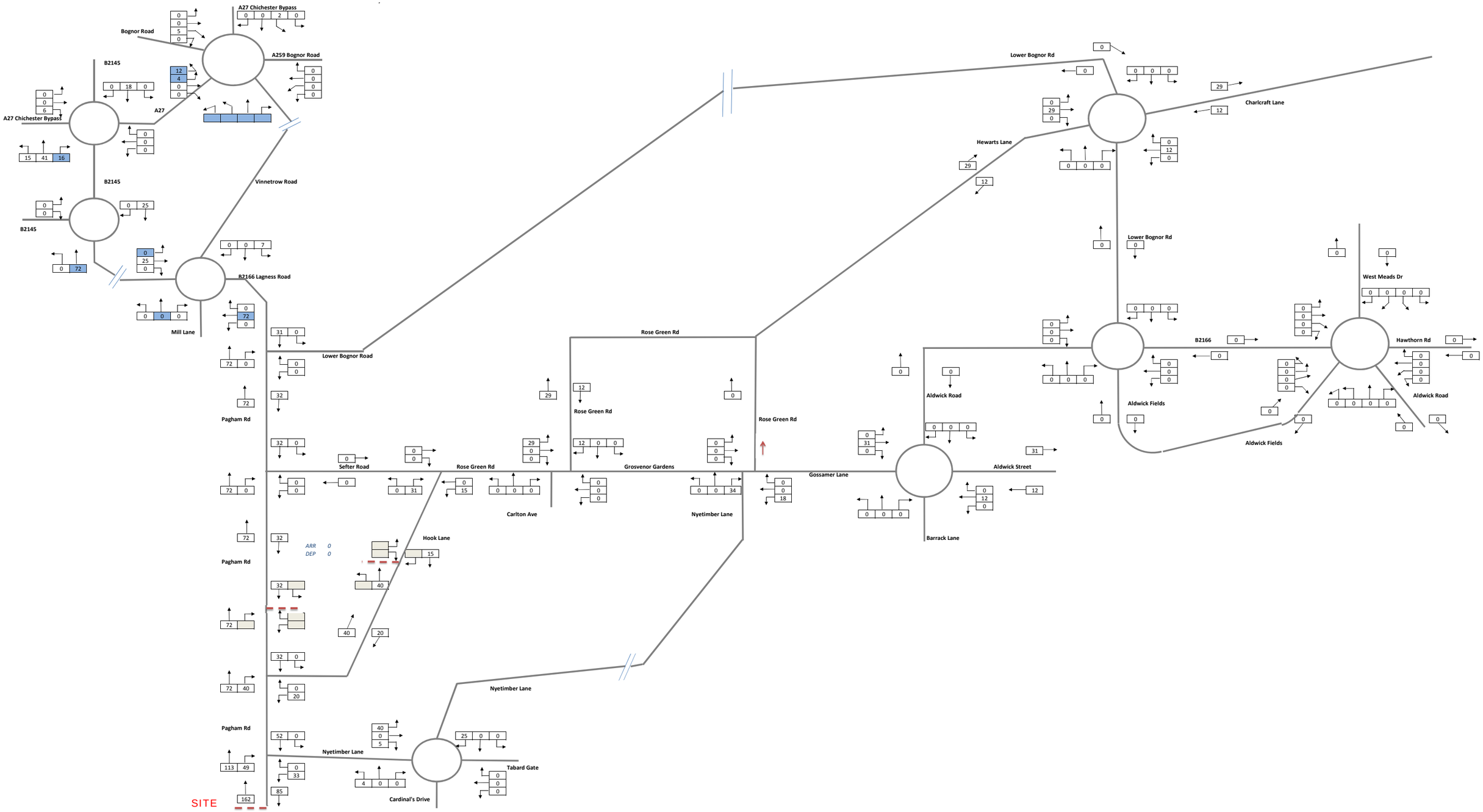
ARUN DISTRICT COUNCIL P/67/17/OUT



Includes: 300 Dwellings & 80 Bed Care Home

Hook Lane, PaghPM
JNY 8840
Hook Lane Total Development traffic Flows
PM Peak (17:00 - 18:00)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

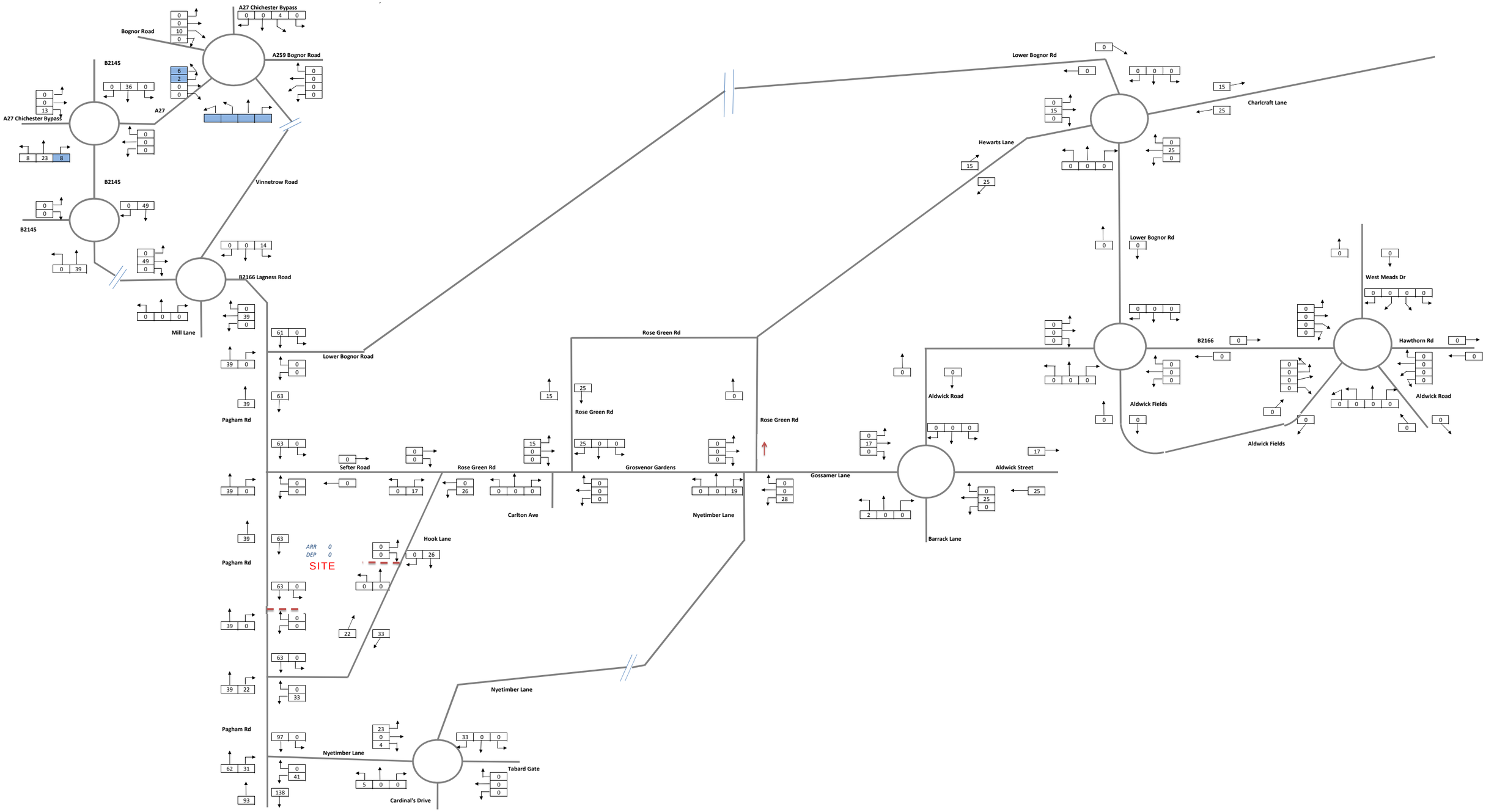


RPS

400 Residential Development + Care Home + Local Centre + Single Form Entry school
Flows from Highgate Transportation

Hook Lane, Pagham
JNY 8840
Pagham Road South Development Traffic Flows
AM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

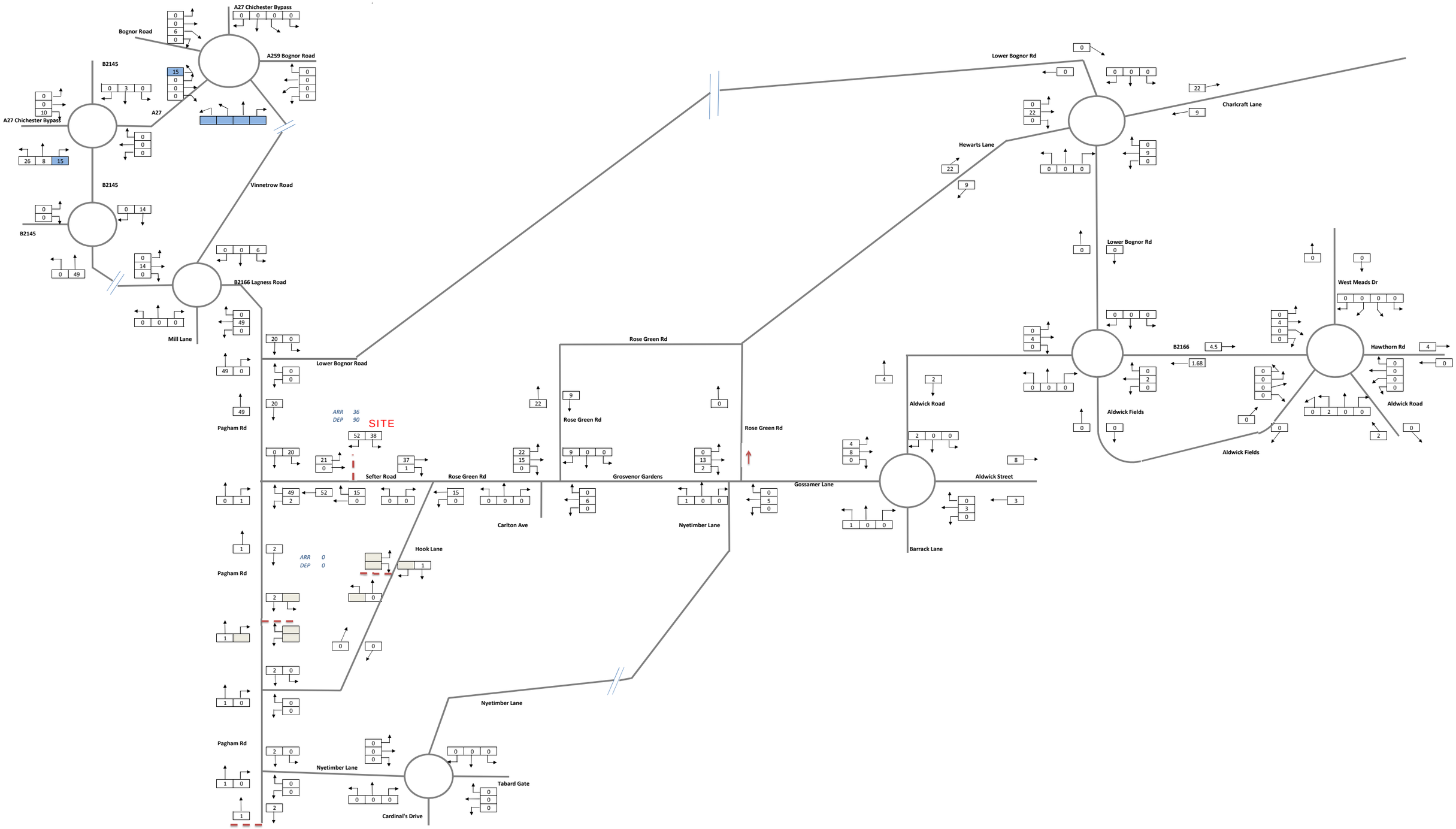


RPS

400 Residential Development + Care Home + Local Centre + Single Form Entry school
Flows from Highgate Transportation

Hook Lane, Pagham
JNY 8840
Pagham Road South Development Traffic Flows
PM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT

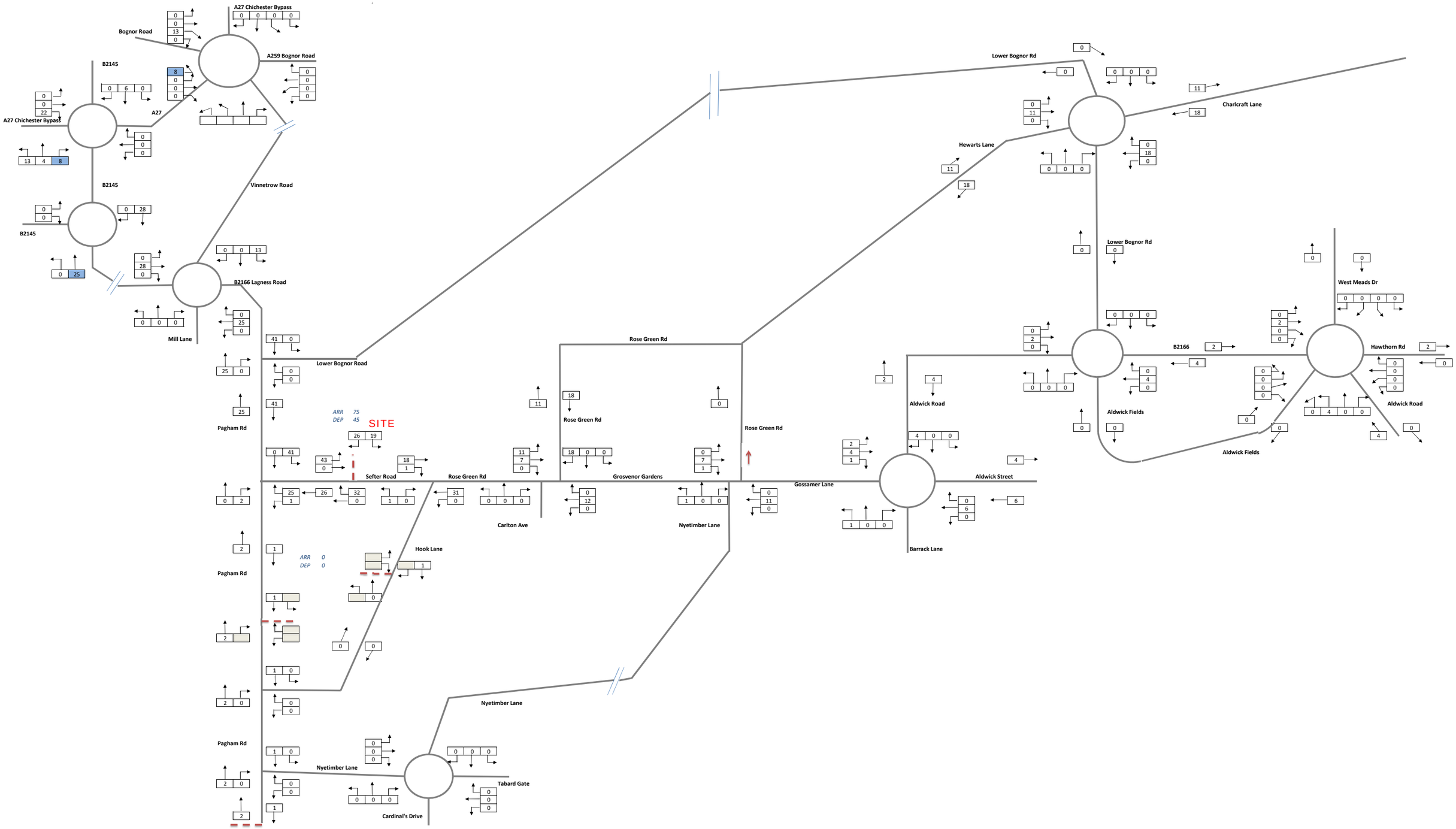


RPS

Based on C&A Transport Assessment dated December 2016
250 Dwellings

Hook Lane, Pagham
JNY 8840
Sefter Road North Development Traffic Flows
AM Peak
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Based on C&A Transport Assessment dated December 2016
250 Dwellings

Hook Lane, Pagham
JNY 8840
Sefter Road North Development Traffic Flows
PM Peak
All Vehicles

APPENDIX C – A27 / WHYKE HILL JUNCTION ASSESSMENT

RPS Transport

TECHNICAL NOTE

Project Title:	Land allocations Pagham
Reference:	JNY8840
Date:	10/08/2017

A27/ HUNSTON ROAD/ WHYKE ROAD JUNCTION

1. Introduction

- This Technical note has been produced in response to the review undertaken by Akins on behalf of Highways England in relation to the above junction.
- Notes provided by Atkins are identified in *blue italics;* RPS response is in black text

Subsequent to the original assessment work undertaken, it has been discovered that a new footbridge has been installed across the A27 Western Arm which includes the provision of ramps for cyclists. This footbridge was not allowed for in the original design proposed as part of the Chichester Free School and had this layout been progressed it would have resulted in the bridge being removed or a significant change to the design.

It is understood from discussions with HE that this footbridge will remain with the proposed junction improvements and as such there will be no need to include the at grade pedestrian crossing facilities. The footbridge does however now restrict the land available to widen the road; therefore the left turn lane (A27 westbound) has been shortened to avoid the existing retaining wall structure associated with the footbridge, but there is still sufficient width to maintain the three approach lanes in both directions. An amended layout is provided on drawing No.JNY8840_19A shown in **Appendix A** together with Swept Path analysis, this layout has been modelled without the pedestrian crossing facilities and the results are provided in the table 1.2 below and the output results are included in **Appendix C**.

2. Junction Design Review

- *The shared use pedestrian and cycle facility adjacent to the A27 Eastbound arm (west of the junction) appears to be narrower than the existing width;*

This has been checked and the layout has been adjusted to maintain a 3m wide footway/cycleway. In addition the OS mapping has been updated.

- *An unsignalised pedestrian crossing is proposed across the full width of the west approach of the junction. However, the A27 is a high-speed carriageway, it is recommended that the pedestrian crossing is signalised.*

The pedestrian crossing on the left turn into Whyke Hill from the A27 was not signalised in the original scheme. We have however amended this to show it as a signal controlled crossing which will be included in the modelling for the original layout.

- *Whyke Road (in the northbound direction) and Hunston Road (in the southbound direction) are both proposed as two lanes merging into a single lane. However, there is only one lane of traffic travelling northbound or southbound on Whyke Road and Hunston Road from the A27. It is recommended that single lanes are provided.*

Accepted, the layout has been adjusted to show single lanes on Whyke Road and Hunstone Road exits.

3. Junction Model Review

3.1 Highways England's Design

- *Comments ad recommendations for the audit of the LinSig junction model is presented in Appendix A. The audit showed that the LinSig midel file is generally reflective of the design shown in Drawing No. JNY8558-12 except for some minor coding issues as follows:*

  Intergreen values for some of the movements appear to be lower than measured as follows:
  - *Phase B to G: Measured – 8 seconds; provided in model – 7 seconds.*

- *Tables 1.1 and 1.2 in the RPS Tech Note A27 Junction 290617 show that the Highways England Design layout would operate over its design capacity in 2031. Increase the intergreen time as suggested in the audit is likely to result in a slightly worse junction performance.*

The Linsig Model for the original layout was provided to RPS by HE and none of the modelling values were amended. However, the changes recommended in have been taken into account for both the original and proposed layout. The output for the original scheme are included in **Appendix B** and summarised in Table 1.1 below.

3.2 RPS Design

- *Comments and recommendations for the audit of the LinSig junction model is presented in Appendix B. The audit showed that the LinSig model file is generally reflective of the design shown in Drawing No. JNY8840-17 (RevB) except for the following coding errors;*

3.2.1 Minor Issues

- *The following coding issues do not have a significant impact on the assessment:*
  - *Lane length for the left turn storage (Lane 1/1) shows 120m storage length;*
  - *The maximum flow values for the give-way lanes (lanes 1/1, 2/1 and 3/1) appears to be 1200 pcu/hr and is higher than the default value of 715 pcu/hr. It is recommended that justification is provided when using higher values.*

3.2.2 Major Issues:

The following coding issues may result in a significant impact on the modelling results:

- *Lane configuration for the north and south approaches of the junction are incorrect thus overestimating the performance of the junction.*

- *The proposed design suggests the south approach (Hunston Road) starts as a single lane which flares to three lanes approximately 13 PCUs long. The nearside lane (lane 4/1) needs to be coded as a short lane with slightly increased saturation flow to account for a second left turn flare (lane 4/2). The model provides a long lane for lane 4/1thus overestimating the performance of the south approach.*
- *The offside lane (lane 4/4) is also coded as a long lane with infinite length (60 PCUs). LinSig does not currently allow two flare lanes to be modelled against a single long lane and therefore while this may be considered adequate, the results would need to be treated with caution. For the current proposal, the green time on this approach would suggest traffic would be drawn mostly within the long lanes provided and therefore this may be acceptable.*
- *At the north approach, the storage length of the offside lane (lane 2/3) needs to be provided.*
- *Saturation Flow for the southbound lanes 2/2 and 2/3 has been calculated using RR67. The lane width in the model is shown as 3.5m but the drawing indicated 3.0m lanes have been provided. Reducing the lane from 3.5m to 3.0m will result in a reduction in traffic capacity and consequently have a negative impact on the junction performance (Degree of Saturation).*
- *Intergreen values have not been updated from the Highways England's Design model. For example the intergreen values for some movements are lower than measured:*
    - *Phase E to G: Measured 9 seconds, provided 7 seconds;*
    - *Phase F to B Measures 8 seconds, provided 6 seconds.*
- *This is likely to have a negative impact on the overall performance of the junction.*
- *Signalising the pedestrian crossing on the west side is recommended as A27 is a high speed carriageway.*

As mentioned above the proposed layout has changed to remove the pedestrian crossing facilities, although where applicable the above changes have been made, and the output results are provided in **Appendix C**, and the results are summarised in Table 1.2 below.

The traffic flows have been amended so that the original flows provided are the base and the proposed Pagham development flows have been added to provide the 'with Dev' scenario.

Based on the above the results are as follows;

Table 1.1 – Original HE Model proposed as part of the Chichester Free School (JNY85580-12)

Scenario	A27 Eastbound		Whyke Road		A27 Westbound		B2145 Northbound		PRC (%)
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
AM Peak									
2031 SE (No Pagham Devs)	419.3%	670	106.3%	17	428.5%	550	100.7%	30	-376.1
2031 MAX SE (No Pagham	419.3%	671	107.0%	17	430.0%	555	100.4%	29	-377.8

Devs)									
2031 SE (With Pagham Devs)	419.3%	670	114.8%	26	428.5%	550	110.3%	56	-376.1
2031 MAX SE (With Pagham Devs)	419.3%	671	119.2%	31	430.0%	555	110.0%	55	-377.8
PM Peak									
2031 SE (No Pagham Devs)	402.8%	624	200.3%	130	464.1%	581	61.7%	8	-415.7
2031 MAX SE (No Pagham Devs)	404.0%	624	199.6%	130	464.6%	585	61.7%	8	-416.2
2031 SE (With Pagham Devs)	402.8%	624	215.4%	152	464.1%	581	68.7%	9	-415.7
2031 MAX SE (With Pagham Devs)	404.0%	624	214.8%	152	464.6%	501	68.7%	9	-416.2

Table 1.2 – Original HE Modified by RPS to provide additional capacity & allow for Footbridge – Drawing No. JNY8840_19A

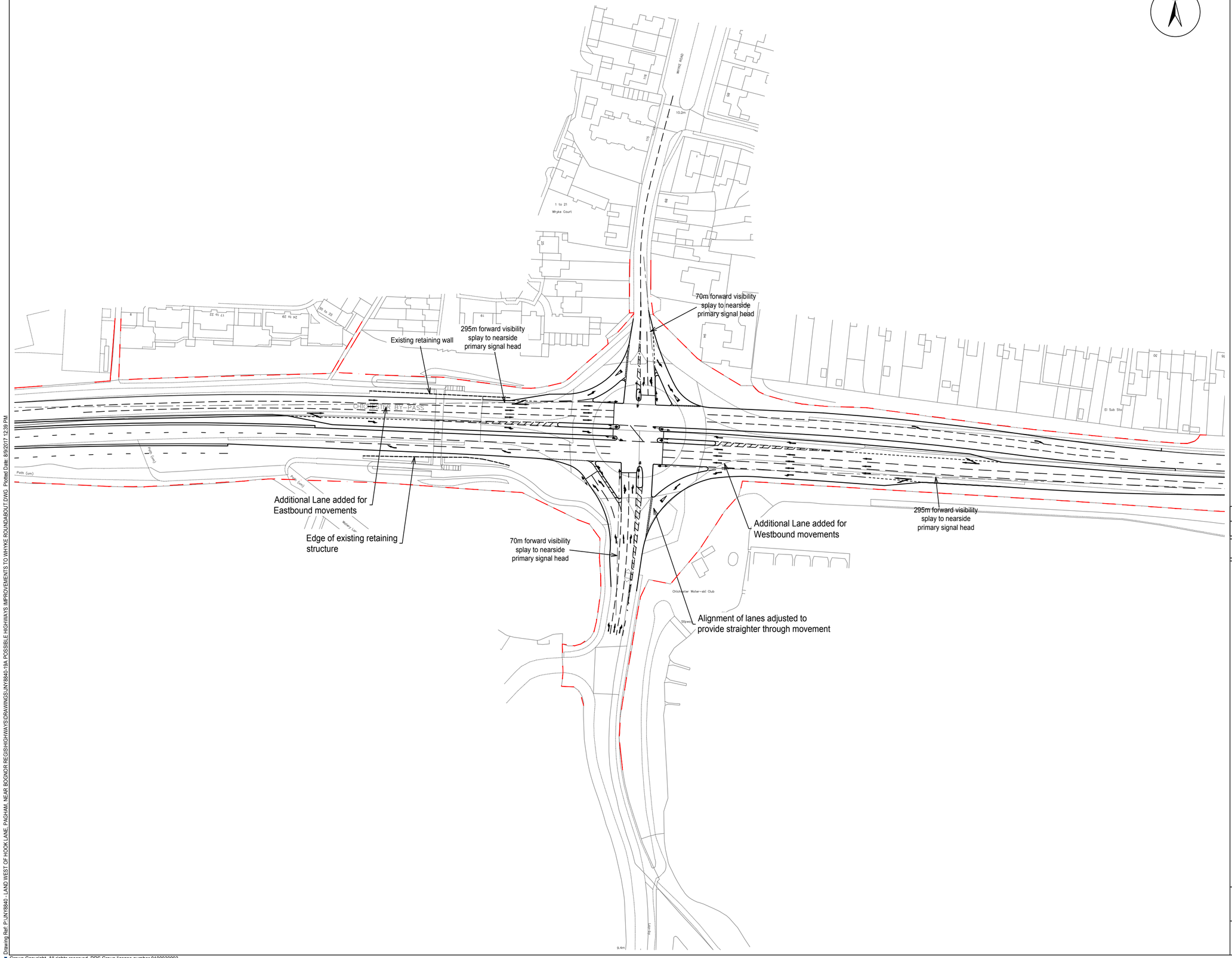
Scenario	A27 Eastbound		Whyke Road		A27 Westbound		B2145 Northbound		PRC (%)
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
AM Peak									
2031 SE (With Pagham Devs)	96.7%	32	96.4%	11	95.9%	19	96.2%	26	-7.5
2031 MAX SE (With Pagham Devs)	96.7%	32	96.5%	11	97.1%	19	96.1%	26	-7.9
PM Peak									
2031 SE (With Pagham Devs)	137.0%	248	132.6%	86	87.4%	21	134.0%	90	-52.2
2031 MAX SE (With Pagham Devs)	137.5%	248	139.1%	94	87.9%	22	134.0%	90	-54.5

As can be seen, the removal of the pedestrian crossing facilities allows for more capacity at the junction together with the additional eastbound and westbound lanes which significantly improve the operation of this junction.

This Technical note demonstrates that the changes to the layout previously accepted by HE, for the improvements to the A27 Whyke Hill, will mitigate the impact of the traffic associated with

developments within Pagham and furthermore will also improve the junction's capacity well beyond that which would have been provided with the original layout proposed as part of the Chichester Free School development.

APPENDIX A - Proposed Layout



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.
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Key:

Highway boundary

Rev	Description	Date	Initial	Checked
A	Adjust signal positions, islands and stop lines	9.8.17	AJ	MRA

RPS

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London, EC2Y 5DN

T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client: Hallam Land Management

Project: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	**Scale @ A2**	**Date Created**
JNY8840	1:1250	02.08.17

Drawing Number: JNY8840-19

Rev: A

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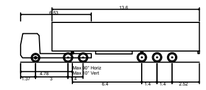
Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840-19A POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 8/9/2017 12:39 PM

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NOTES

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Vehicle Profile



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.530m

Key:

Highway boundary

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: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	**Scale @ A2**	**Date Created**
JNY8840	1:500	09.08.17

Drawing Number: JNY8840-19 TRACKS

Rev: A

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Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840-19A POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 8/8/2017 12:40 PM

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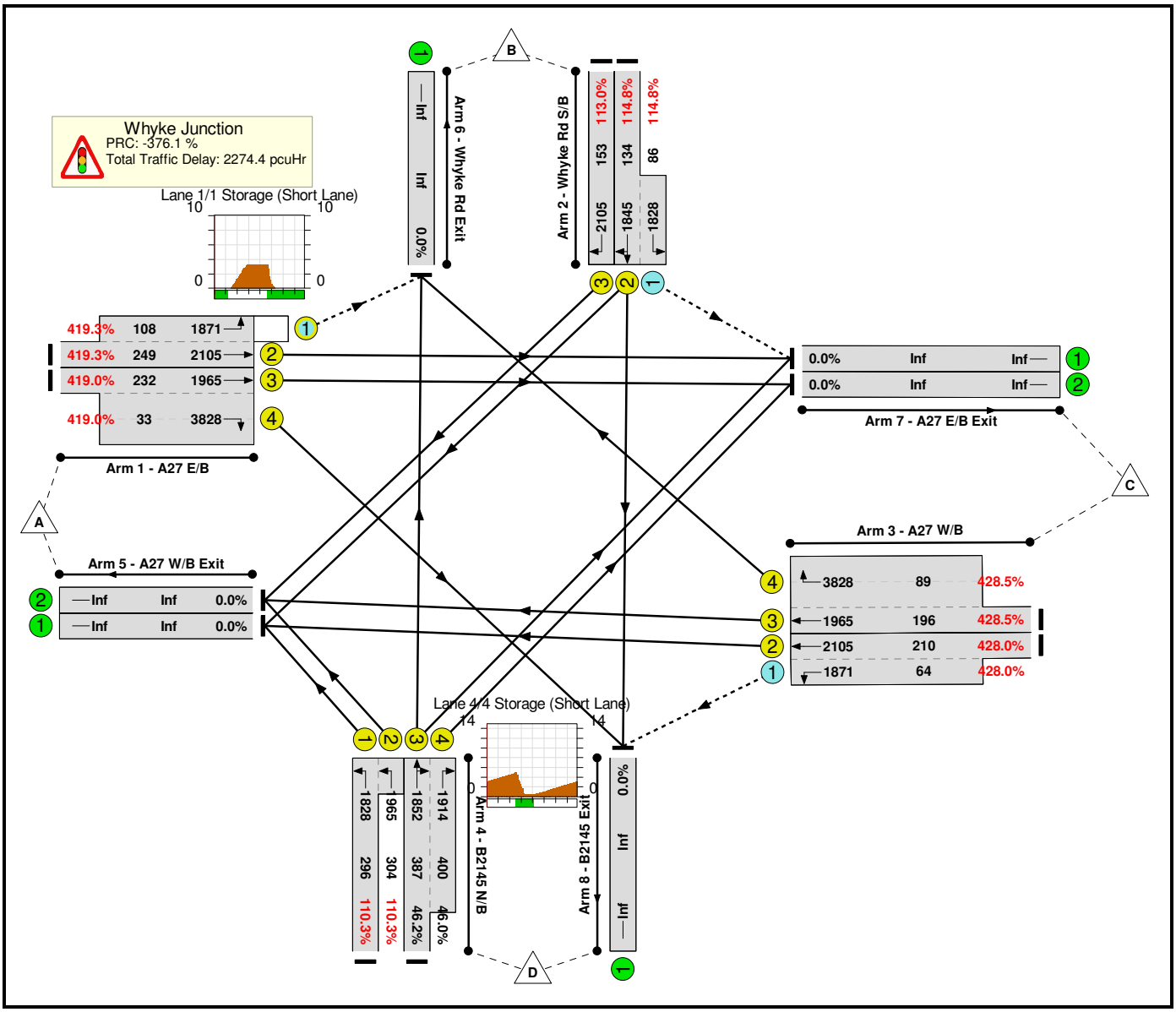
ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX B - ORIGINAL LAYOUT LINSIG OUTPUT

Basic Results Summary

User and Project Details

Project:	JNY 8840 - HOOK LANE, PAGHAM
Title:	A27 WHyke Hill Junction - Original Layout JNY85580/12
Location:	Chichester, West Sussex
File name:	Whyke Hill - Amended HE Model 1-8-17.lsg3x
Author:	
Company:	
Address:	
Notes:	



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	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**210**	**0**	**2274.4**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**210**	**0**	**2274.4**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1494	2105:1871	249+108	419.3 : 419.3%	0	108	0	650.5 (457.3+193.2)	1567.4 (1578.4:1541.9)	670.3
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1111	1965:3828	232+33	419.0 : 419.0%	-	-	-	485.8 (426.7+59.1)	1574.1 (1578.6:1542.1)	500.6
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	253	1845:1828	134+86	114.8 : 114.8%	32	56	0	22.9 (15.2+7.7)	325.3 (355.3:278.7)	25.6
2/3	Whyke Rd S/B Right	U	E		1	7	-	173	2105	153	113.0%	-	-	-	16.9	351.7	19.6
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1175	2105:1871	210+64	428.0 : 428.0%	17	47	0	512.7 (397.7+115.1)	1570.8 (1588.8:1511.6)	545.9
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1225	1965:3828	196+89	428.5 : 428.5%	-	-	-	535.8 (371.7+164.1)	1574.5 (1589.3:1542.1)	550.3
4/1+4/2	B2145 N/B Left	U	G		1	30	-	662	1828:1965	296+304	110.3 : 110.3%	-	-	-	45.7 (22.6+23.1)	248.4 (248.4:248.4)	56.1
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	363	1852:1914	387+400	46.2 : 46.0%	-	-	-	4.3 (2.1+2.2)	42.3 (42.3:42.3)	5.3

C1 - Whyke

PRC for Signalled Lanes (%): -376.1
PRC Over All Lanes (%): -376.1

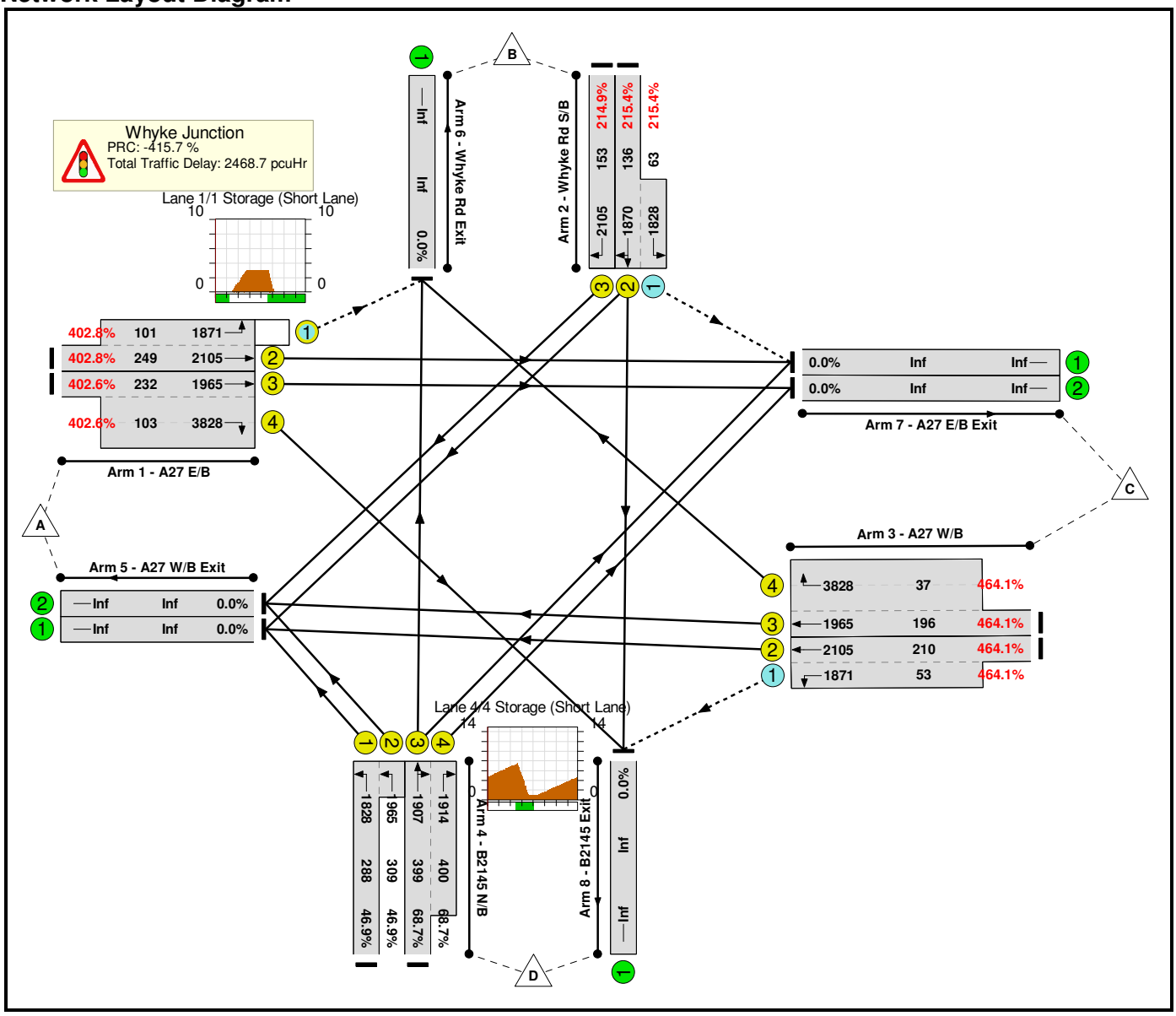
Total Delay for Signalled Lanes (pcuHr): 2274.41
Total Delay Over All Lanes(pcuHr): 2274.41

Cycle Time (s): 110

Basic Results Summary

Scenario 6: '2031 SE PM 'J'' (FG2: '2031 SE PM Peak', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**464.1%**	**42**	**176**	**0**	**2468.7**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.1%**	**42**	**176**	**0**	**2468.7**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1408	2105:1871	249+101	402.8 : 402.8%	0	101	0	605.4 (433.9+171.5)	1548.0 (1558.9:1520.9)	624.1
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1349	1965:3828	232+103	402.6 : 402.6%	-	-	-	579.8 (404.9+174.9)	1547.2 (1558.8:1521.1)	595.6
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	429	1870:1828	136+63	215.4 : 215.4%	26	37	0	133.7 (92.8+40.9)	1121.7 (1140.0:1082.3)	152.3
2/3	Whyke Rd S/B Right	U	E		1	7	-	329	2105	153	214.9%	-	-	-	104.4	1142.0	109.4
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1224	2105:1871	210+53	464.1 : 464.1%	15	38	0	547.7 (441.1+106.6)	1610.8 (1625.2:1553.9)	581.2
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1085	1965:3828	196+37	464.1 : 464.1%	-	-	-	487.8 (411.8+76.0)	1618.4 (1625.4:1581.6)	502.1
4/1+4/2	B2145 N/B Left	U	G		1	30	-	280	1828:1965	288+309	46.9 : 46.9%	-	-	-	2.9 (1.4+1.5)	36.8 (36.8:36.8)	5.3
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	549	1907:1914	399+400	68.7 : 68.7%	-	-	-	7.2 (3.6+3.6)	47.3 (47.3:47.3)	8.8

C1 - Whyke

PRC for Signalled Lanes (%): -415.7
PRC Over All Lanes (%): -415.7

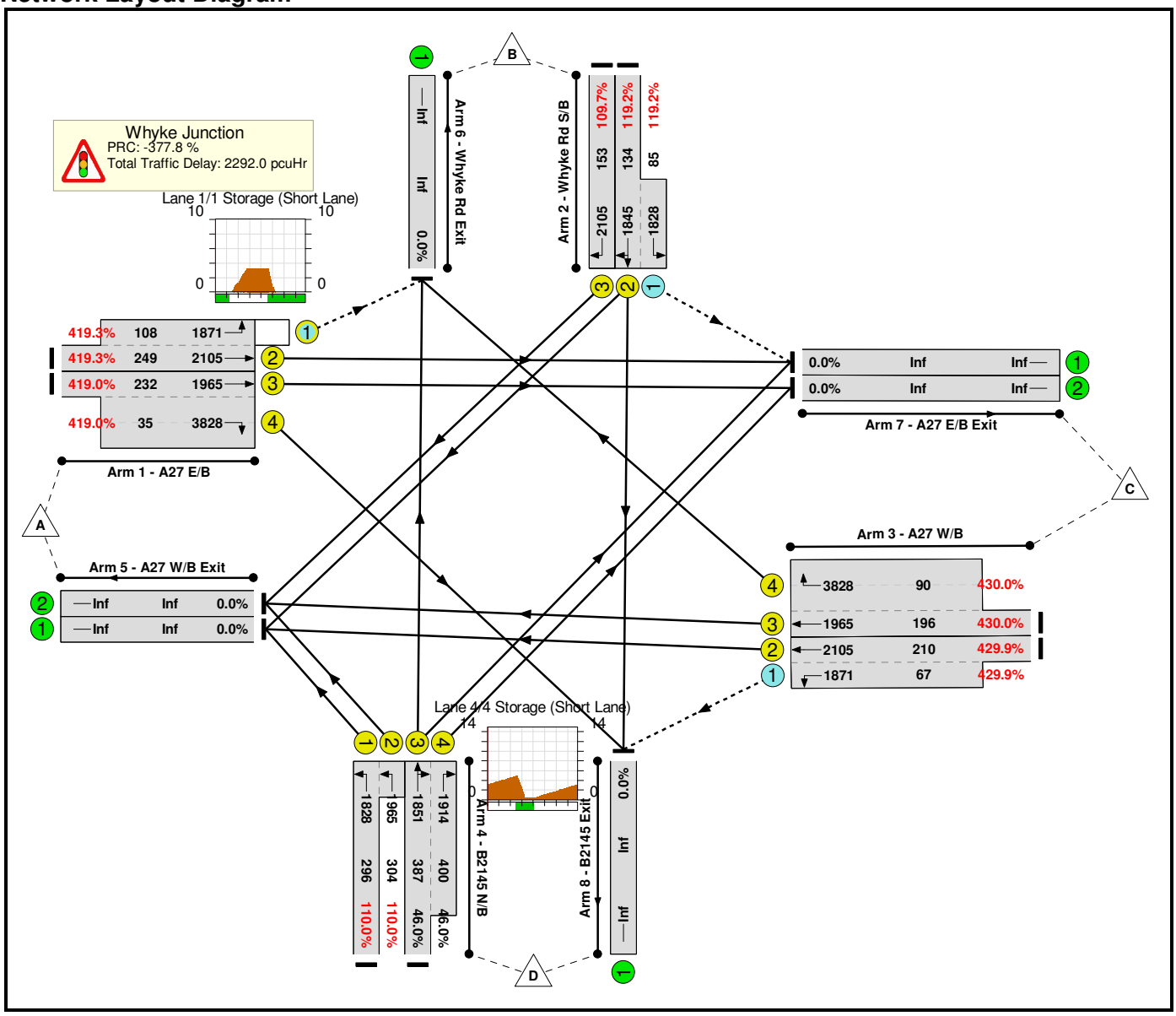
Total Delay for Signalled Lanes (pcuHr): 2468.75
Total Delay Over All Lanes(pcuHr): 2468.75

Cycle Time (s): 110

Basic Results Summary

Scenario 9: '2031 Max SE AM 'J'' (FG3: '2031 Max SE AM Peak', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**209**	**0**	**2292.0**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**209**	**0**	**2292.0**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1496	2105:1871	249+108	419.3 : 419.3%	0	108	0	651.3 (457.3+194.0)	1567.3 (1578.4:1541.9)	671.2
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1119	1965:3828	232+35	419.0 : 419.0%	-	-	-	489.2 (426.7+62.5)	1573.8 (1578.6:1542.1)	504.0
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	261	1845:1828	134+85	119.2 : 119.2%	33	52	0	27.7 (18.4+9.3)	381.5 (413.0:331.6)	30.7
2/3	Whyke Rd S/B Right	U	E		1	7	-	168	2105	153	109.7%	-	-	-	14.5	310.7	17.1
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1192	2105:1871	210+67	429.9 : 429.9%	18	49	0	520.6 (399.9+120.7)	1572.4 (1590.9:1514.0)	554.4
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1233	1965:3828	196+90	430.0 : 430.0%	-	-	-	539.8 (373.4+166.4)	1576.1 (1590.9:1543.9)	554.5
4/1+4/2	B2145 N/B Left	U	G		1	30	-	660	1828:1965	296+304	110.0 : 110.0%	-	-	-	44.7 (22.1+22.6)	243.6 (243.6:243.6)	55.1
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	362	1851:1914	387+400	46.0 : 46.0%	-	-	-	4.3 (2.1+2.2)	42.3 (42.3:42.3)	5.3

C1 - Whyke

PRC for Signalled Lanes (%): -377.8
PRC Over All Lanes (%): -377.8

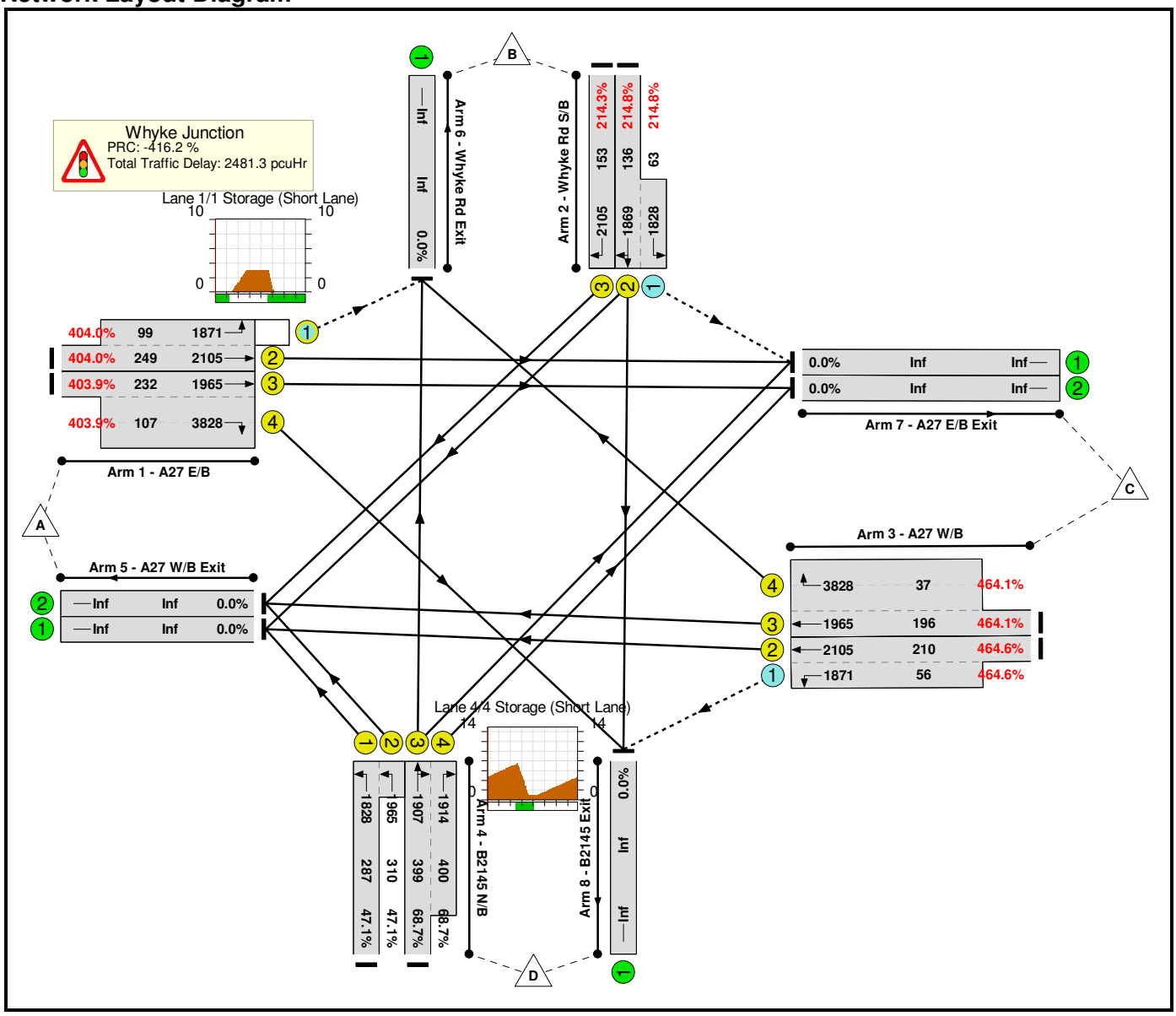
Total Delay for Signalled Lanes (pcuHr): 2292.04
Total Delay Over All Lanes(pcuHr): 2292.04

Cycle Time (s): 110

Basic Results Summary

Scenario 12: '2031 Max SE PM 'J'' (FG4: '2031 Max SE PM Peak', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**464.6%**	**42**	**176**	**0**	**2481.3**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.6%**	**42**	**176**	**0**	**2481.3**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1406	2105:1871	249+99	404.0 : 404.0%	0	99	0	605.2 (435.6+169.6)	1549.6 (1560.4:1522.5)	623.9
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1369	1965:3828	232+107	403.9 : 403.9%	-	-	-	588.9 (406.6+182.3)	1548.5 (1560.4:1522.8)	604.9
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	428	1869:1828	136+63	214.8 : 214.8%	27	37	0	133.0 (92.2+40.8)	1118.9 (1137.3:1079.4)	151.5
2/3	Whyke Rd S/B Right	U	E		1	7	-	328	2105	153	214.3%	-	-	-	103.8	1139.2	108.8
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1237	2105:1871	210+56	464.6 : 464.6%	16	40	0	553.4 (441.6+111.8)	1610.7 (1625.6:1554.4)	587.3
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1083	1965:3828	196+37	464.1 : 464.1%	-	-	-	486.9 (411.8+75.1)	1618.5 (1625.4:1581.6)	501.2
4/1+4/2	B2145 N/B Left	U	G		1	30	-	281	1828:1965	287+310	47.1 : 47.1%	-	-	-	2.9 (1.4+1.5)	36.8 (36.8:36.8)	5.4
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	549	1907:1914	399+400	68.7 : 68.7%	-	-	-	7.2 (3.6+3.6)	47.3 (47.3:47.3)	8.8

C1 - Whyke

PRC for Signalled Lanes (%): -416.2
PRC Over All Lanes (%): -416.2

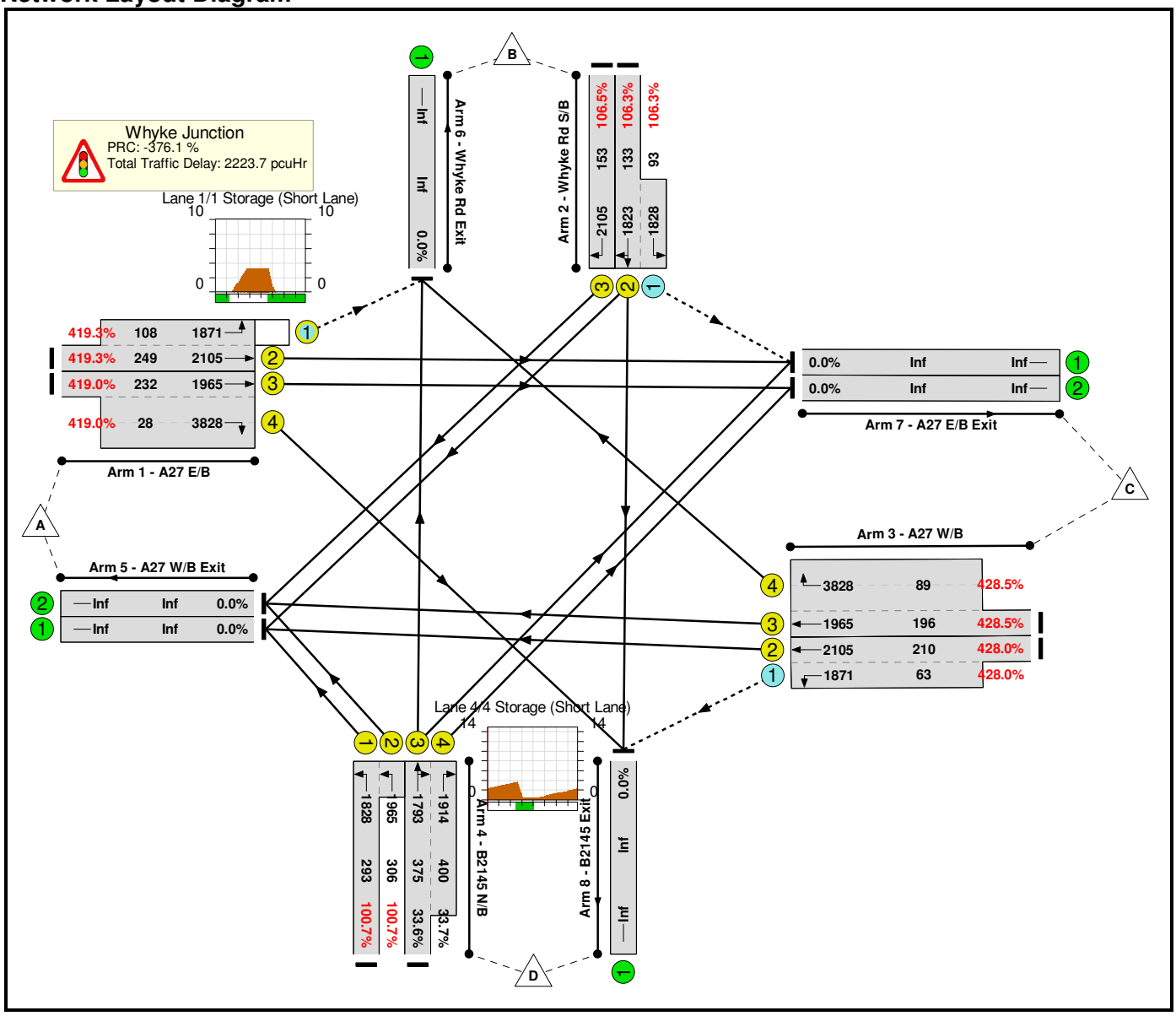
Total Delay for Signalled Lanes (pcuHr): 2481.32
Total Delay Over All Lanes(pcuHr): 2481.32

Cycle Time (s): 110

Basic Results Summary

Scenario 15: '2031 SE AM_No Pagham Devs 'J'' (FG5: '2031 SE AM Peak_No Pagham Dev', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**220**	**0**	**2223.7**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**220**	**0**	**2223.7**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1494	2105:1871	249+108	419.3 : 419.3%	0	108	0	650.5 (457.3+193.2)	1567.4 (1578.4:1541.9)	670.3
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1089	1965:3828	232+28	419.0 : 419.0%	-	-	-	476.4 (426.7+49.7)	1574.8 (1578.7:1542.2)	491.0
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	240	1823:1828	133+93	106.3 : 106.3%	32	67	0	14.6 (9.6+5.0)	218.4 (244.0:182.0)	16.7
2/3	Whyke Rd S/B Right	U	E		1	7	-	163	2105	153	106.5%	-	-	-	12.2	270.4	14.8
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1172	2105:1871	210+63	428.0 : 428.0%	17	46	0	511.4 (397.7+113.8)	1571.0 (1588.8:1511.6)	544.5
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1225	1965:3828	196+89	428.5 : 428.5%	-	-	-	535.8 (371.7+164.1)	1574.5 (1589.3:1542.1)	550.3
4/1+4/2	B2145 N/B Left	U	G		1	30	-	603	1828:1965	293+306	100.7 : 100.7%	-	-	-	19.9 (9.7+10.2)	118.9 (118.9:118.9)	29.9
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	261	1793:1914	375+400	33.6 : 33.7%	-	-	-	2.9 (1.4+1.5)	40.5 (40.5:40.5)	3.7

C1 - Whyke

PRC for Signalled Lanes (%): -376.1
PRC Over All Lanes (%): -376.1

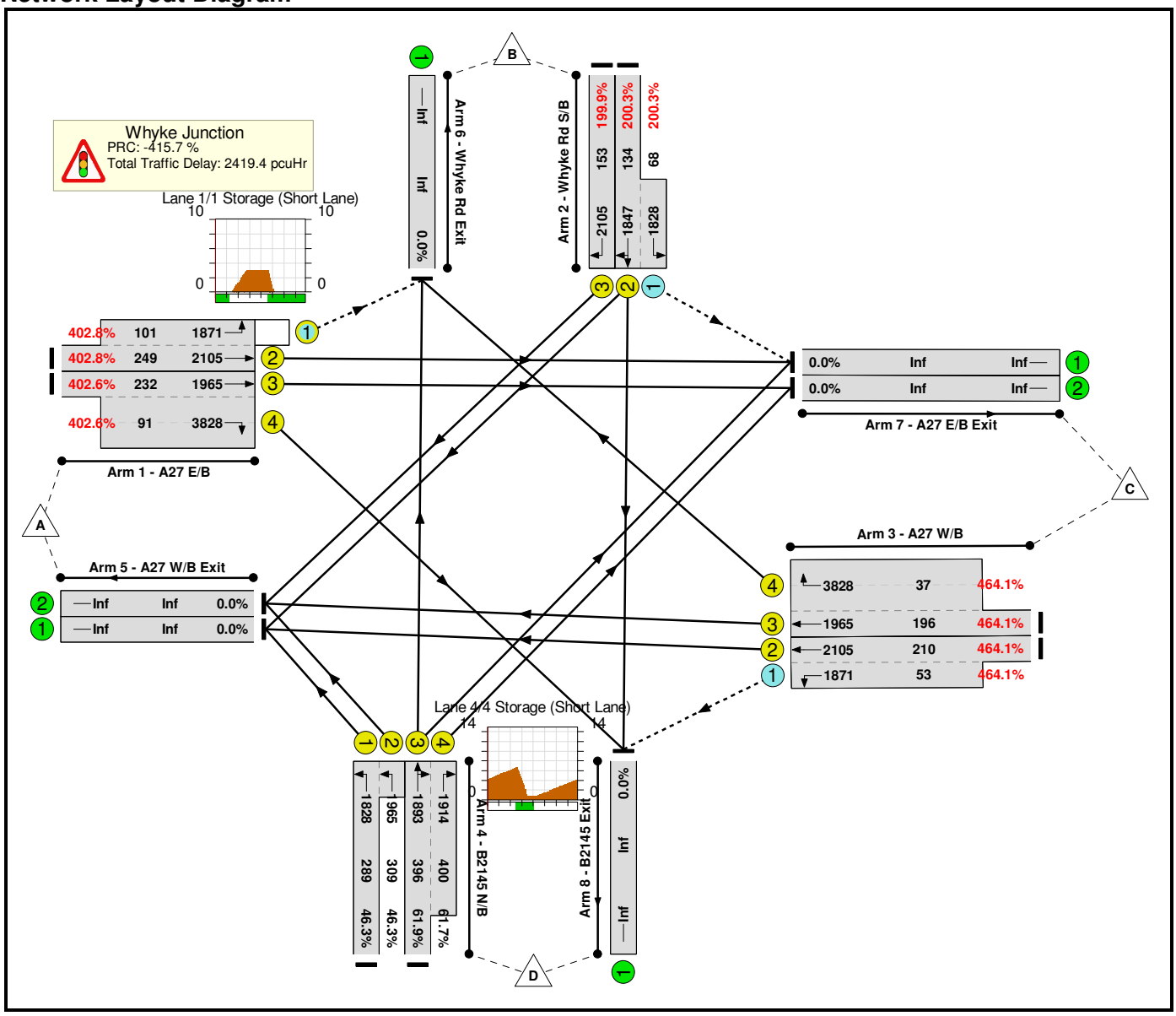
Total Delay for Signalled Lanes (pcuHr): 2223.69
Total Delay Over All Lanes(pcuHr): 2223.69

Cycle Time (s): 110

Basic Results Summary

Scenario 18: '2031 SE PM_No Pagham Devs 'J'' (FG6: '2031 SE PM Peak_No Pagham Dev', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**464.1%**	**44**	**177**	**0**	**2419.4**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.1%**	**44**	**177**	**0**	**2419.4**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1408	2105:1871	249+101	402.8 : 402.8%	0	101	0	605.4 (433.9+171.5)	1548.0 (1558.9:1520.9)	624.1
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1303	1965:3828	232+91	402.6 : 402.6%	-	-	-	560.4 (404.9+155.5)	1548.2 (1558.9:1521.1)	575.9
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	405	1847:1828	134+68	200.3 : 200.3%	29	39	0	118.0 (79.9+38.0)	1048.8 (1069.8:1007.2)	130.2
2/3	Whyke Rd S/B Right	U	E		1	7	-	306	2105	153	199.9%	-	-	-	91.2	1072.8	95.9
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1224	2105:1871	210+53	464.1 : 464.1%	15	38	0	547.7 (441.1+106.6)	1610.8 (1625.2:1553.9)	581.2
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1085	1965:3828	196+37	464.1 : 464.1%	-	-	-	487.8 (411.8+76.0)	1618.4 (1625.4:1581.6)	502.1
4/1+4/2	B2145 N/B Left	U	G		1	30	-	277	1828:1965	289+309	46.3 : 46.3%	-	-	-	2.8 (1.4+1.5)	36.7 (36.7:36.6)	5.2
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	492	1893:1914	396+400	61.9 : 61.7%	-	-	-	6.2 (3.1+3.1)	45.4 (45.4:45.4)	7.6

C1 - Whyke

PRC for Signalled Lanes (%): -415.7
PRC Over All Lanes (%): -415.7

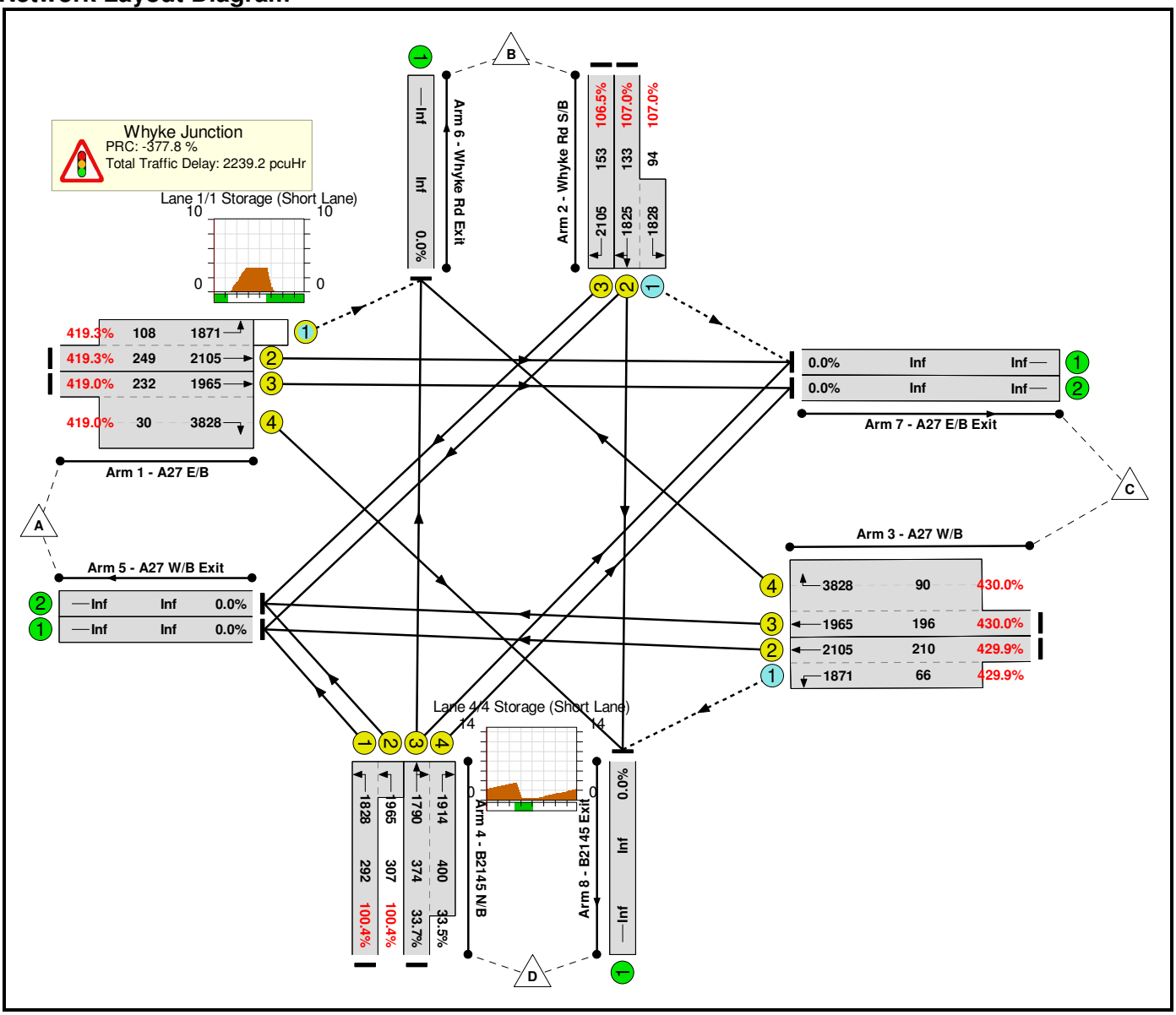
Total Delay for Signalled Lanes (pcuHr): 2419.42
Total Delay Over All Lanes(pcuHr): 2419.42

Cycle Time (s): 110

Basic Results Summary

Scenario 21: '2031 Max SE AM_No Pagham Dev 'J'' (FG7: '2031 Max SE AM Peak_No Pagham Dev', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**224**	**0**	**2239.2**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**224**	**0**	**2239.2**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1496	2105:1871	249+108	419.3 : 419.3%	0	108	0	651.3 (457.3+194.0)	1567.3 (1578.4:1541.9)	671.2
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1097	1965:3828	232+30	419.0 : 419.0%	-	-	-	479.8 (426.7+53.1)	1574.5 (1578.6:1542.1)	494.5
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	243	1825:1828	133+94	107.0 : 107.0%	33	68	0	15.2 (9.9+5.3)	225.5 (251.8:188.6)	17.4
2/3	Whyke Rd S/B Right	U	E		1	7	-	163	2105	153	106.5%	-	-	-	12.2	270.4	14.8
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1187	2105:1871	210+66	429.9 : 429.9%	18	48	0	518.5 (399.9+118.6)	1572.6 (1590.9:1514.0)	552.2
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1233	1965:3828	196+90	430.0 : 430.0%	-	-	-	539.8 (373.4+166.4)	1576.1 (1590.9:1543.9)	554.5
4/1+4/2	B2145 N/B Left	U	G		1	30	-	601	1828:1965	292+307	100.4 : 100.4%	-	-	-	19.4 (9.4+9.9)	116.0 (116.0:116.0)	29.3
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	260	1790:1914	374+400	33.7 : 33.5%	-	-	-	2.9 (1.4+1.5)	40.5 (40.5:40.5)	3.7

C1 - Whyke

PRC for Signalled Lanes (%): -377.8
PRC Over All Lanes (%): -377.8

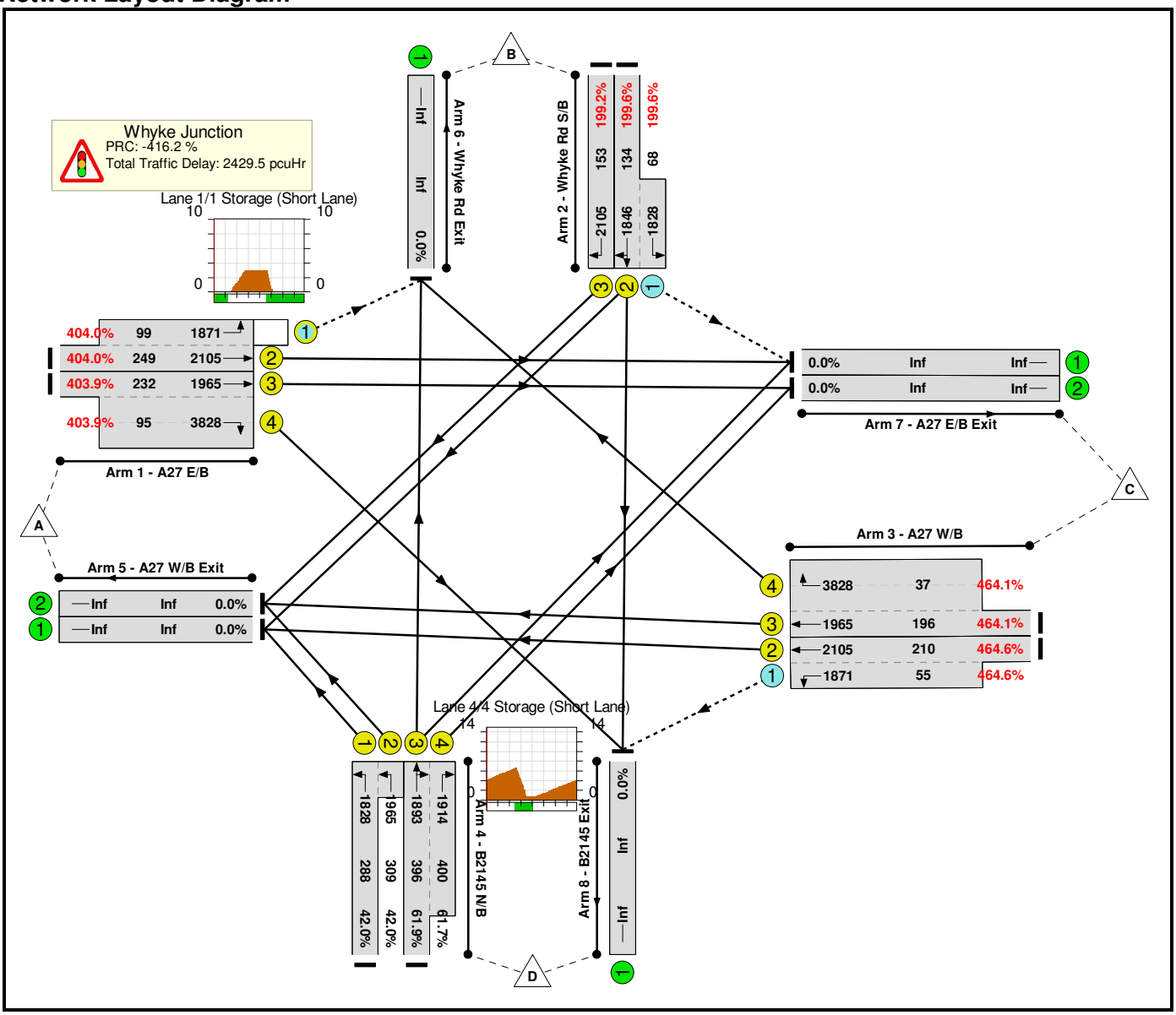
Total Delay for Signalled Lanes (pcuHr): 2239.21
Total Delay Over All Lanes(pcuHr): 2239.21

Cycle Time (s): 110

Basic Results Summary

Scenario 24: '2031 Max SE PM_No Pagham dev 'J" (FG8: '2031 Max SE PM Peak_No Pagham Dev', Plan 2: 'J Called')

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	-	-	-		-	-	-	-	-	-	**464.6%**	**45**	**177**	**0**	**2429.5**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.6%**	**45**	**177**	**0**	**2429.5**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1406	2105:1871	249+99	404.0 : 404.0%	0	99	0	605.2 (435.6+169.6)	1549.6 (1560.4:1522.5)	623.9
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1323	1965:3828	232+95	403.9 : 403.9%	-	-	-	569.4 (406.6+162.9)	1549.5 (1560.4:1522.8)	585.2
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	404	1846:1828	134+68	199.6 : 199.6%	30	39	0	117.3 (79.4+37.9)	1045.5 (1066.7:1003.8)	129.6
2/3	Whyke Rd S/B Right	U	E		1	7	-	305	2105	153	199.2%	-	-	-	90.6	1069.5	95.3
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1232	2105:1871	210+55	464.6 : 464.6%	15	39	0	551.3 (441.6+109.7)	1610.9 (1625.6:1554.4)	585.0
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1083	1965:3828	196+37	464.1 : 464.1%	-	-	-	486.9 (411.8+75.1)	1618.5 (1625.4:1581.6)	501.2
4/1+4/2	B2145 N/B Left	U	G		1	30	-	251	1828:1965	288+309	42.0 : 42.0%	-	-	-	2.5 (1.2+1.3)	35.9 (35.9:35.9)	4.4
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	492	1893:1914	396+400	61.9 : 61.7%	-	-	-	6.2 (3.1+3.1)	45.4 (45.4:45.4)	7.6

C1 - Whyke

PRC for Signalled Lanes (%): -416.2
PRC Over All Lanes (%): -416.2

Total Delay for Signalled Lanes (pcuHr): 2429.46
Total Delay Over All Lanes(pcuHr): 2429.46

Cycle Time (s): 110

APPENDIX C - Proposed Layout LINSIG Output

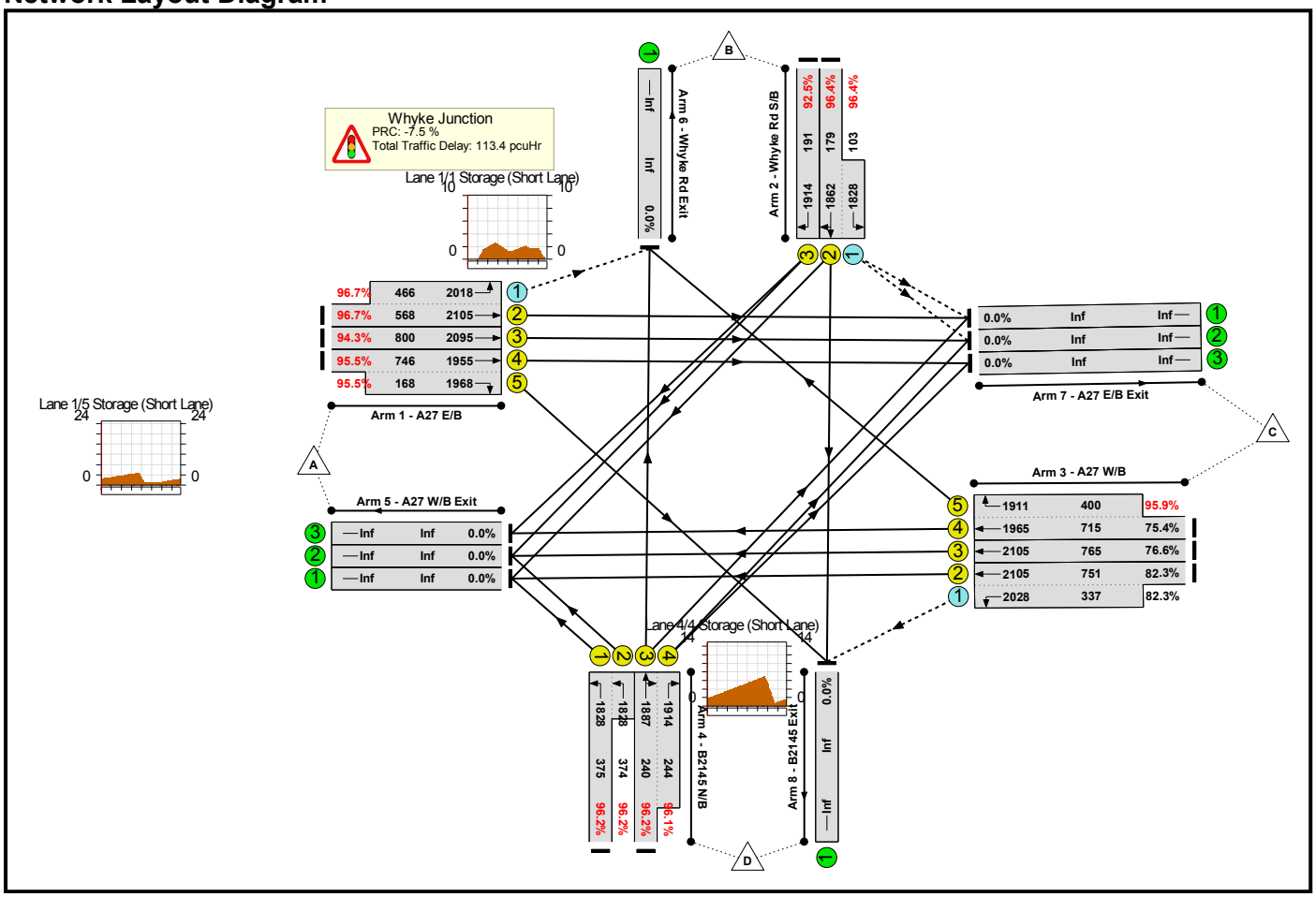
Basic Results Summary

User and Project Details

Project:	JNY8840 Hook Lane, Pagham
Title:	A27 Whyke Hill Junction - RPS Proposed Improvements- JNY8840/19A
Location:	Chichester, West Sussex
File name:	Whyke Hill - Amended RPS Model 10-8-17_With footbridge.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 5: '2031 SE AM_+ Pagham Devs - Road Only' (FG5: '2031 SE AM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**96.7%**	-	-	**113.4**
Whyke Junction	-	-	**96.7%**	-	-	**113.4**
1/2+1/1	A27 E/B Left Ahead	U+O	96.7 : 96.7%	32.1	55.6 (64.2:45.2)	15.4 (9.8+5.7)
1/3	A27 E/B Ahead	U	94.3%	28.6	63.5	13.3
1/4+1/5	A27 E/B Ahead Right	U	95.5 : 95.5%	28.9	65.8 (65.0:69.4)	16.0 (12.9+3.1)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	96.4 : 96.4%	11.4	114.9 (129.9:88.8)	8.7 (6.2+2.4)
2/3	Whyke Rd S/B Right	U	92.5%	9.3	129.7	6.4
3/2+3/1	A27 W/B Ahead Left	U+O	82.3 : 82.3%	19.3	30.9 (40.7:9.1)	7.7 (7.0+0.7)
3/3	A27 W/B Ahead	U	76.6%	17.4	40.7	6.6
3/4+3/5	A27 W/B Ahead Right	U	75.4 : 95.9%	16.7	45.0 (39.8:52.2)	11.5 (6.0+5.6)
4/1+4/2	B2145 N/B Left	U	96.2 : 96.2%	26.4	72.7 (72.7:72.7)	14.6 (7.3+7.3)
4/3+4/4	B2145 N/B Ahead Right	U	96.2 : 96.1%	14.2	102.5 (102.5:102.4)	13.2 (6.6+6.7)

C1 - Whyke

PRC for Signalled Lanes (%): -7.5
PRC Over All Lanes (%): -7.5

Total Delay for Signalled Lanes (pcuHr): 113.38
Total Delay Over All Lanes(pcuHr): 113.38

Cycle Time (s): 110

Basic Results Summary

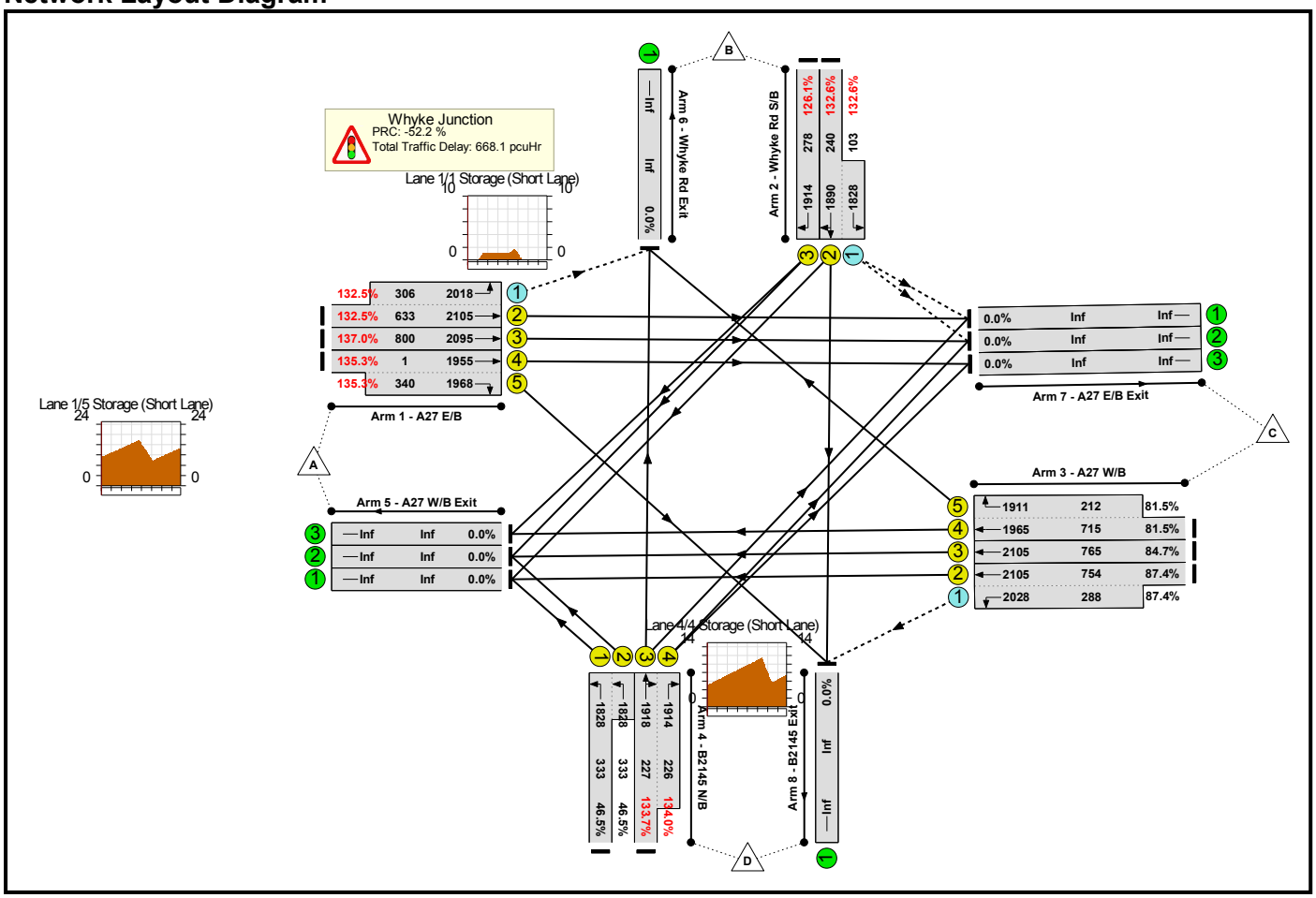
Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	451	2016	160	2627
	B	273	0	99	77	449
	C	1743	383	0	277	2403
	D	721	135	330	0	1186
	Tot.	2737	969	2445	514	6665

Scenario 6: '2031 SE PM_+ Pagham Devs - Road Only' (FG6: '2031 SE PM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**137.0%**	-	-	**668.1**
Whyke Junction	-	-	**137.0%**	-	-	**668.1**
1/2+1/1	A27 E/B Left Ahead	U+O	132.5 : 132.5%	247.9	520.4 (527.3:506.3)	180.0 (122.9+57.1)
1/3	A27 E/B Ahead	U	137.0%	192.4	578.3	176.1
1/4+1/5	A27 E/B Ahead Right	U	135.3 : 135.3%	79.9	570.8 (505.7:571.1)	73.3 (0.3+73.0)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	132.6 : 132.6%	86.1	545.2 (557.5:516.6)	68.8 (49.2+19.5)
2/3	Whyke Rd S/B Right	U	126.1%	53.4	489.3	47.7
3/2+3/1	A27 W/B Ahead Left	U+O	87.4 : 87.4%	21.8	36.5 (45.4:13.0)	9.2 (8.3+0.9)
3/3	A27 W/B Ahead	U	84.7%	20.8	46.8	8.4
3/4+3/5	A27 W/B Ahead Right	U	81.5 : 81.5%	18.1	44.1 (41.9:51.6)	9.2 (6.8+2.5)
4/1+4/2	B2145 N/B Left	U	46.5 : 46.5%	4.6	33.8 (33.8:33.8)	2.9 (1.5+1.5)
4/3+4/4	B2145 N/B Ahead Right	U	133.7 : 134.0%	90.1	549.4 (547.9:550.9)	92.5 (46.1+46.4)

C1 - Whyke

PRC for Signalled Lanes (%): -52.2
PRC Over All Lanes (%): -52.2

Total Delay for Signalled Lanes (pcuHr): 668.06
Total Delay Over All Lanes(pcuHr): 668.06

Cycle Time (s): 110

Basic Results Summary

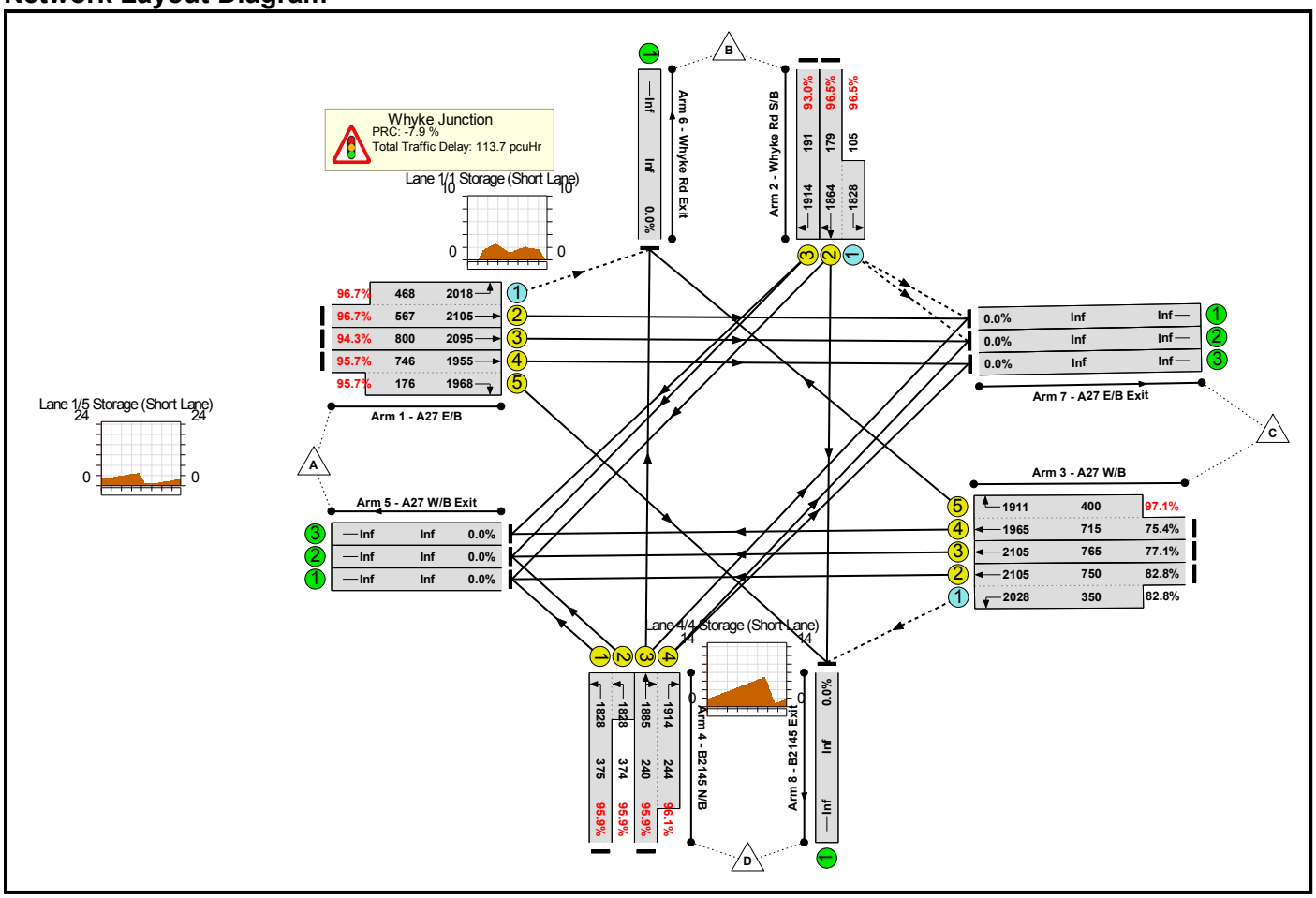
Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	406	1937	460	2803
	B	478	0	136	191	805
	C	1889	173	0	252	2314
	D	310	228	378	0	916
	Tot.	2677	807	2451	903	6838

Scenario 7: '2031 Max SE AM_+ Pagham Dev - Road Only' (FG7: '2031 Max SE AM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**97.1%**	-	-	**113.7**
Whyke Junction	-	-	**97.1%**	-	-	**113.7**
1/2+1/1	A27 E/B Left Ahead	U+O	96.7 : 96.7%	32.0	55.4 (64.0:45.1)	15.4 (9.7+5.7)
1/3	A27 E/B Ahead	U	94.3%	28.6	63.5	13.3
1/4+1/5	A27 E/B Ahead Right	U	95.7 : 95.7%	29.1	66.2 (65.3:69.8)	16.2 (13.0+3.3)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	96.5 : 96.5%	11.4	114.5 (129.7:88.6)	8.7 (6.2+2.5)
2/3	Whyke Rd S/B Right	U	93.0%	9.5	132.3	6.5
3/2+3/1	A27 W/B Ahead Left	U+O	82.8 : 82.8%	19.4	30.8 (40.9:9.3)	7.8 (7.0+0.7)
3/3	A27 W/B Ahead	U	77.1%	17.5	41.0	6.7
3/4+3/5	A27 W/B Ahead Right	U	75.4 : 97.1%	16.8	45.3 (40.1:52.5)	11.7 (6.0+5.7)
4/1+4/2	B2145 N/B Left	U	95.9 : 95.9%	25.9	71.4 (71.4:71.4)	14.3 (7.1+7.1)
4/3+4/4	B2145 N/B Ahead Right	U	95.9 : 96.1%	14.0	101.6 (101.6:101.6)	13.1 (6.5+6.6)

C1 - Whyke

PRC for Signalled Lanes (%): -7.9
PRC Over All Lanes (%): -7.9

Total Delay for Signalled Lanes (pcuHr): 113.72
Total Delay Over All Lanes(pcuHr): 113.72

Cycle Time (s): 110

Basic Results Summary

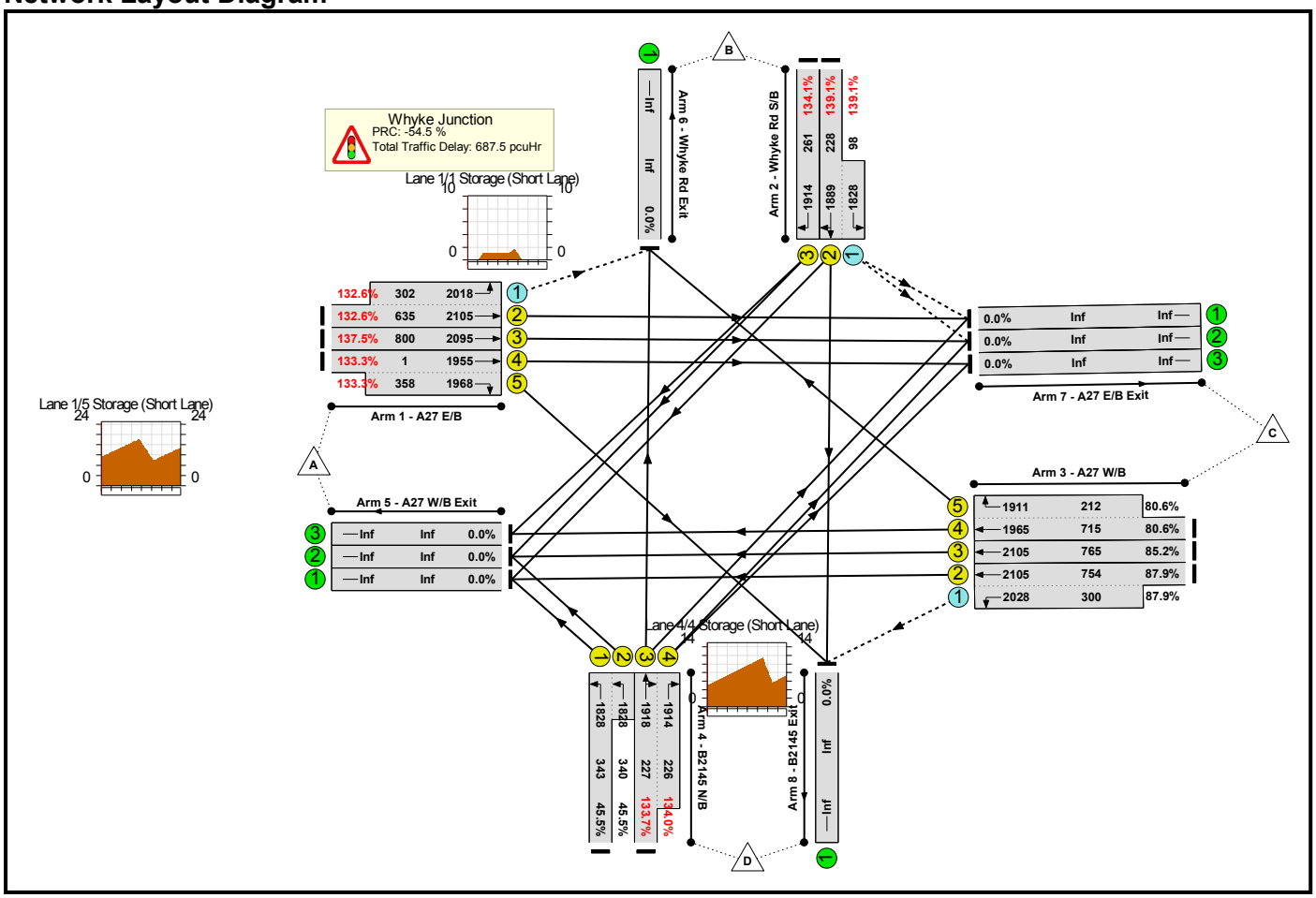
Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	453	2016	168	2637
	B	272	0	101	79	452
	C	1750	388	0	290	2428
	D	719	133	331	0	1183
	Tot.	2741	974	2448	537	6700

Scenario 8: '2031 Max SE PM_+ Pagham dev - Road Only' (FG8: '2031 Max SE PM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**139.1%**	-	-	**687.5**
Whyke Junction	-	-	**139.1%**	-	-	**687.5**
1/2+1/1	A27 E/B Left Ahead	U+O	132.6 : 132.6%	248.2	521.5 (528.3:507.3)	180.1 (123.6+56.5)
1/3	A27 E/B Ahead	U	137.5%	194.6	583.5	178.3
1/4+1/5	A27 E/B Ahead Right	U	133.3 : 133.3%	79.9	548.6 (485.7:548.7)	72.8 (0.1+72.7)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	139.1 : 139.1%	94.1	615.4 (627.9:586.3)	77.4 (55.3+22.2)
2/3	Whyke Rd S/B Right	U	134.1%	62.2	581.8	56.6
3/2+3/1	A27 W/B Ahead Left	U+O	87.9 : 87.9%	22.2	36.6 (45.8:13.3)	9.4 (8.4+1.0)
3/3	A27 W/B Ahead	U	85.2%	21.0	47.4	8.6
3/4+3/5	A27 W/B Ahead Right	U	80.6 : 80.6%	17.9	43.4 (41.3:50.2)	9.0 (6.6+2.4)
4/1+4/2	B2145 N/B Left	U	45.5 : 45.5%	4.5	32.8 (32.8:32.8)	2.8 (1.4+1.4)
4/3+4/4	B2145 N/B Ahead Right	U	133.7 : 134.0%	90.1	549.2 (547.7:550.7)	92.4 (46.1+46.3)

C1 - Whyke

PRC for Signalled Lanes (%): -54.5
PRC Over All Lanes (%): -54.5

Total Delay for Signalled Lanes (pcuHr): 687.48
Total Delay Over All Lanes(pcuHr): 687.48

Cycle Time (s): 110

Basic Results Summary

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	401	1943	477	2821
	B	478	0	136	189	803
	C	1890	171	0	264	2325
	D	311	228	378	0	917
	Tot.	2679	800	2457	930	6866

APPENDIX D – TEMPRO OUTPUT

ARUN DISTRICT COUNCIL P/6/17/OUT

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2031
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes

Assumptions applied = +150 houses, Jobs remains unchanged.

Level	Area	Local Growth Figure
County	West Sussex	1.165639
Authority	Arun	1.167535
E02006560	Arun 019	1.108889

ARUN DISTRICT COUNCIL P/6/17/OUT

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2031
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Level	Area	Local Growth Figure
County	West Sussex	1.165536
Authority	Arun	1.167433
E02006560	Arun 019	1.179377

ARUN DISTRICT COUNCIL P/6/17/OUT

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2031
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes

Assumptions applied = amending housing to +150. Jobs remains unchanged

Level	Area	Local Growth Figure
County	West Sussex	1.164818
Authority	Arun	1.167228
E02006560	Arun 019	1.100123

ARUN DISTRICT COUNCIL P/6/17/OUT

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2031
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Level	Area	Local Growth Figure
County	West Sussex	1.164716
Authority	Arun	1.167176
E02006560	Arun 019	1.181325

APPENDIX E – PROPOSED 2031 TRAFFIC FLOWS AND SATURN FLOWS

2031 CATM Chichester Local Plan Max SE with Link Road Scenario with mitigation

AM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	73	7	0	80
B2166 Lagness Road (E)	0	0	5	1218	1223
Mill Lane (S)	19	12	0	41	72
B2166 North Mundham (W)	0	344	16	0	360
Total	19	429	28	1259	1735

PM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	606	14	0	620
B2166 Lagness Road (E)	0	0	8	763	771
Mill Lane (S)	6	19	0	24	49
B2166 North Mundham (W)	0	301	14	0	315
Total	6	926	36	787	1755

Note Mill Lane flows have been based on original Traffic surveys

2031 CATM Chichester Local Plan Max SE with Link Road Scenario with mitigation + Pagham Developments

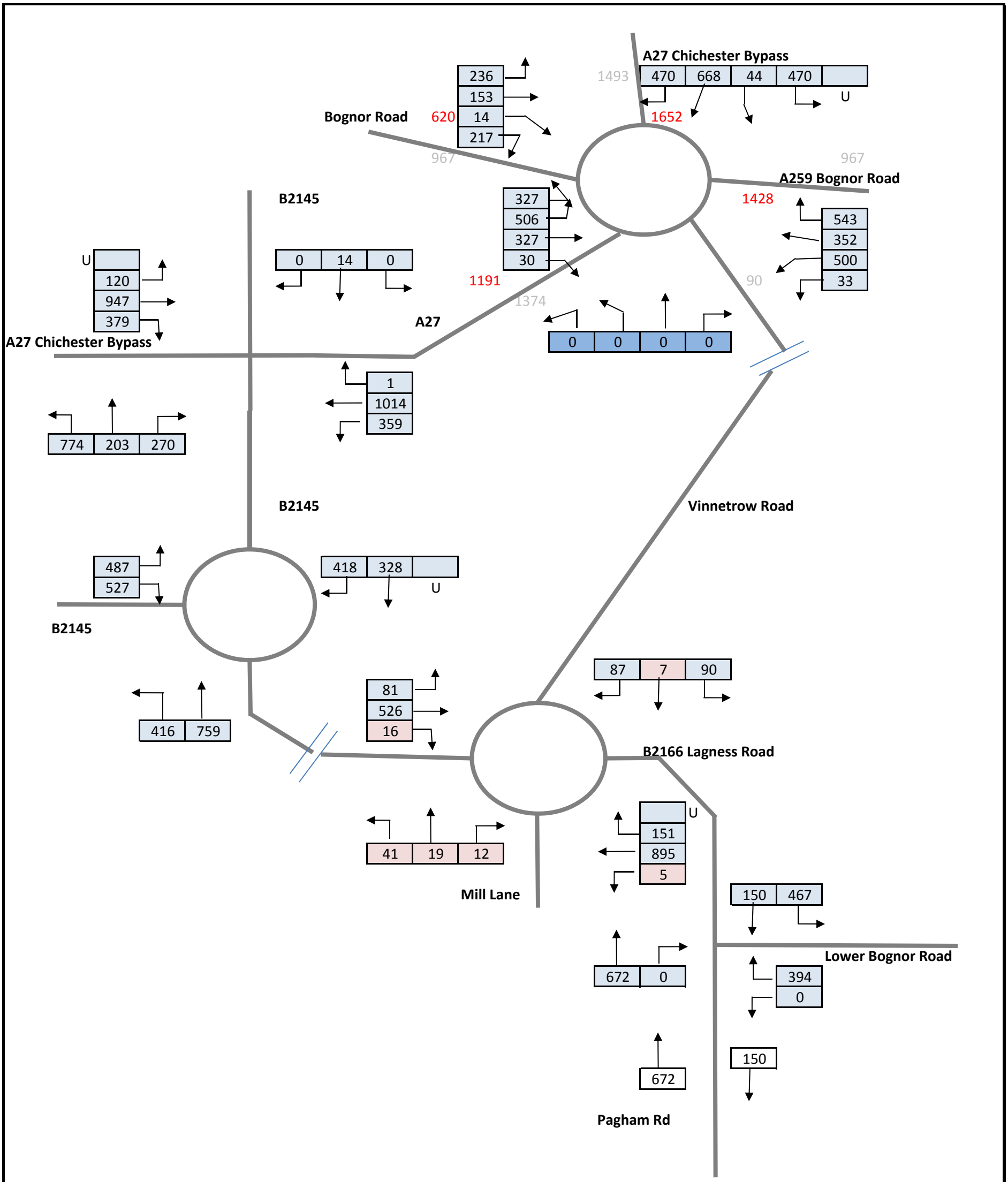
AM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	93	7	0	100
B2166 Lagness Road (E)	0	0	5	1396	1401
Mill Lane (S)	19	12	0	41	72
B2166 North Mundham (W)	0	403	16	0	419
Total	19	508	28	1437	1992

PM peak

From/to	Vinnetrow Road (N)	B2166 Lagness Road (E)	Mill Lane (S)	B2166 North Mundham (W)	Total
Vinnetrow Road (N)	0	646	14	0	660
B2166 Lagness Road (E)	0	0	8	863	871
Mill Lane (S)	6	19	0	24	49
B2166 North Mundham (W)	0	416	14	0	430
Total	6	1081	36	887	2010

Note Mill Lane flows have been based on original Traffic surveys

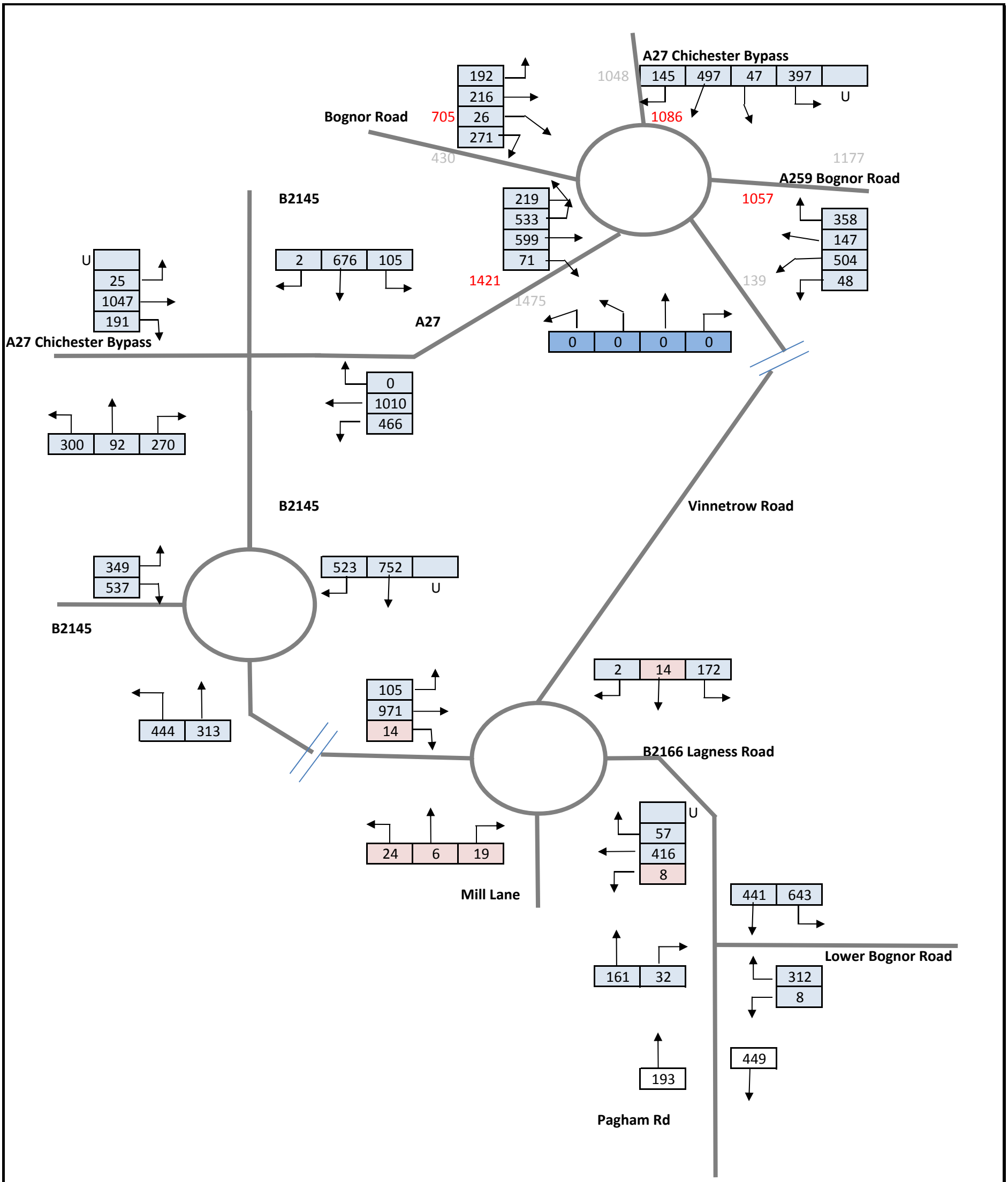


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.195 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031+ All Devs (SATURN FLOWS)
AM Peak - With Mitigation
PCU's

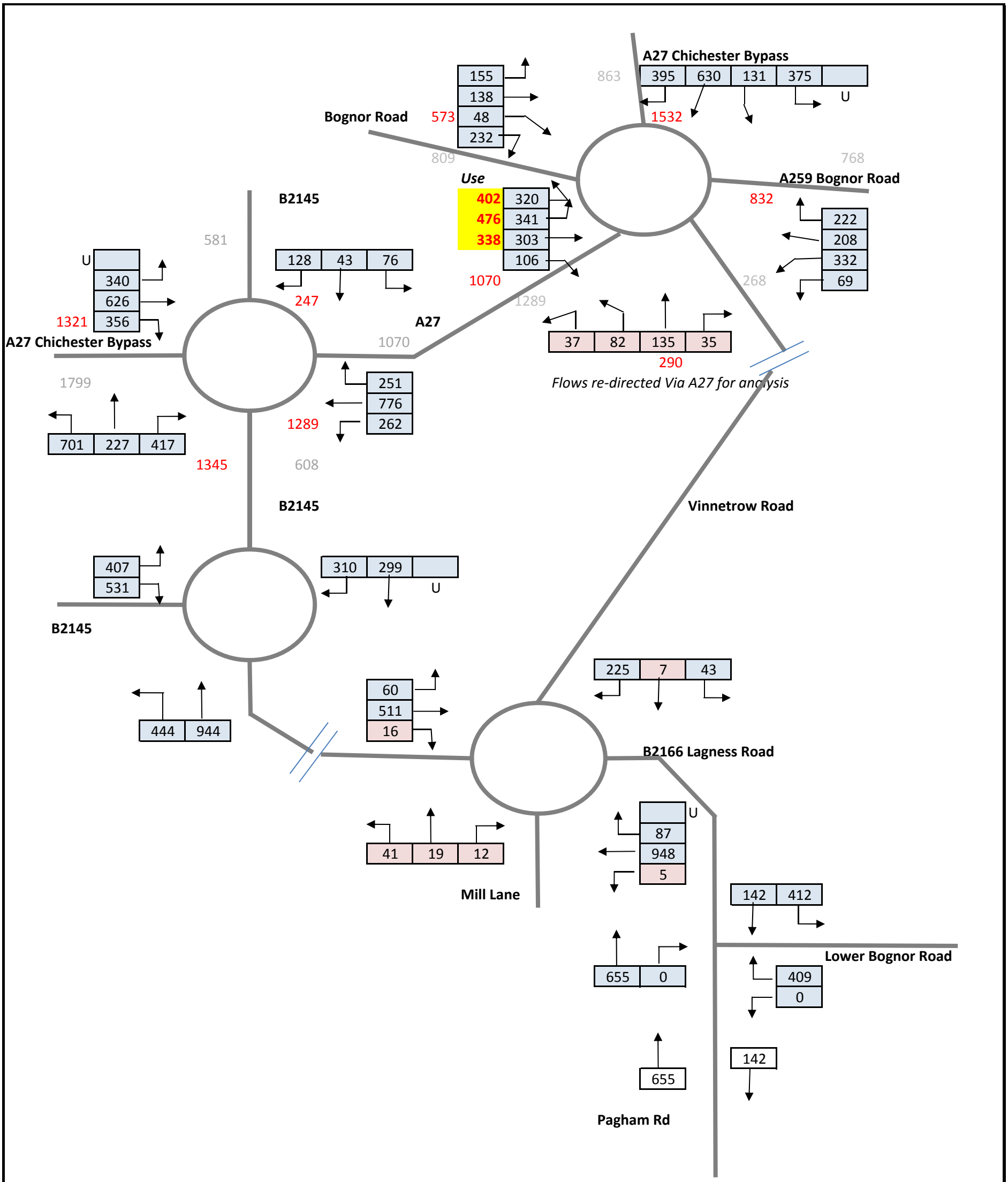


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031+ All Devs (SATURN FLOWS)
PM Peak - With Mitigation
PCU's

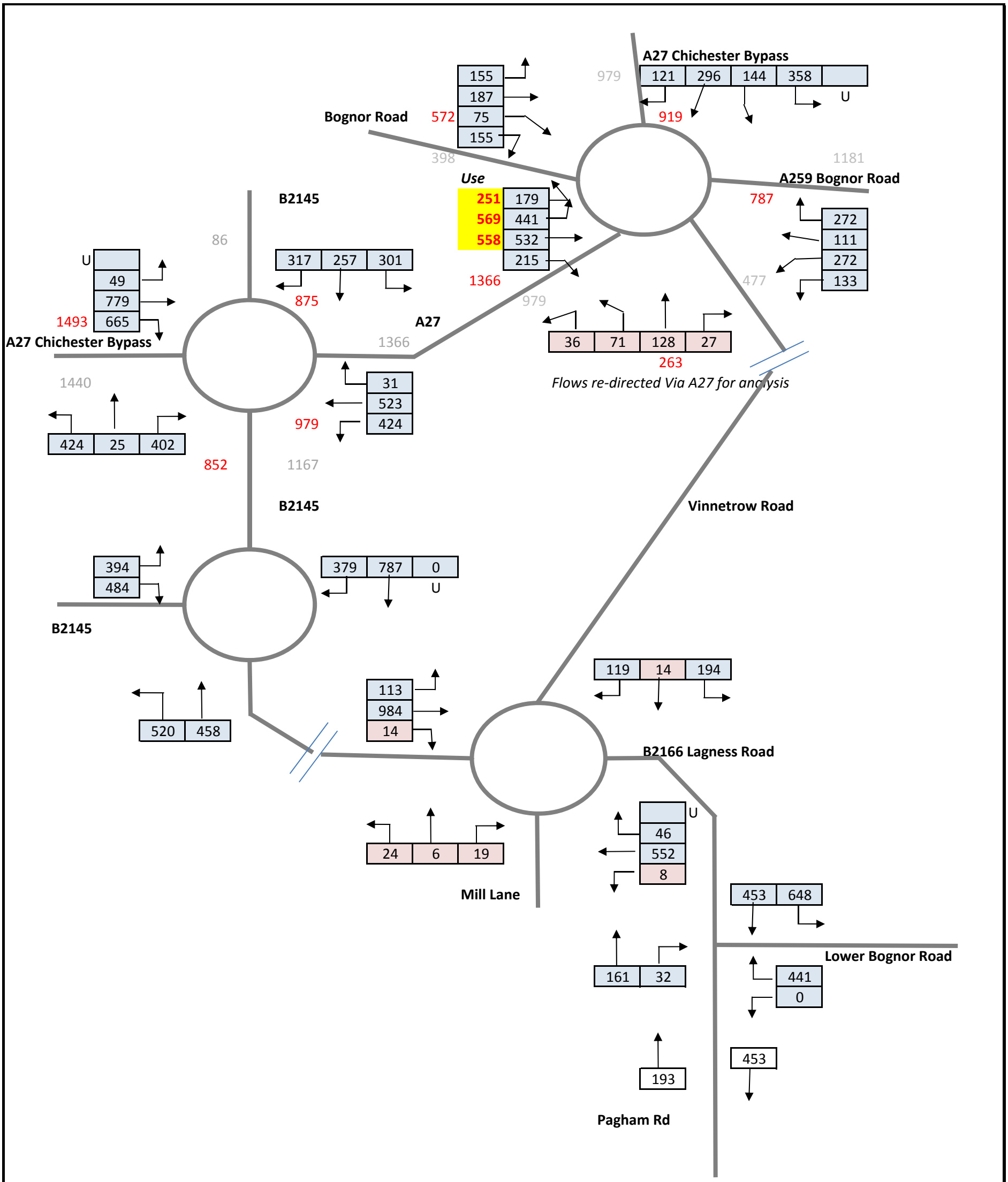


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.195 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031+ All Devs (SATURN FLOWS)
AM Peak - **No Mitigation**
PCU's

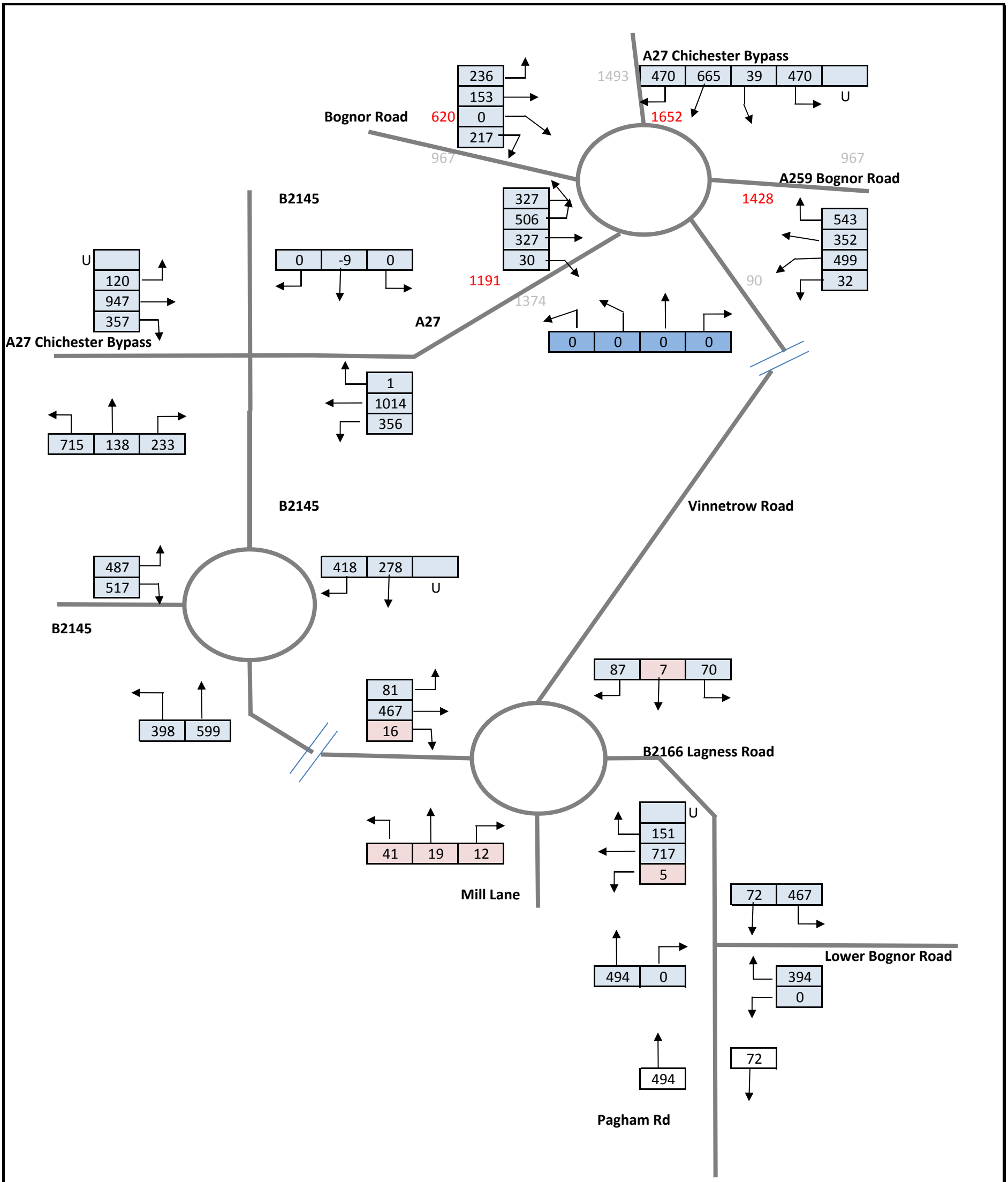


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031+ All Devs (SATURN FLOWS)
PM Peak - **No Mitigation**
PCU's

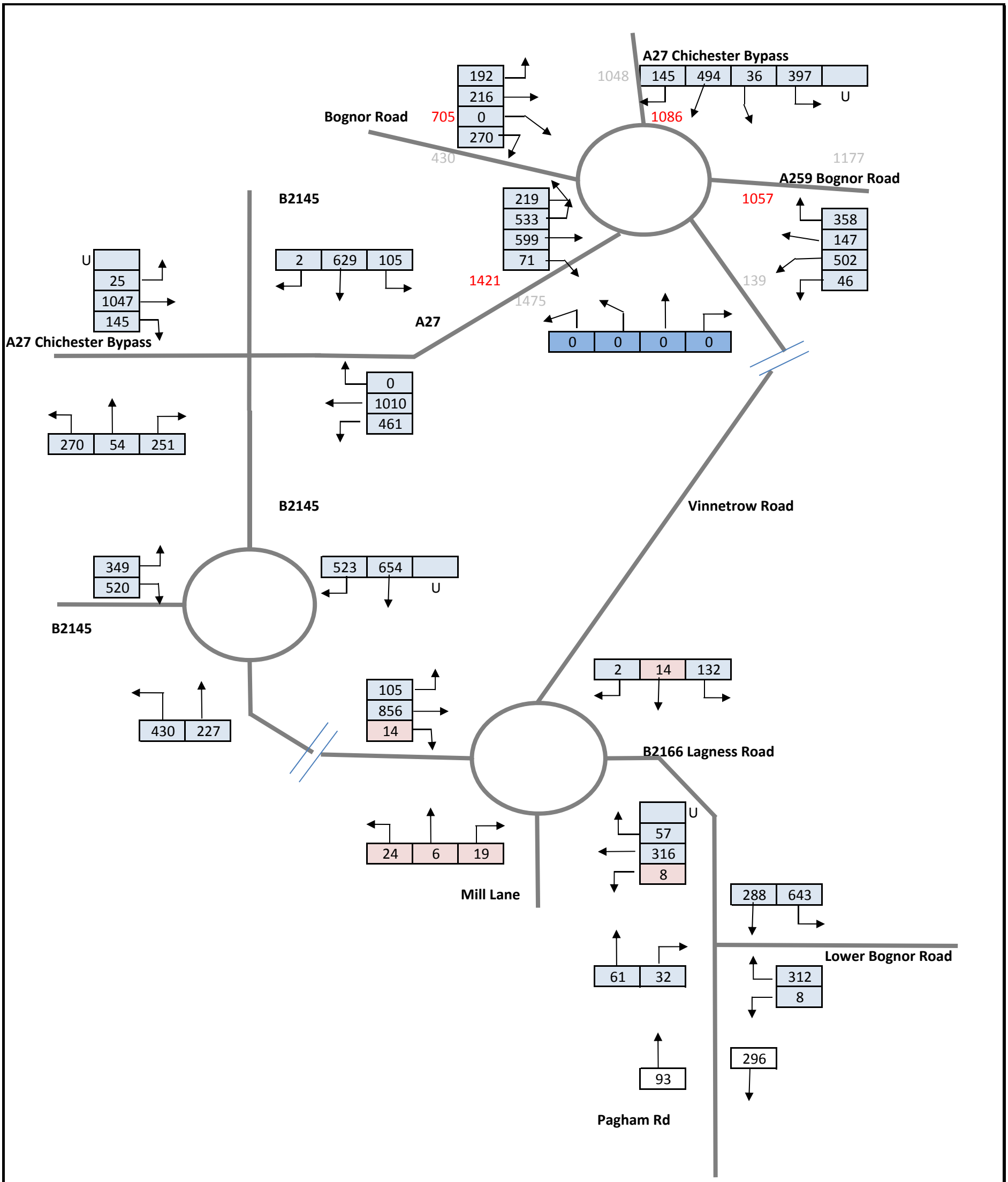


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.195 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
AM Peak - With Mitigation
PCU's

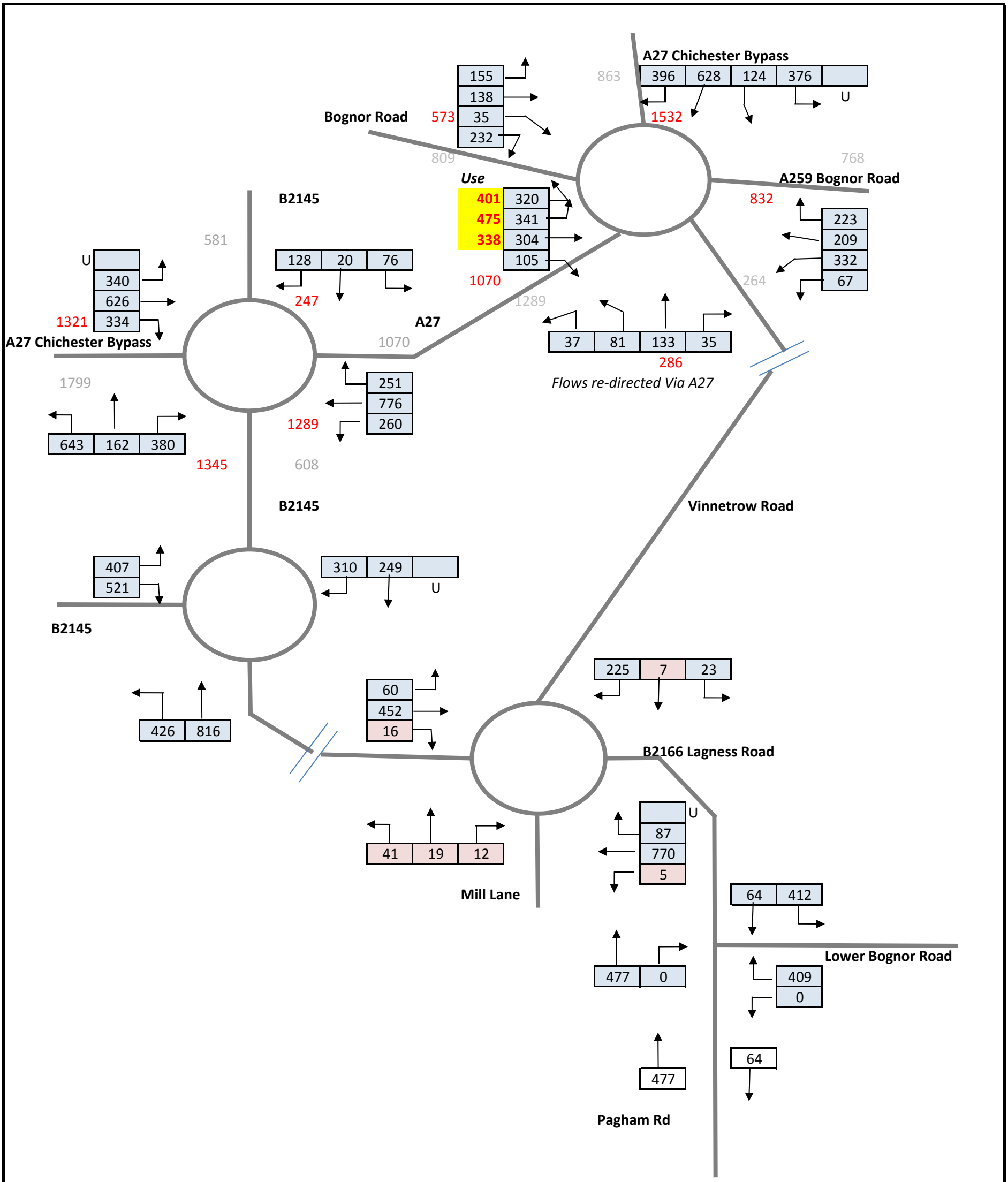


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
PM Peak - With Mitigation
PCU's

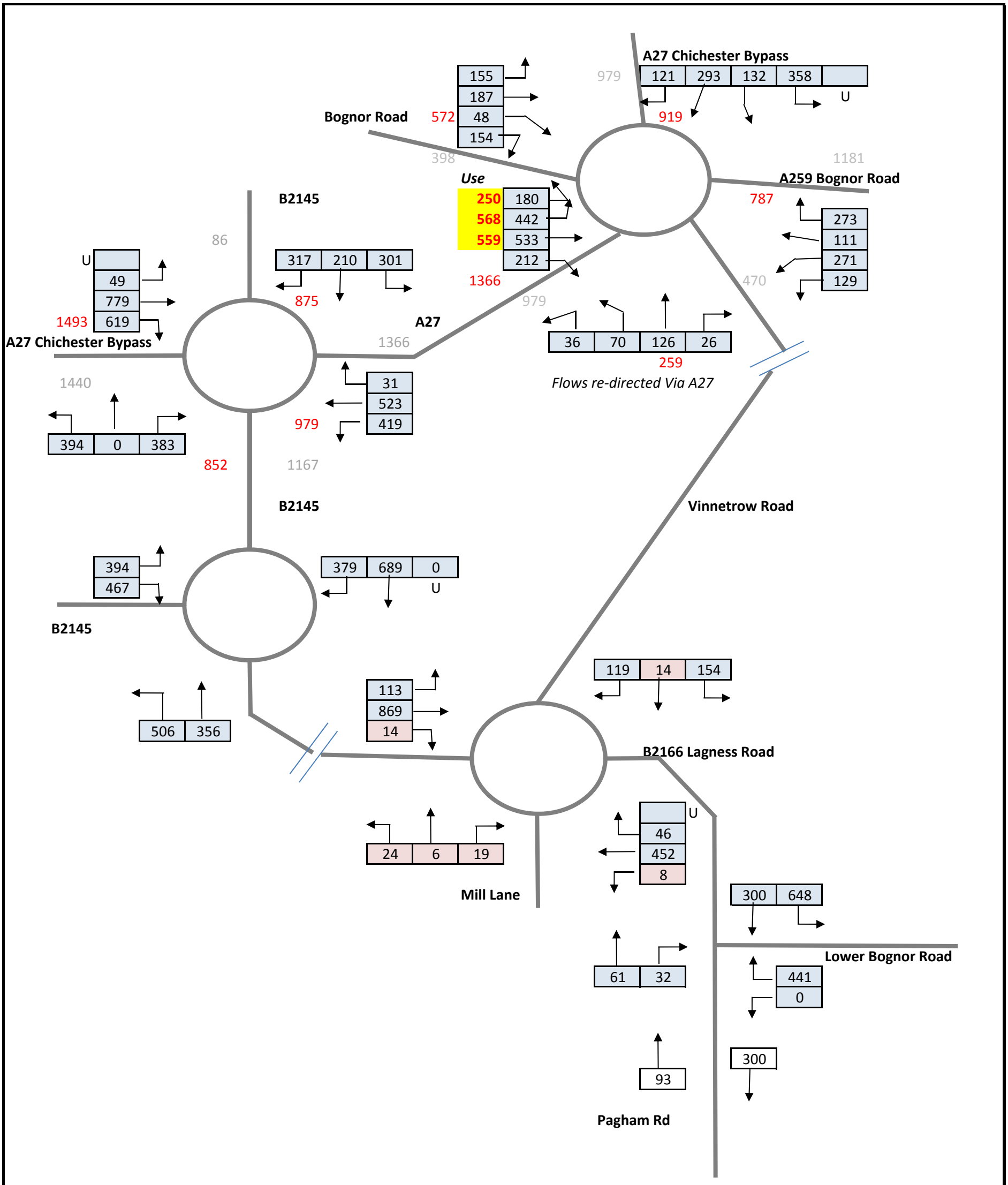


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.195 (Chichester 2016 - 2031)

Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
AM Peak - No Mitigation
PCU's

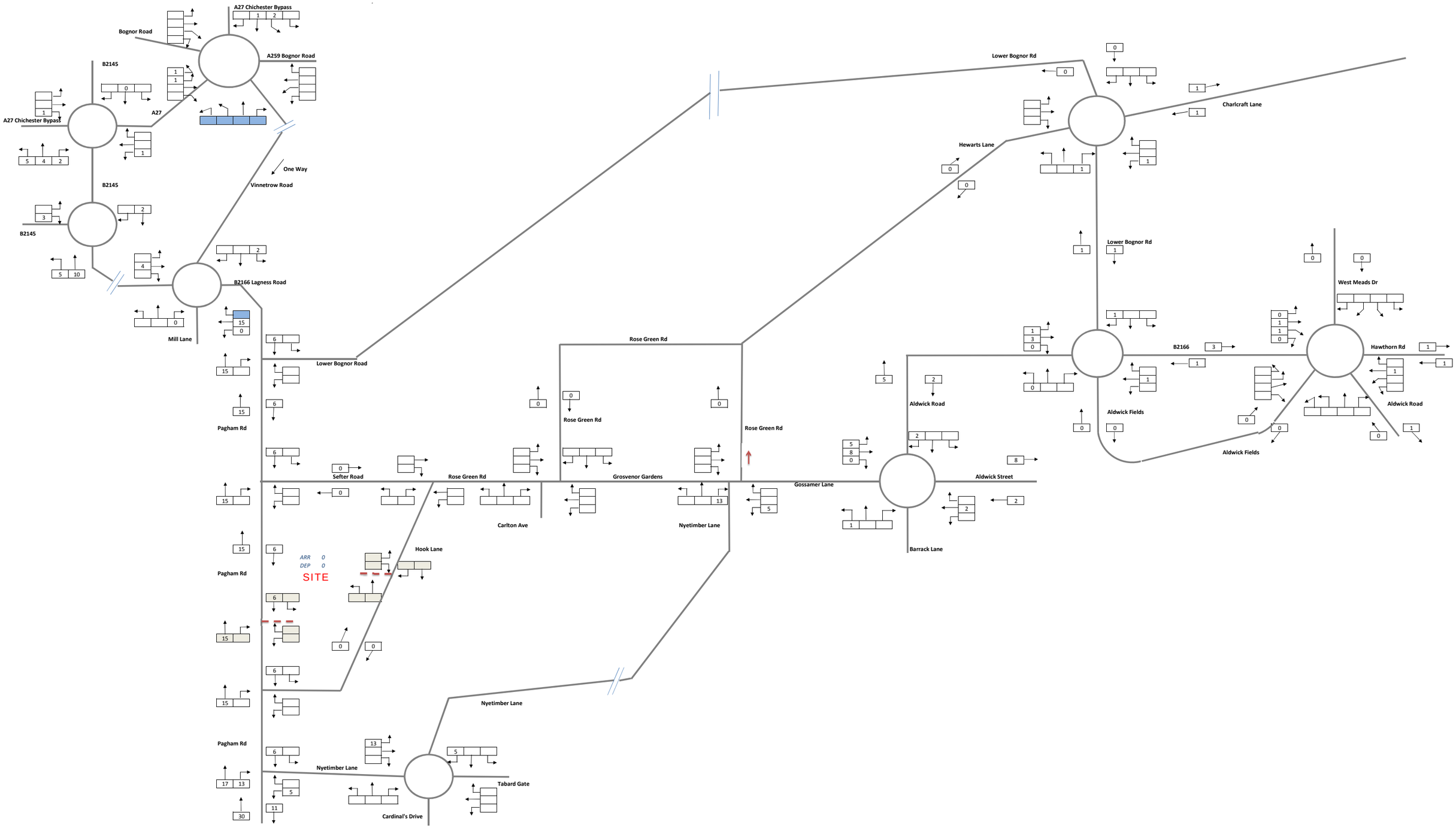


Note: The entry flows at the Bognor Road junction have been assigned in proportion to the exit flows provided in the SATURN model

Based 2031 Observed flows used as no flows were provided in SATURN model

Growth Rate : 1.198 (Chichester 2016 - 2031)

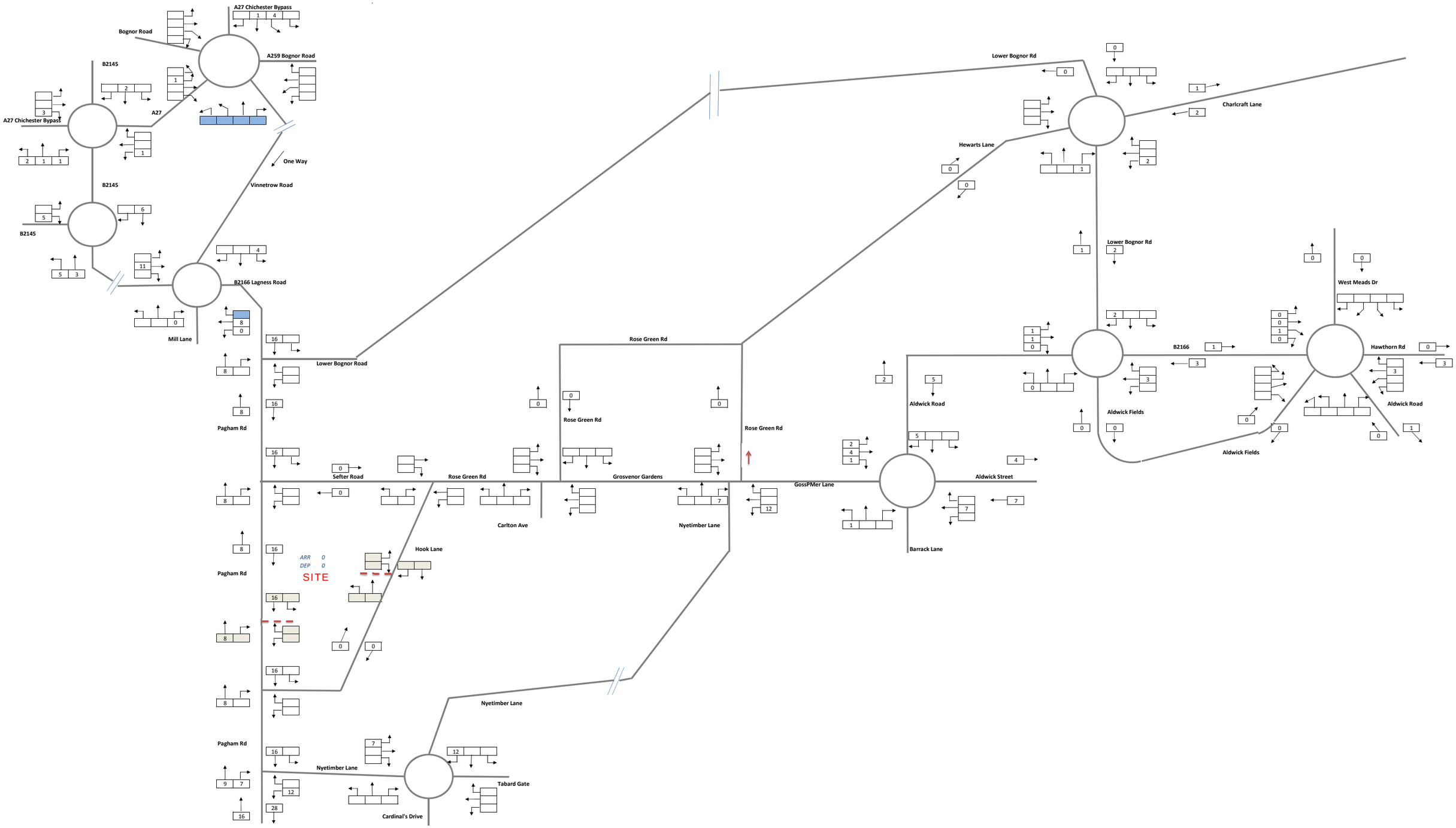
Hook Lane, Pagham
JNY 8840
2031 - Exc Pagham Devs (SATURN FLOWS)
PM Peak - No Mitigation
PCU's



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

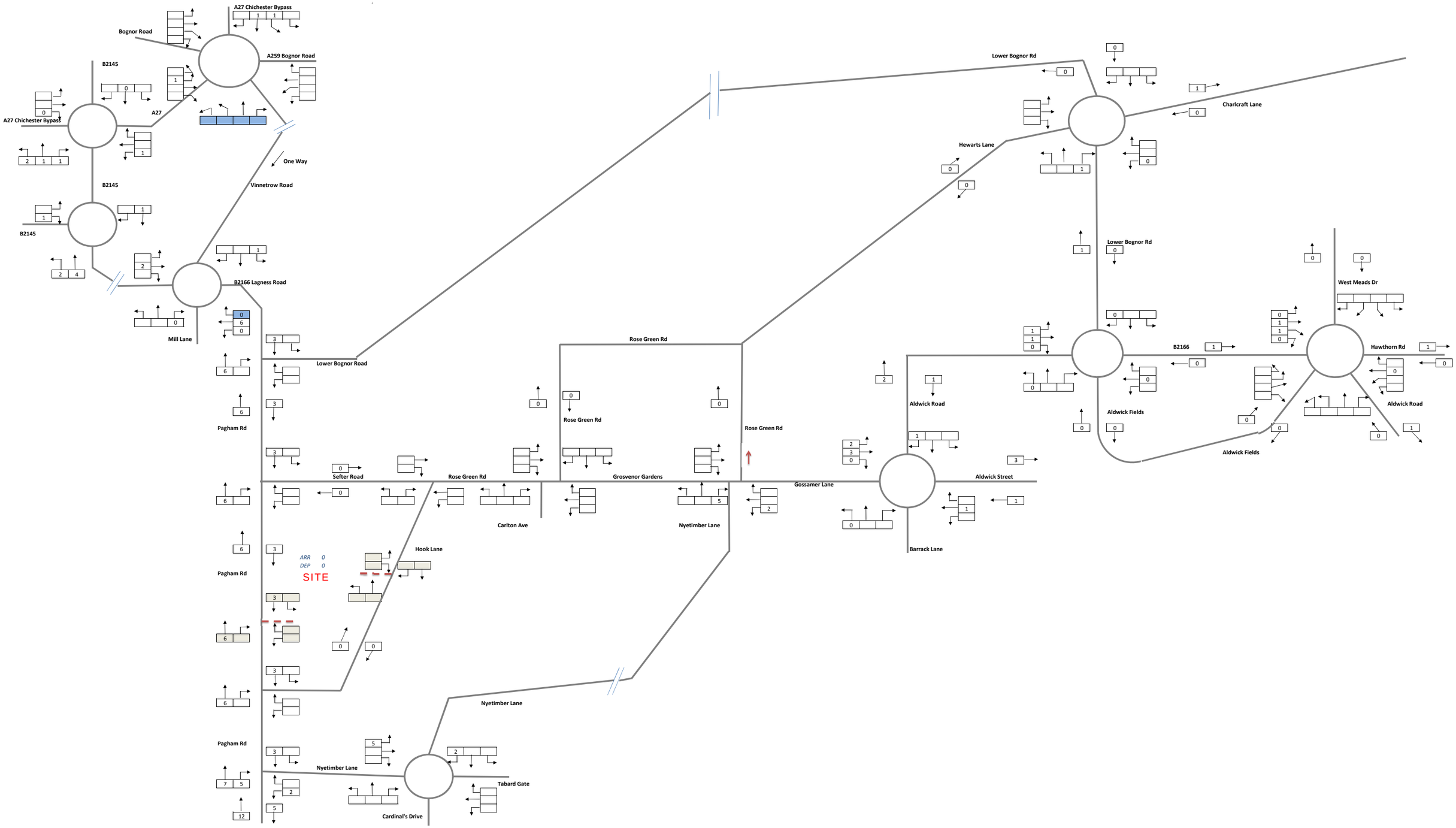
Hook Lane, Pagham
JNY 8840
Potential committed development
P/58/15
AM Peak
All Vehicles



RPS

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

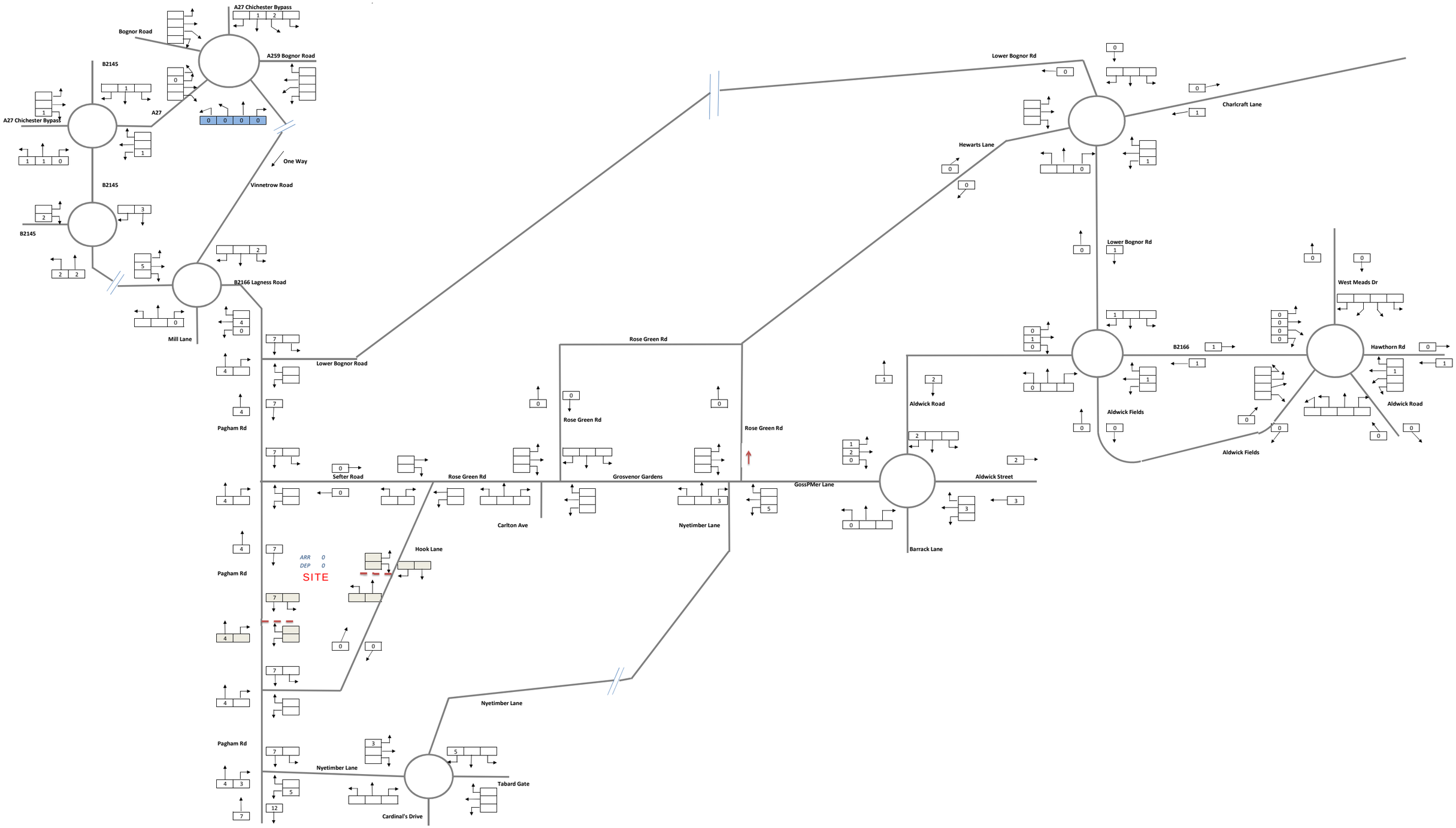


RPS

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

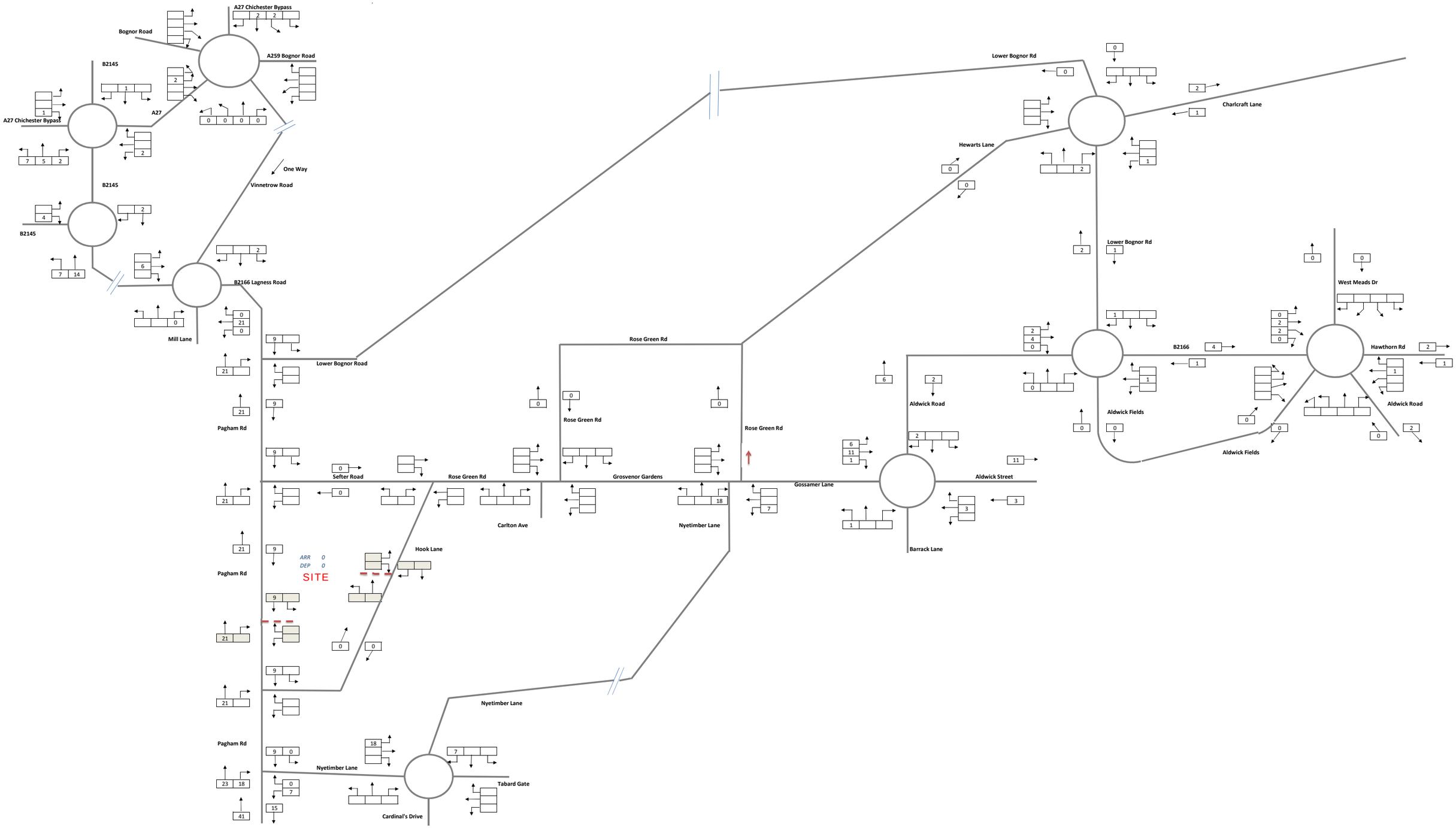


RPS

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

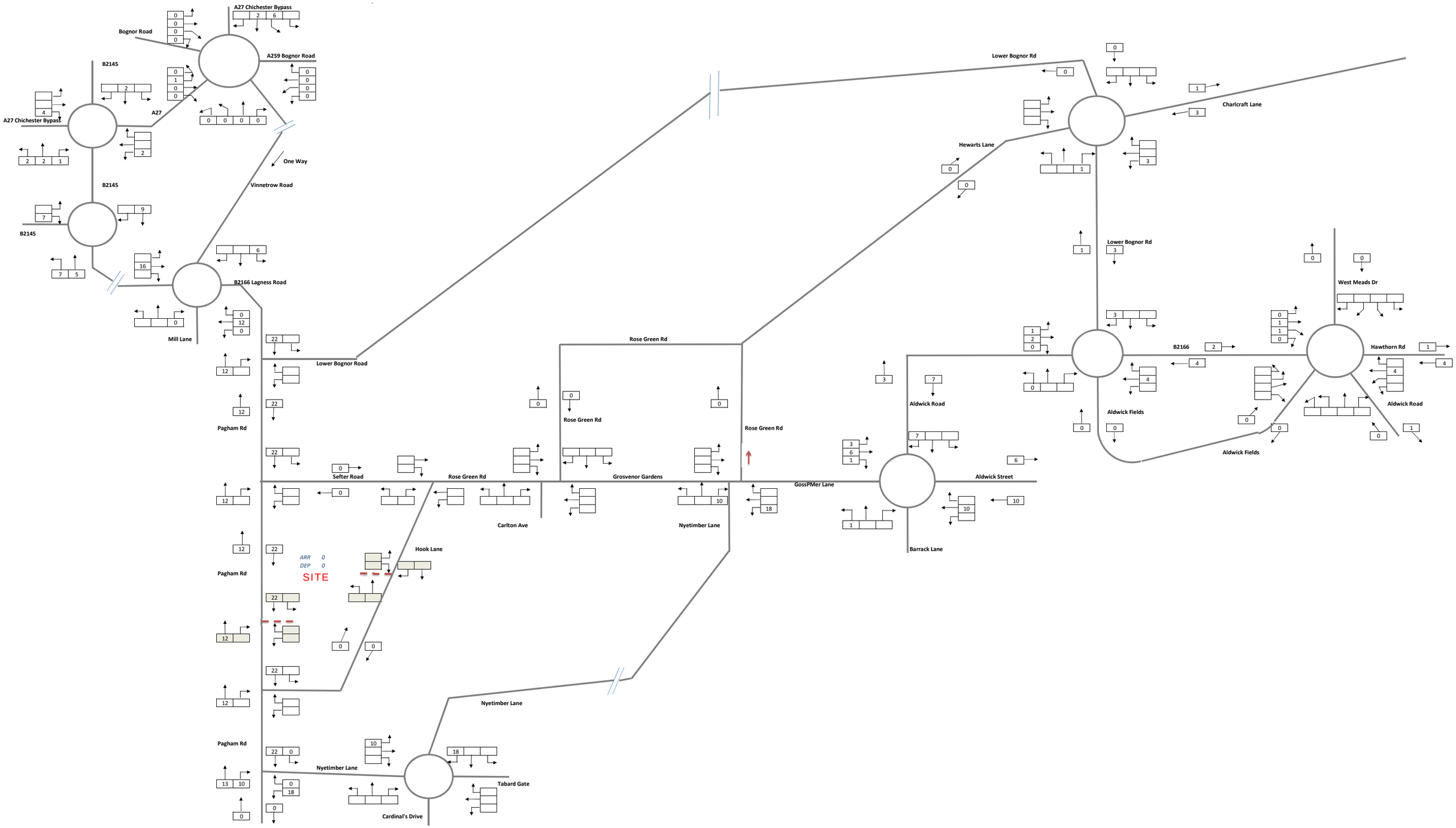
ARUN DISTRICT COUNCIL P/67/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Total Trips for the
Potential committed development sites
AM Peak (08:00 - 09:00)
All Vehicles

ARUN DISTRICT COUNCIL P/6/17/OUT



RPS

Hook Lane, Pagham
JNY 8840
Total Trips for the
Potential committed development sites
PM Peak (17:00 - 18:00)
All Vehicles

APPENDIX F – ACCIDENT DATA

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**

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 Pass Chichester at Junction of A259 Bognor Road. Outside at Bognor Bridge Accident 4 of 173

Date & time.....Monday 12/09/2011 15:54 Roundabout
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

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 Accident 22 of 173

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

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 Accident 37 of 173

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 Accident 38 of 173

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

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

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	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	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	

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 Accident 63 of 173

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	
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
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 - Roadw
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 Accident 72 of 173

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 Accident 73 of 173

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
Junction overshoot (Driver/Rider - Error)	Vehicle 001	Very likely
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely

Did a police officer attend? Yes

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	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	
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 Accident 88 of 173

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 Accident 90 of 173

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	Yes
Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	

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 Accident 91 of 173

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 Accident 93 of 173

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

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

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

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.
Towed.....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	
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	Vehicle 001	Possible	
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

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	Yes
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	
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 Accident 129 of 173

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 Accident 138 of 173

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	Yes
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Very likely	
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

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	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	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	

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 Accident 147 of 173

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 Accident 150 of 173

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	Yes
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	

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	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
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	Yes
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	

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	
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	Yes

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 Accident 165 of 173

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

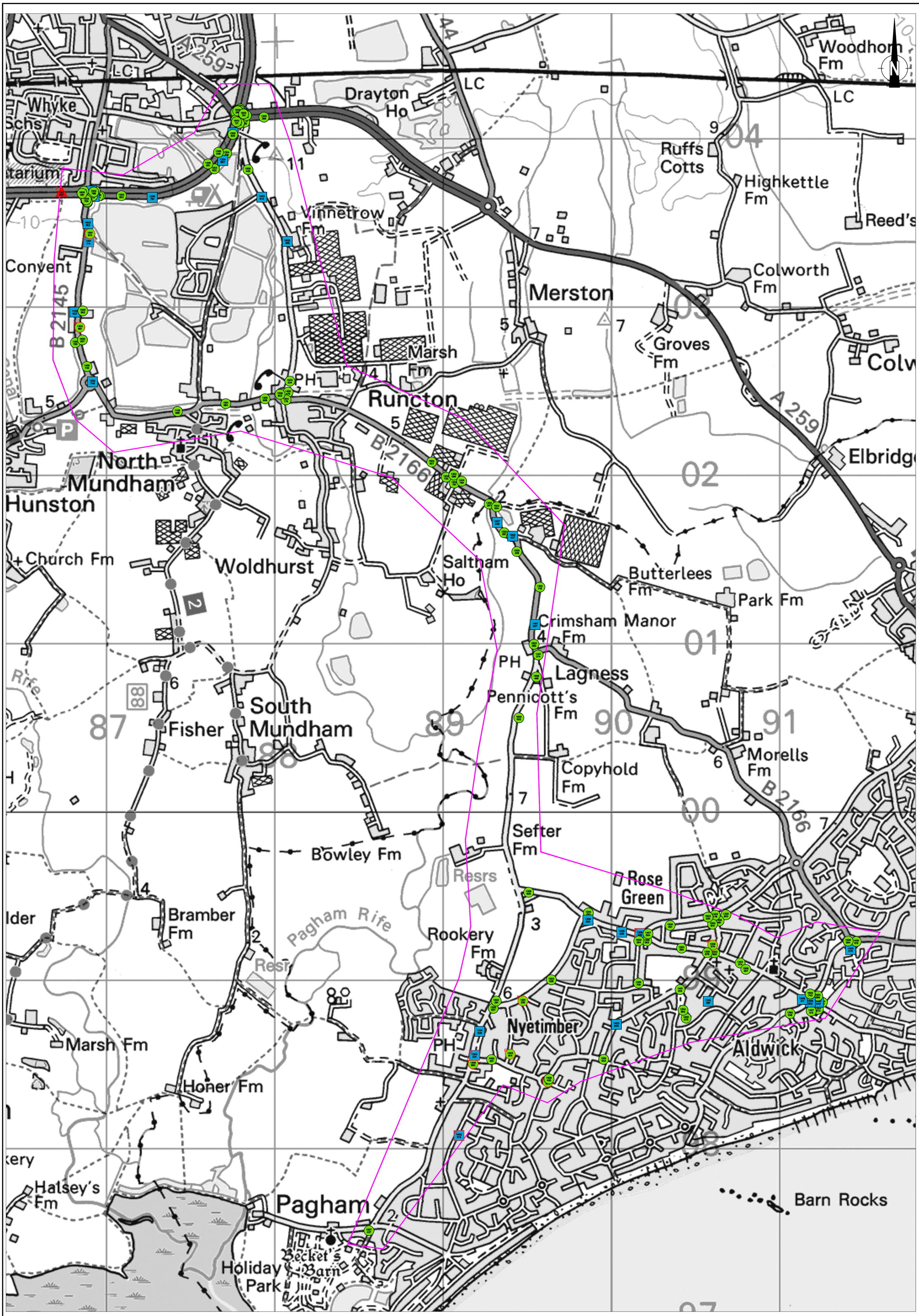
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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



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Accident Severity	
Slight	143
Serious	29
Fatal	1

Casualty Severity	
Slight	193
Serious	29
Fatal	1

Casualty Class	
Driver	127
P.Riders	27
Pass.	56
Ped.	13

Rev	Date	Amendment	Name

West Sussex County Council

PIA Search Ref 16106
Chichester to Pagham
5yrs to 30 Jun 2016

AREA		DRG No.	
ROUTE No.		SCALE	Not Std
FILE No.	16106		
DRAWN	DN		
CHECKED			
DATE	3/8/16		

Matt Davey
Director of Highways and Transport
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

APPENDIX G – CAPACITY ASSESSMENT OUTPUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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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: B2145 B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - No Development
Report generation date: 18/08/2017 11:15:19

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - B2145 North	1.0	2.0	6.10	0.51	A	24.25	C	-2 % [3 - B2145 South]	9.0	49.6	29.42	0.91	D	16.12	C	1 % [1 - B2145 North]
2 - B2166	6.3	32.4	18.47	0.87	C				1.9	2.8	7.36	0.66	A			
3 - B2145 South	11.4	58.8	42.99	0.94	E				2.1	3.7	8.28	0.69	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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	24.25	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	3 - B2145 South

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	B2145 South	

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	3.26	7.00	11.4	46.1	30.0	16.0	
2 - B2166	2.90	7.00	21.7	25.3	30.0	15.1	
3 - B2145 South	3.58	6.71	9.0	39.5	30.0	10.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.673	1657
2 - B2166	0.688	1755
3 - B2145 South	0.682	1676

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	2031 Base + Committed (SATURN FLOWS)	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		✓	558	100.000
2 - B2166		✓	1171	100.000
3 - B2145 South		✓	925	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2145 North	2 - B2166	3 - B2145 South

From	1 - B2145 North	0	248	310
	2 - B2166	757	0	414
	3 - B2145 South	407	518	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - B2145 South	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	0.51	6.10	1.0	2.0	A
2 - B2166	0.87	18.47	6.3	32.4	C
3 - B2145 South	0.94	42.99	11.4	58.8	E

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	420	387	1319	0.319	418	0.5	3.989	A
2 - B2166	882	232	1558	0.566	876	1.3	5.245	A
3 - B2145 South	696	567	1264	0.551	692	1.2	6.239	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	502	463	1270	0.395	501	0.6	4.677	A
2 - B2166	1053	278	1525	0.690	1049	2.2	7.513	A
3 - B2145 South	832	678	1187	0.700	827	2.3	9.885	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	614	554	1211	0.507	613	1.0	6.000	A
2 - B2166	1289	340	1480	0.871	1274	5.9	16.441	C
3 - B2145 South	1018	824	1088	0.936	990	9.3	30.703	D

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	614	566	1204	0.510	614	1.0	6.102	A
2 - B2166	1289	341	1479	0.872	1288	6.3	18.467	C
3 - B2145 South	1018	833	1082	0.942	1010	11.4	42.988	E

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	502	486	1256	0.399	503	0.7	4.792	A
2 - B2166	1053	279	1524	0.691	1069	2.3	8.177	A
3 - B2145 South	832	691	1179	0.706	867	2.5	12.797	B

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	420	393	1315	0.319	421	0.5	4.027	A
2 - B2166	882	234	1557	0.566	885	1.3	5.391	A
3 - B2145 South	696	572	1260	0.553	701	1.3	6.503	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	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2 - B2166	1.29	0.56	1.15	1.57	1.79			N/A	N/A
3 - B2145 South	1.21	0.54	1.14	1.58	1.80			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	0.65	0.10	0.84	1.37	1.44			N/A	N/A
2 - B2166	2.17	0.05	0.48	5.89	9.55			N/A	N/A
3 - B2145 South	2.26	0.05	0.49	6.13	9.87			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	1.02	0.03	0.26	1.02	1.02			N/A	N/A
2 - B2166	5.94	0.04	0.38	14.43	32.37			N/A	N/A
3 - B2145 South	9.34	0.08	1.75	26.81	41.79			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	1.03	0.03	0.27	1.03	1.97			N/A	N/A
2 - B2166	6.31	0.03	0.31	6.88	29.31			N/A	N/A
3 - B2145 South	11.41	0.05	0.88	33.20	58.79			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	0.67	0.22	0.94	1.39	1.44			N/A	N/A
2 - B2166	2.29	0.05	0.45	6.31	10.66			N/A	N/A
3 - B2145 South	2.49	0.04	0.40	6.71	12.59			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	0.47	0.04	0.41	1.24	1.37			N/A	N/A
2 - B2166	1.32	0.03	0.33	2.89	6.76			N/A	N/A
3 - B2145 South	1.26	0.03	0.30	1.48	5.87			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	16.12	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	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	2031 Base + Committed (SATURN FLOWS)	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		✓	861	100.000
3 - B2145 South		✓	858	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	690	379
	2 - B2166	360	0	501
	3 - B2145 South	394	464	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - B2145 South	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	0.91	29.42	9.0	49.6	D
2 - B2166	0.66	7.36	1.9	2.8	A
3 - B2145 South	0.69	8.28	2.1	3.7	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	348	1395	0.577	799	1.3	5.991	A
2 - B2166	648	283	1528	0.424	645	0.7	4.067	A
3 - B2145 South	646	270	1466	0.441	643	0.8	4.355	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	416	1350	0.712	957	2.4	9.065	A
2 - B2166	774	339	1489	0.520	773	1.1	5.015	A
3 - B2145 South	771	323	1429	0.540	770	1.2	5.445	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	509	1289	0.913	1154	8.0	23.637	C
2 - B2166	948	409	1441	0.658	945	1.9	7.208	A
3 - B2145 South	945	395	1380	0.685	941	2.1	8.134	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	511	1287	0.914	1173	9.0	29.420	D
2 - B2166	948	416	1436	0.660	948	1.9	7.364	A
3 - B2145 South	945	396	1379	0.685	945	2.1	8.285	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	419	1348	0.713	987	2.6	10.634	B
2 - B2166	774	350	1482	0.522	777	1.1	5.133	A
3 - B2145 South	771	325	1428	0.540	775	1.2	5.544	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	350	1393	0.578	810	1.4	6.217	A
2 - B2166	648	287	1525	0.425	650	0.7	4.119	A
3 - B2145 South	646	272	1465	0.441	648	0.8	4.413	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	1.34	0.57	1.24	1.72	1.88			N/A	N/A
2 - B2166	0.73	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 South	0.78	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 - B2145 North	2.39	0.05	0.51	6.53	10.49			N/A	N/A
2 - B2166	1.07	0.07	0.81	2.00	2.84			N/A	N/A
3 - B2145 South	1.16	0.06	0.80	2.42	3.38			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	8.03	0.05	0.77	23.28	40.41			N/A	N/A
2 - B2166	1.88	0.03	0.27	1.88	1.88			N/A	N/A
3 - B2145 South	2.11	0.03	0.27	2.11	3.75			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	9.02	0.04	0.39	21.92	49.64			N/A	N/A
2 - B2166	1.91	0.03	0.27	1.91	1.91			N/A	N/A
3 - B2145 South	2.14	0.03	0.27	2.14	2.14			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	2.57	0.04	0.42	7.04	12.79			N/A	N/A
2 - B2166	1.11	0.11	1.02	1.78	2.21			N/A	N/A
3 - B2145 South	1.19	0.09	1.00	2.10	2.83			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	1.39	0.03	0.31	2.37	7.06			N/A	N/A
2 - B2166	0.74	0.05	0.57	1.28	1.79			N/A	N/A
3 - B2145 South	0.80	0.05	0.49	1.60	2.24			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - No Development
Report generation date: 18/08/2017 12:01:38

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), PM
»CATM Flows, AM
»CATM Flows, 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
	2031 Base + Committed (SATURN FLOWS)															
1 - Vinnetrow Road	0.4	1.8	5.78	0.31	A	6.21	A	42 % [2 - B2166 E]	0.9	3.7	10.39	0.47	B	14.86	B	6 % [4 - B2166 W]
2 - B2166 E	1.6	2.3	6.62	0.62	A				0.6	2.6	3.76	0.36	A			
3 - Mill Lane	0.1	0.5	5.87	0.11	A				0.1	0.5	4.01	0.06	A			
4 - B2166 W	0.9	1.8	5.83	0.48	A				6.4	32.4	22.18	0.87	C			
	CATM Flows															
1 - Vinnetrow Road	0.1	0.5	4.14	0.09	A	10.61	B	14 % [2 - B2166 E]	2.0	5.5	10.95	0.68	B	6.82	A	26 % [1 - Vinnetrow Road]
2 - B2166 E	4.8	23.6	13.19	0.83	B				1.2	1.5	4.91	0.54	A			
3 - Mill Lane	0.2	0.5	7.15	0.14	A				0.1	0.5	4.55	0.06	A			
4 - B2166 W	0.5	2.0	4.18	0.32	A				0.4	1.2	3.84	0.27	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	10/11/2016
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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15
D3	CATM Flows	AM	ONE HOUR	07:30	09:00	15

D4	CATM Flows	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	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	30.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	4.0	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	0.649	1633
3 - Mill Lane	0.591	1375
4 - B2166 W	0.579	1313

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	2031 Base + Committed (SATURN FLOWS)	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		✓	251	100.000
2 - B2166 E		✓	822	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	524	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	19	7	225
	2 - B2166 E	87	0	5	730
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	60	448	16	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	0.31	5.78	0.4	1.8	A
2 - B2166 E	0.62	6.62	1.6	2.3	A
3 - Mill Lane	0.11	5.87	0.1	0.5	A
4 - B2166 W	0.48	5.83	0.9	1.8	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	189	357	994	0.190	188	0.2	4.463	A
2 - B2166 E	619	186	1506	0.411	616	0.7	4.034	A
3 - Mill Lane	54	781	910	0.060	54	0.1	4.203	A
4 - B2166 W	394	88	1218	0.324	393	0.5	4.350	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	226	427	954	0.237	225	0.3	4.937	A
2 - B2166 E	739	223	1482	0.499	738	1.0	4.832	A
3 - Mill Lane	65	935	818	0.079	65	0.1	4.777	A
4 - B2166 W	471	106	1208	0.390	470	0.6	4.875	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	276	523	900	0.307	276	0.4	5.761	A
2 - B2166 E	905	273	1449	0.625	902	1.6	6.559	A
3 - Mill Lane	79	1144	694	0.114	79	0.1	5.855	A
4 - B2166 W	577	130	1195	0.483	576	0.9	5.805	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	276	524	900	0.307	276	0.4	5.776	A
2 - B2166 E	905	273	1448	0.625	905	1.6	6.623	A
3 - Mill Lane	79	1147	692	0.115	79	0.1	5.874	A
4 - B2166 W	577	130	1195	0.483	577	0.9	5.828	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	226	429	953	0.237	226	0.3	4.956	A
2 - B2166 E	739	223	1481	0.499	742	1.0	4.884	A
3 - Mill Lane	65	940	816	0.079	65	0.1	4.796	A

4 - B2166 W	471	106	1208	0.390	472	0.6	4.901	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	189	359	993	0.190	189	0.2	4.484	A
2 - B2166 E	619	187	1505	0.411	620	0.7	4.074	A
3 - Mill Lane	54	786	907	0.060	54	0.1	4.221	A
4 - B2166 W	394	89	1218	0.324	395	0.5	4.378	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	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - B2166 E	0.69	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	0.48	0.00	0.00	0.48	0.48			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	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	0.98	0.07	0.85	1.75	2.27			N/A	N/A
3 - Mill Lane	0.09	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.63	0.12	0.87	1.37	1.44			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	0.44	0.03	0.25	0.46	0.48			N/A	N/A
2 - B2166 E	1.63	0.03	0.27	1.63	1.63			N/A	N/A
3 - Mill Lane	0.13	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.92	0.03	0.26	0.92	0.92			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	0.44	0.03	0.31	1.36	1.83			N/A	N/A
2 - B2166 E	1.65	0.03	0.27	1.65	1.65			N/A	N/A
3 - Mill Lane	0.13	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.93	0.03	0.27	0.93	1.82			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	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	1.01	0.14	1.00	1.48	1.80			N/A	N/A
3 - Mill Lane	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - B2166 W	0.64	0.22	0.94	1.39	1.44			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	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2 - B2166 E	0.70	0.06	0.66	1.40	1.40			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	0.48	0.04	0.42	1.26	1.38			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	14.86	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	4 - B2166 W

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	2031 Base + Committed (SATURN FLOWS)	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		✓	282	100.000
2 - B2166 E		✓	489	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	994	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	149	14	119
	2 - B2166 E	46	0	8	435
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	113	867	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	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	0.47	10.39	0.9	3.7	B
2 - B2166 E	0.36	3.76	0.6	2.6	A
3 - Mill Lane	0.06	4.01	0.1	0.5	A
4 - B2166 W	0.87	22.18	6.4	32.4	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	212	672	835	0.254	211	0.3	5.755	A
2 - B2166 E	368	110	1530	0.241	367	0.3	3.093	A
3 - Mill Lane	37	450	1075	0.034	37	0.0	3.467	A
4 - B2166 W	748	53	1266	0.591	743	1.4	6.811	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	254	806	760	0.333	253	0.5	7.086	A
2 - B2166 E	440	132	1516	0.290	439	0.4	3.344	A
3 - Mill Lane	44	539	1023	0.043	44	0.0	3.677	A
4 - B2166 W	894	64	1259	0.710	890	2.4	9.640	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	310	978	663	0.468	309	0.9	10.121	B
2 - B2166 E	538	161	1497	0.360	538	0.6	3.750	A
3 - Mill Lane	54	659	952	0.057	54	0.1	4.008	A
4 - B2166 W	1094	78	1251	0.875	1080	6.0	19.563	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	310	989	657	0.473	310	0.9	10.386	B
2 - B2166 E	538	162	1497	0.360	538	0.6	3.755	A
3 - Mill Lane	54	661	951	0.057	54	0.1	4.011	A
4 - B2166 W	1094	78	1251	0.875	1093	6.4	22.179	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	254	823	751	0.338	255	0.5	7.285	A
2 - B2166 E	440	133	1515	0.290	440	0.4	3.352	A
3 - Mill Lane	44	541	1022	0.043	44	0.0	3.684	A
4 - B2166 W	894	64	1259	0.710	909	2.5	10.699	B

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	212	681	830	0.256	213	0.3	5.839	A
2 - B2166 E	368	111	1529	0.241	369	0.3	3.104	A
3 - Mill Lane	37	452	1073	0.034	37	0.0	3.472	A
4 - B2166 W	748	54	1266	0.591	753	1.5	7.074	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	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2 - B2166 E	0.32	0.00	0.00	0.32	0.32			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	1.42	0.58	1.30	1.74	1.87			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	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2 - B2166 E	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	2.36	0.06	0.80	6.26	9.64			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	0.86	0.03	0.26	0.86	0.86			N/A	N/A
2 - B2166 E	0.56	0.03	0.25	0.56	0.56			N/A	N/A
3 - Mill Lane	0.06	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	5.97	0.04	0.40	15.74	32.36			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	0.88	0.03	0.29	1.17	3.71			N/A	N/A
2 - B2166 E	0.56	0.03	0.29	1.29	2.61			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	6.40	0.03	0.32	9.30	32.07			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	0.52	0.05	0.54	1.31	1.40			N/A	N/A
2 - B2166 E	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	2.53	0.04	0.44	6.98	12.05			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	0.35	0.03	0.28	0.50	0.99			N/A	N/A
2 - B2166 E	0.32	0.00	0.00	0.32	0.32			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	1.47	0.03	0.33	3.29	7.59			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.61	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	2 - B2166 E

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)
D3	CATM Flows	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		✓	80	100.000
2 - B2166 E		✓	1223	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	360	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	73	7	0
	2 - B2166 E	0	0	5	1218
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	0	344	16	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	0.09	4.14	0.1	0.5	A
2 - B2166 E	0.83	13.19	4.8	23.6	B
3 - Mill Lane	0.14	7.15	0.2	0.5	A
4 - B2166 W	0.32	4.18	0.5	2.0	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	60	279	1031	0.058	60	0.1	3.709	A
2 - B2166 E	921	17	1622	0.568	916	1.3	5.059	A
3 - Mill Lane	54	912	836	0.065	54	0.1	4.603	A
4 - B2166 W	271	23	1263	0.215	270	0.3	3.621	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	72	334	1000	0.072	72	0.1	3.880	A
2 - B2166 E	1099	21	1620	0.679	1096	2.1	6.833	A
3 - Mill Lane	65	1092	729	0.089	65	0.1	5.415	A
4 - B2166 W	324	28	1261	0.257	323	0.3	3.839	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	88	409	958	0.092	88	0.1	4.139	A
2 - B2166 E	1347	25	1617	0.833	1336	4.6	12.395	B
3 - Mill Lane	79	1331	588	0.135	79	0.2	7.069	A
4 - B2166 W	396	34	1257	0.315	396	0.5	4.178	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	88	410	957	0.092	88	0.1	4.140	A
2 - B2166 E	1347	25	1617	0.833	1346	4.8	13.189	B
3 - Mill Lane	79	1340	582	0.136	79	0.2	7.153	A
4 - B2166 W	396	34	1257	0.315	396	0.5	4.181	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	72	335	999	0.072	72	0.1	3.884	A
2 - B2166 E	1099	21	1620	0.679	1110	2.2	7.199	A
3 - Mill Lane	65	1105	721	0.090	65	0.1	5.485	A
4 - B2166 W	324	28	1261	0.257	324	0.3	3.845	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	60	280	1030	0.058	60	0.1	3.712	A
2 - B2166 E	921	17	1622	0.568	924	1.3	5.180	A
3 - Mill Lane	54	920	831	0.065	54	0.1	4.637	A
4 - B2166 W	271	23	1263	0.215	271	0.3	3.629	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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	1.30	0.56	1.11	1.45	1.73			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.27	0.00	0.00	0.27	0.27			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	0.08	0.03	0.25	0.45	0.48			N/A	N/A
2 - B2166 E	2.06	0.05	0.50	5.54	8.80			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.34	0.00	0.00	0.34	0.34			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	0.10	0.03	0.26	0.47	0.49			N/A	N/A
2 - B2166 E	4.61	0.03	0.32	7.27	23.59			N/A	N/A
3 - Mill Lane	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.46	0.03	0.25	0.46	0.48			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	4.78	0.03	0.29	4.78	13.88			N/A	N/A
3 - Mill Lane	0.16	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.46	0.03	0.31	1.36	1.96			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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	2.16	0.05	0.52	5.80	9.21			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.35	0.00	0.00	0.35	0.35			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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	1.33	0.04	0.36	3.35	6.47			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.27	0.00	0.00	0.27	0.27			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.82	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	26	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)
D4	CATM Flows	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		✓	620	100.000
2 - B2166 E		✓	771	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	315	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	606	14	0
	2 - B2166 E	0	0	8	763
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	0	301	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	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	0.68	10.95	2.0	5.5	B
2 - B2166 E	0.54	4.91	1.2	1.5	A
3 - Mill Lane	0.06	4.55	0.1	0.5	A
4 - B2166 W	0.27	3.84	0.4	1.2	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 - Vinnetrow Road	467	250	1077	0.433	464	0.8	5.842	A
2 - B2166 E	580	21	1588	0.365	578	0.6	3.556	A
3 - Mill Lane	37	572	1003	0.037	37	0.0	3.726	A
4 - B2166 W	237	19	1289	0.184	236	0.2	3.415	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	557	300	1049	0.531	556	1.1	7.277	A
2 - B2166 E	693	25	1586	0.437	692	0.8	4.026	A
3 - Mill Lane	44	685	936	0.047	44	0.0	4.033	A
4 - B2166 W	283	22	1287	0.220	283	0.3	3.585	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	683	367	1011	0.675	679	2.0	10.731	B
2 - B2166 E	849	31	1582	0.537	847	1.1	4.889	A
3 - Mill Lane	54	839	846	0.064	54	0.1	4.543	A
4 - B2166 W	347	27	1284	0.270	346	0.4	3.839	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 - Vinnetrow Road	683	368	1011	0.675	682	2.0	10.954	B
2 - B2166 E	849	31	1582	0.537	849	1.2	4.909	A
3 - Mill Lane	54	840	845	0.064	54	0.1	4.547	A
4 - B2166 W	347	28	1284	0.270	347	0.4	3.841	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 - Vinnetrow Road	557	301	1049	0.531	561	1.2	7.434	A
2 - B2166 E	693	25	1586	0.437	695	0.8	4.046	A
3 - Mill Lane	44	687	935	0.047	44	0.0	4.042	A
4 - B2166 W	283	23	1287	0.220	284	0.3	3.587	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	467	252	1076	0.434	468	0.8	5.933	A
2 - B2166 E	580	21	1588	0.365	581	0.6	3.576	A
3 - Mill Lane	37	575	1001	0.037	37	0.0	3.736	A
4 - B2166 W	237	19	1289	0.184	237	0.2	3.422	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	0.76	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.57	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	0.22	0.00	0.00	0.22	0.22			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	1.11	0.08	0.92	1.98	2.76			N/A	N/A
2 - B2166 E	0.77	0.10	0.85	1.42	1.50			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.28	0.00	0.00	0.28	0.28			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	2.01	0.03	0.28	2.01	5.54			N/A	N/A
2 - B2166 E	1.14	0.03	0.26	1.14	1.14			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.37	0.03	0.25	0.45	0.48			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	2.04	0.03	0.27	2.04	2.98			N/A	N/A
2 - B2166 E	1.15	0.03	0.27	1.15	1.18			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.37	0.03	0.32	1.18	1.18			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	1.15	0.07	0.90	2.21	2.96			N/A	N/A
2 - B2166 E	0.78	0.48	0.97	1.40	1.45			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	0.28	0.00	0.00	0.28	0.28			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	0.05	0.45	1.62	2.36			N/A	N/A
2 - B2166 E	0.58	0.07	0.73	1.35	1.42			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	0.23	0.00	0.00	0.23	0.23			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: A27 and A259.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - No Development
Report generation date: 15/03/2017 15:12:39

»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM
»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
	A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS)									
1 - A27 North	1.4	2.96	0.56	A	A	0.6	2.26	0.36	A	A
2 - A259 Bognor Rd East	0.9	3.73	0.46	A		0.6	2.62	0.36	A	
4 - A27 South	1.2	2.97	0.52	A		1.5	3.06	0.58	A	
5 - A259 Bognor Road West	0.7	4.33	0.40	A		1.0	6.07	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.

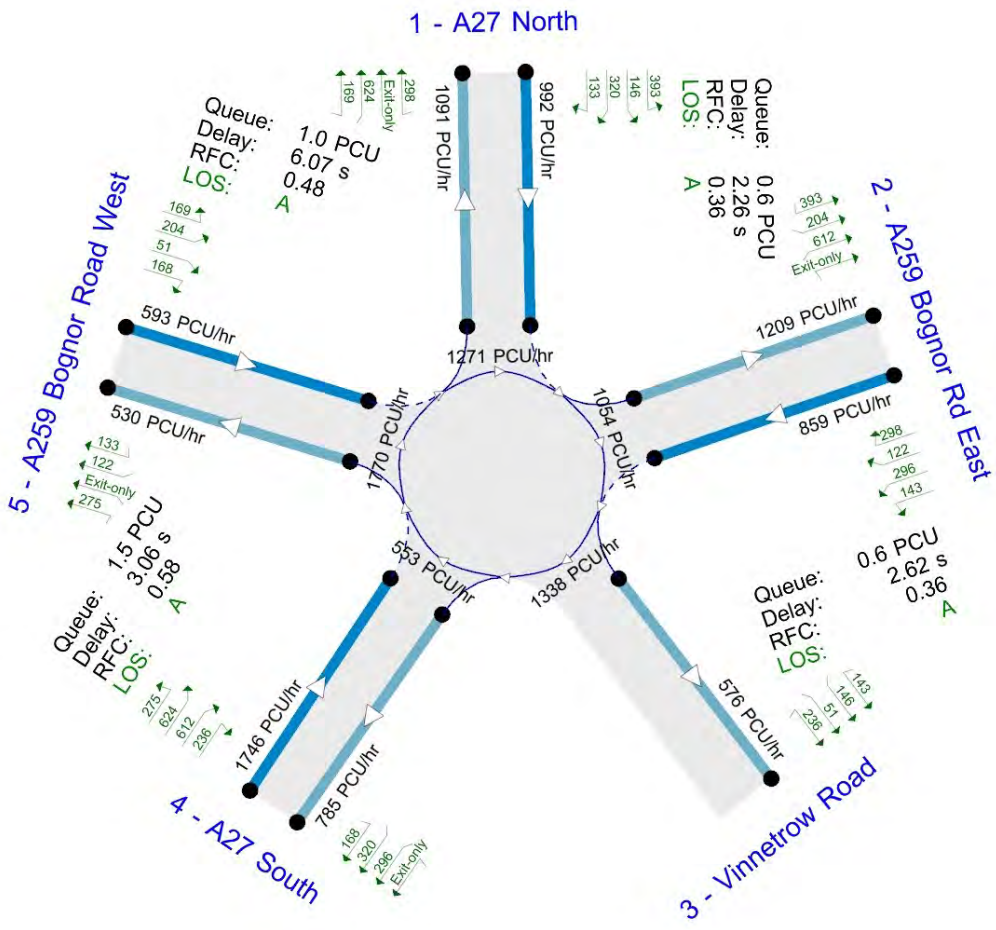
File summary

File Description

Title	A27 Bognor RBT
Location	
Site number	
Date	30/03/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	UKNAW004
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	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Time Segment: 17:00-17:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Bognor RBT	✓	100.000	100.000

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	A259 Bognor Rd East	
3	Vinnetrow Road	
4	A27 South	
5	A259 Bognor Road West	

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 - A27 North	8.80	12.37	112.7	43.7	84.0	32.0	
2 - A259 Bognor Rd East	7.00	11.18	63.0	30.5	84.0	44.0	
3 - Vinnetrow Road							✓
4 - A27 South	9.36	11.09	44.0	44.2	84.0	25.0	
5 - A259 Bognor Road West	4.02	8.11	55.7	27.5	84.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 North	0.760	3720
2 - A259 Bognor Rd East	0.654	3065
3 - Vinnetrow Road		
4 - A27 South	0.726	3447
5 - A259 Bognor Road West	0.534	2197

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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	1523	100.000
2 - A259 Bognor Rd East		FLAT	✓	829	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1322	100.000
5 - A259 Bognor Road West		FLAT	✓	557	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	375	126	627	395
	2 - A259 Bognor Rd East	222	0	68	331	208
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	476	338	106	0	402
	5 - A259 Bognor Road West	155	138	33	231	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.56	2.96	1.4	A	1675	1675
2 - A259 Bognor Rd East	0.46	3.73	0.9	A	912	912
3 - Vinnetrow Road						
4 - A27 South	0.52	2.97	1.2	A	1454	1454
5 - A259 Bognor Road West	0.40	4.33	0.7	A	613	613

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1675	419	927	3015	0.556	1670	935	0.0	1.4	2.931	A
2 - A259 Bognor Rd East	912	228	1664	1976	0.461	908	933	0.0	0.9	3.695	A
3 - Vinnetrow Road			2207				365				
4 - A27 South	1454	364	904	2791	0.521	1449	1303	0.0	1.2	2.943	A
5 - A259 Bognor Road West	613	153	1252	1529	0.401	610	1102	0.0	0.7	4.293	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1675	419	931	3013	0.556	1675	938	1.4	1.4	2.960	A
2 - A259 Bognor Rd East	912	228	1670	1973	0.462	912	936	0.9	0.9	3.732	A
3 - Vinnetrow Road			2215				366				
4 - A27 South	1454	364	907	2788	0.522	1454	1308	1.2	1.2	2.967	A
5 - A259 Bognor Road West	613	153	1256	1527	0.401	613	1105	0.7	0.7	4.330	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1675	419	931	3013	0.556	1675	938	1.4	1.4	2.960	A
2 - A259 Bognor Rd East	912	228	1670	1973	0.462	912	936	0.9	0.9	3.732	A
3 - Vinnetrow Road			2215				366				
4 - A27 South	1454	364	907	2788	0.522	1454	1308	1.2	1.2	2.967	A
5 - A259 Bognor Road West	613	153	1256	1527	0.401	613	1105	0.7	0.7	4.330	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1675	419	931	3013	0.556	1675	938	1.4	1.4	2.960	A
2 - A259 Bognor Rd East	912	228	1670	1973	0.462	912	936	0.9	0.9	3.732	A
3 - Vinnetrow Road			2215				366				
4 - A27 South	1454	364	907	2788	0.522	1454	1308	1.2	1.2	2.967	A
5 - A259 Bognor Road West	613	153	1256	1527	0.401	613	1105	0.7	0.7	4.330	A

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	904	100.000
2 - A259 Bognor Rd East		FLAT	✓	783	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1593	100.000
5 - A259 Bognor Road West		FLAT	✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	358	133	292	121
	2 - A259 Bognor Rd East	272	0	130	270	111
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	569	558	215	0	251
	5 - A259 Bognor Road West	155	187	47	154	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.36	2.26	0.6	A	994	994
2 - A259 Bognor Rd East	0.36	2.62	0.6	A	861	861
3 - Vinnetrow Road						
4 - A27 South	0.58	3.06	1.5	A	1752	1752
5 - A259 Bognor Road West	0.48	6.07	1.0	A	597	597

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	994	249	1271	2754	0.361	992	1091	0.0	0.6	2.245	A
2 - A259 Bognor Rd East	861	215	1054	2375	0.363	859	1209	0.0	0.6	2.606	A
3 - Vinnetrow Road			1338				576				
4 - A27 South	1752	438	553	3046	0.575	1746	785	0.0	1.5	3.034	A
5 - A259 Bognor Road West	597	149	1770	1253	0.477	593	530	0.0	1.0	5.967	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	994	249	1277	2749	0.362	994	1096	0.6	0.6	2.256	A
2 - A259 Bognor Rd East	861	215	1058	2373	0.363	861	1213	0.6	0.6	2.619	A
3 - Vinnetrow Road			1342				577				
4 - A27 South	1752	438	554	3045	0.576	1752	788	1.5	1.5	3.063	A
5 - A259 Bognor Road West	597	149	1775	1250	0.478	597	531	1.0	1.0	6.066	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	994	249	1277	2749	0.362	994	1096	0.6	0.6	2.256	A
2 - A259 Bognor Rd East	861	215	1058	2373	0.363	861	1213	0.6	0.6	2.619	A
3 - Vinnetrow Road			1342				577				
4 - A27 South	1752	438	554	3045	0.576	1752	788	1.5	1.5	3.063	A
5 - A259 Bognor Road West	597	149	1775	1250	0.478	597	531	1.0	1.0	6.066	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	994	249	1277	2749	0.362	994	1096	0.6	0.6	2.256	A
2 - A259 Bognor Rd East	861	215	1058	2373	0.363	861	1213	0.6	0.6	2.619	A
3 - Vinnetrow Road			1342				577				
4 - A27 South	1752	438	554	3045	0.576	1752	788	1.5	1.5	3.063	A
5 - A259 Bognor Road West	597	149	1775	1250	0.478	597	531	1.0	1.0	6.066	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: A27 and A259.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - With Development
Report generation date: 15/03/2017 15:09:55

»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM
»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
	A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS)									
1 - A27 North	1.4	3.01	0.56	A	A	0.6	2.31	0.37	A	A
2 - A259 Bognor Rd East	1.0	3.80	0.47	A		0.6	2.68	0.37	A	
4 - A27 South	1.2	2.97	0.52	A		1.5	3.06	0.58	A	
5 - A259 Bognor Road West	0.8	4.42	0.41	A		1.1	6.38	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.

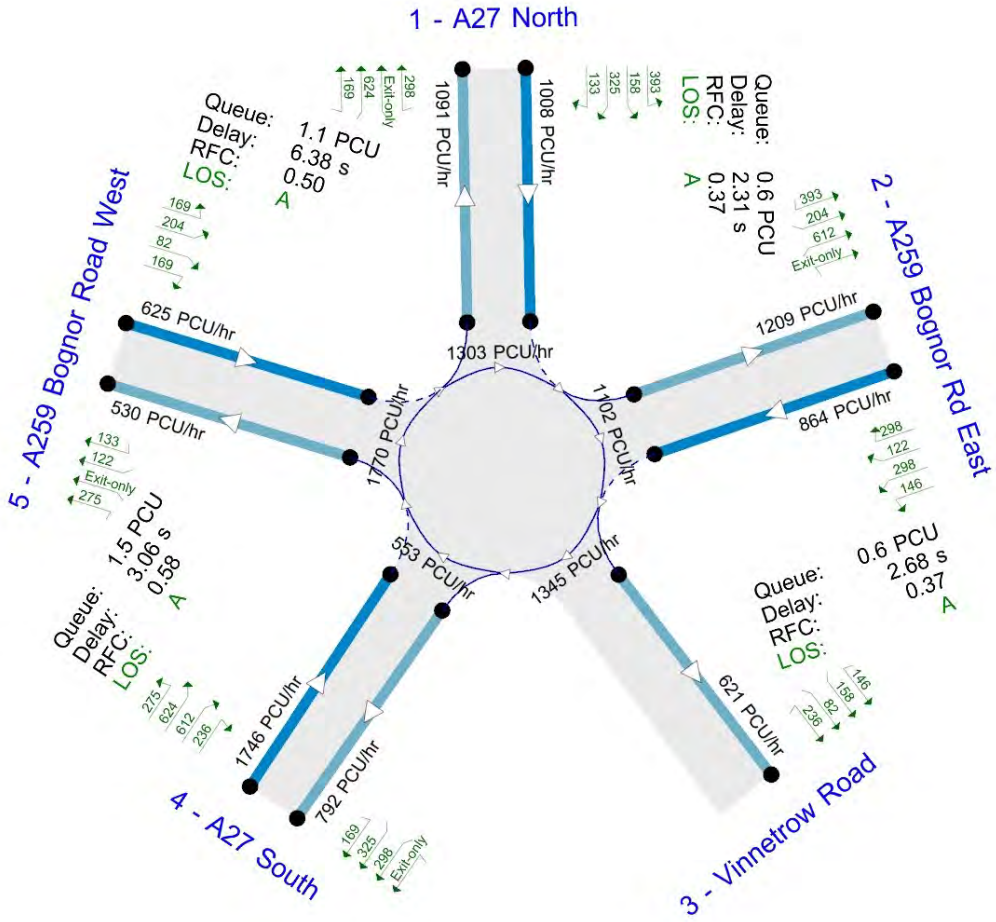
File summary

File Description

Title	A27 Bognor RBT
Location	
Site number	
Date	30/03/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	UKNAW004
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	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Time Segment: 17:00-17:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Bognor RBT	✓	100.000	100.000

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	A259 Bognor Rd East	
3	Vinnetrow Road	
4	A27 South	
5	A259 Bognor Road West	

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 - A27 North	8.80	12.37	112.7	43.7	84.0	32.0	
2 - A259 Bognor Rd East	7.00	11.18	63.0	30.5	84.0	44.0	
3 - Vinnetrow Road							✓
4 - A27 South	9.36	11.09	44.0	44.2	84.0	25.0	
5 - A259 Bognor Road West	4.02	8.11	55.7	27.5	84.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 North	0.760	3720
2 - A259 Bognor Rd East	0.654	3065
3 - Vinnetrow Road		
4 - A27 South	0.726	3447
5 - A259 Bognor Road West	0.534	2197

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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	1531	100.000
2 - A259 Bognor Rd East		FLAT	✓	831	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1322	100.000
5 - A259 Bognor Road West		FLAT	✓	573	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	375	131	630	395
	2 - A259 Bognor Rd East	222	0	69	332	208
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	476	338	106	0	402
	5 - A259 Bognor Road West	155	138	48	232	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.56	3.01	1.4	A	1684	1684
2 - A259 Bognor Rd East	0.47	3.80	1.0	A	914	914
3 - Vinnetrow Road						
4 - A27 South	0.52	2.97	1.2	A	1454	1454
5 - A259 Bognor Road West	0.41	4.42	0.8	A	630	630

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1684	421	944	3002	0.561	1679	935	0.0	1.4	2.980	A
2 - A259 Bognor Rd East	914	229	1690	1959	0.467	910	933	0.0	1.0	3.761	A
3 - Vinnetrow Road			2212				388				
4 - A27 South	1454	364	904	2791	0.521	1449	1308	0.0	1.2	2.943	A
5 - A259 Bognor Road West	630	158	1252	1529	0.412	627	1102	0.0	0.8	4.375	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1684	421	948	2999	0.562	1684	938	1.4	1.4	3.010	A
2 - A259 Bognor Rd East	914	229	1696	1955	0.467	914	936	1.0	1.0	3.802	A
3 - Vinnetrow Road			2221				389				
4 - A27 South	1454	364	907	2788	0.522	1454	1313	1.2	1.2	2.967	A
5 - A259 Bognor Road West	630	158	1256	1527	0.413	630	1105	0.8	0.8	4.415	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1684	421	948	2999	0.562	1684	938	1.4	1.4	3.010	A
2 - A259 Bognor Rd East	914	229	1696	1955	0.467	914	936	1.0	1.0	3.802	A
3 - Vinnetrow Road			2221				389				
4 - A27 South	1454	364	907	2788	0.522	1454	1313	1.2	1.2	2.967	A
5 - A259 Bognor Road West	630	158	1256	1527	0.413	630	1105	0.8	0.8	4.415	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1684	421	948	2999	0.562	1684	938	1.4	1.4	3.010	A
2 - A259 Bognor Rd East	914	229	1696	1955	0.467	914	936	1.0	1.0	3.802	A
3 - Vinnetrow Road			2221				389				
4 - A27 South	1454	364	907	2788	0.522	1454	1313	1.2	1.2	2.967	A
5 - A259 Bognor Road West	630	158	1256	1527	0.413	630	1105	0.8	0.8	4.415	A

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	919	100.000
2 - A259 Bognor Rd East		FLAT	✓	788	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1593	100.000
5 - A259 Bognor Road West		FLAT	✓	572	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	358	144	296	121
	2 - A259 Bognor Rd East	272	0	133	272	111
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	569	558	215	0	251
	5 - A259 Bognor Road West	155	187	75	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.37	2.31	0.6	A	1011	1011
2 - A259 Bognor Rd East	0.37	2.68	0.6	A	867	867
3 - Vinnetrow Road						
4 - A27 South	0.58	3.06	1.5	A	1752	1752
5 - A259 Bognor Road West	0.50	6.38	1.1	A	629	629

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1011	253	1303	2730	0.370	1008	1091	0.0	0.6	2.298	A
2 - A259 Bognor Rd East	867	217	1102	2344	0.370	864	1209	0.0	0.6	2.672	A
3 - Vinnetrow Road			1345				621				
4 - A27 South	1752	438	553	3046	0.575	1746	792	0.0	1.5	3.034	A
5 - A259 Bognor Road West	629	157	1770	1253	0.502	625	530	0.0	1.1	6.262	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1011	253	1309	2725	0.371	1011	1096	0.6	0.6	2.309	A
2 - A259 Bognor Rd East	867	217	1107	2341	0.370	867	1213	0.6	0.6	2.685	A
3 - Vinnetrow Road			1350				624				
4 - A27 South	1752	438	554	3045	0.576	1752	795	1.5	1.5	3.063	A
5 - A259 Bognor Road West	629	157	1775	1250	0.503	629	531	1.1	1.1	6.378	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1011	253	1309	2725	0.371	1011	1096	0.6	0.6	2.309	A
2 - A259 Bognor Rd East	867	217	1107	2341	0.370	867	1213	0.6	0.6	2.685	A
3 - Vinnetrow Road			1350				624				
4 - A27 South	1752	438	554	3045	0.576	1752	795	1.5	1.5	3.063	A
5 - A259 Bognor Road West	629	157	1775	1250	0.503	629	531	1.1	1.1	6.378	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1011	253	1309	2725	0.371	1011	1096	0.6	0.6	2.309	A
2 - A259 Bognor Rd East	867	217	1107	2341	0.370	867	1213	0.6	0.6	2.685	A
3 - Vinnetrow Road			1350				624				
4 - A27 South	1752	438	554	3045	0.576	1752	795	1.5	1.5	3.063	A
5 - A259 Bognor Road West	629	157	1775	1250	0.503	629	531	1.1	1.1	6.378	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - With Development
Report generation date: 18/08/2017 11:23:47

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - B2145 North	1.2	1.5	6.54	0.55	A	87.91	F	-11 % [3 - B2145 South]	27.5	91.4	75.98	1.01	F	35.64	E	-6 % [1 - B2145 North]
2 - B2166	42.5	112.3	93.93	1.03	F				2.9	9.2	9.82	0.75	A			
3 - B2145 South	41.7	96.5	133.94	1.07	F				2.8	9.8	10.64	0.74	B			

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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	87.91	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	3 - B2145 South

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	B2145 South	

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	3.26	7.00	11.4	46.1	30.0	16.0	
2 - B2166	2.90	7.00	21.7	25.3	30.0	15.1	
3 - B2145 South	3.58	6.71	9.0	39.5	30.0	10.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.673	1658
2 - B2166	0.688	1755
3 - B2145 South	0.682	1675

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	2031 Base + Committed (SATURN FLOWS)	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		✓	609	100.000
2 - B2166		✓	1388	100.000
3 - B2145 South		✓	938	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	299	310

	2 - B2166	944	0	444
	3 - B2145 South	407	531	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - B2145 South	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	0.55	6.54	1.2	1.5	A
2 - B2166	1.03	93.93	42.5	112.3	F
3 - B2145 South	1.07	133.94	41.7	96.5	F

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	458	396	1316	0.348	456	0.5	4.178	A
2 - B2166	1045	232	1558	0.671	1037	2.0	6.810	A
3 - B2145 South	706	705	1168	0.604	700	1.5	7.596	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	547	473	1267	0.432	547	0.8	4.994	A
2 - B2166	1248	278	1525	0.818	1239	4.2	12.226	B
3 - B2145 South	843	843	1074	0.785	836	3.4	14.633	B

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	671	538	1224	0.548	669	1.2	6.457	A
2 - B2166	1528	340	1480	1.033	1438	26.7	49.523	E
3 - B2145 South	1033	978	981	1.052	951	23.8	65.087	F

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	671	544	1221	0.549	670	1.2	6.541	A
2 - B2166	1528	341	1479	1.033	1465	42.5	93.933	F
3 - B2145 South	1033	997	969	1.066	961	41.7	133.940	F

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	547	553	1215	0.451	549	0.8	5.418	A
2 - B2166	1248	279	1524	0.819	1397	5.1	44.914	E
3 - B2145 South	843	950	1000	0.843	977	8.3	99.097	F

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	458	415	1304	0.352	460	0.5	4.270	A
2 - B2166	1045	234	1557	0.671	1057	2.1	7.372	A
3 - B2145 South	706	719	1159	0.609	733	1.6	8.962	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	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2 - B2166	1.99	0.26	1.19	3.49	4.36			N/A	N/A
3 - B2145 South	1.50	0.16	1.28	2.56	3.16			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	0.75	0.10	0.85	1.41	1.48			N/A	N/A
2 - B2166	4.20	0.06	1.04	11.82	18.70			N/A	N/A
3 - B2145 South	3.40	0.06	0.94	9.40	14.72			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	1.19	0.03	0.26	1.19	1.19			N/A	N/A
2 - B2166	26.75	2.15	20.07	56.63	71.59			N/A	N/A
3 - B2145 South	23.83	2.85	18.83	47.78	59.25			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	1.21	0.03	0.27	1.21	1.42			N/A	N/A
2 - B2166	42.50	4.08	32.61	89.24	112.27			N/A	N/A
3 - B2145 South	41.71	7.53	34.93	79.44	96.54			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 - B2145 North	0.83	0.31	0.96	1.40	1.46			N/A	N/A
2 - B2166	5.14	0.04	0.44	14.38	26.60			N/A	N/A
3 - B2145 South	8.27	0.14	3.47	21.62	30.65			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	0.55	0.05	0.55	1.31	1.41			N/A	N/A
2 - B2166	2.09	0.03	0.29	2.09	8.81			N/A	N/A
3 - B2145 South	1.60	0.03	0.28	1.60	4.95			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	35.64	E

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	2031 Base + Committed (SATURN FLOWS)	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		✓	1166	100.000
2 - B2166		✓	978	100.000
3 - B2145 South		✓	878	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	787	379
	2 - B2166	458	0	520
	3 - B2145 South	394	484	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - B2145 South	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	1.01	75.98	27.5	91.4	F
2 - B2166	0.75	9.82	2.9	9.2	A
3 - B2145 South	0.74	10.64	2.8	9.8	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 - B2145 North	878	362	1386	0.633	871	1.7	6.897	A
2 - B2166	736	283	1527	0.482	733	0.9	4.512	A
3 - B2145 South	661	343	1416	0.467	658	0.9	4.727	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	1048	434	1339	0.783	1041	3.4	11.816	B
2 - B2166	879	338	1489	0.591	877	1.4	5.868	A
3 - B2145 South	789	411	1369	0.577	787	1.3	6.174	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	1284	530	1276	1.006	1222	18.8	44.008	E
2 - B2166	1077	397	1448	0.743	1071	2.8	9.412	A
3 - B2145 South	967	502	1306	0.740	961	2.7	10.283	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 - B2145 North	1284	533	1274	1.008	1249	27.5	75.983	F
2 - B2166	1077	406	1442	0.747	1076	2.9	9.819	A
3 - B2145 South	967	504	1304	0.741	966	2.8	10.642	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 - B2145 North	1048	438	1336	0.784	1142	3.9	26.097	D
2 - B2166	879	371	1466	0.600	885	1.5	6.248	A
3 - B2145 South	789	414	1366	0.578	795	1.4	6.363	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	878	365	1384	0.634	887	1.8	7.352	A
2 - B2166	736	288	1523	0.483	739	0.9	4.601	A
3 - B2145 South	661	346	1414	0.468	663	0.9	4.808	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	1.69	0.36	1.49	2.67	3.19			N/A	N/A
2 - B2166	0.92	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 South	0.87	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 - B2145 North	3.40	0.06	0.81	9.51	15.15			N/A	N/A
2 - B2166	1.42	0.05	0.67	3.42	5.02			N/A	N/A
3 - B2145 South	1.34	0.06	0.71	3.09	4.57			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	18.84	0.64	11.70	44.61	59.23			N/A	N/A
2 - B2166	2.79	0.03	0.29	2.79	9.21			N/A	N/A
3 - B2145 South	2.73	0.03	0.29	2.73	9.82			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	27.48	0.59	16.00	67.67	91.37			N/A	N/A
2 - B2166	2.88	0.03	0.27	2.88	3.36			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road B2166.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - With Development
Report generation date: 10/07/2017 13:22:35

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - Vinnetrow Road	0.5	2.5	6.46	0.35	A	9.30	A	16 % [2 - B2166 E]	1.5	5.7	15.42	0.61	C	33.82	D	-5 % [4 - B2166 W]
2 - B2166 E	3.7	16.0	11.78	0.79	B				0.8	2.1	4.34	0.45	A			
3 - Mill Lane	0.2	0.5	7.64	0.14	A				0.1	0.5	4.38	0.06	A			
4 - B2166 W	1.2	1.5	6.56	0.54	A				18.6	79.2	56.73	0.98	F			

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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	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)	I' - 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	30.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	4.0	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	0.649	1633
3 - Mill Lane	0.591	1375
4 - B2166 W	0.579	1313

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	2031 Base + Committed (SATURN FLOWS)	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		✓	275	100.000
2 - B2166 E		✓	1040	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	587	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	43	7	225
	2 - B2166 E	87	0	5	948
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	60	511	16	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	0.35	6.46	0.5	2.5	A
2 - B2166 E	0.79	11.78	3.7	16.0	B
3 - Mill Lane	0.14	7.64	0.2	0.5	A
4 - B2166 W	0.54	6.56	1.2	1.5	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	207	404	967	0.214	206	0.3	4.726	A
2 - B2166 E	783	186	1507	0.520	779	1.1	4.916	A
3 - Mill Lane	54	943	814	0.067	54	0.1	4.735	A
4 - B2166 W	442	88	1219	0.363	440	0.6	4.607	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	247	484	921	0.268	247	0.4	5.335	A
2 - B2166 E	935	223	1483	0.631	933	1.7	6.517	A
3 - Mill Lane	65	1130	703	0.092	65	0.1	5.638	A
4 - B2166 W	528	106	1209	0.437	527	0.8	5.271	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	303	592	860	0.352	302	0.5	6.439	A
2 - B2166 E	1145	272	1450	0.790	1138	3.6	11.268	B
3 - Mill Lane	79	1379	555	0.143	79	0.2	7.563	A
4 - B2166 W	646	129	1196	0.541	645	1.2	6.517	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	303	593	860	0.352	303	0.5	6.463	A
2 - B2166 E	1145	273	1449	0.790	1145	3.7	11.775	B
3 - Mill Lane	79	1387	550	0.144	79	0.2	7.641	A
4 - B2166 W	646	130	1195	0.541	646	1.2	6.557	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	247	486	920	0.269	248	0.4	5.359	A
2 - B2166 E	935	224	1482	0.631	943	1.7	6.765	A
3 - Mill Lane	65	1141	697	0.093	65	0.1	5.701	A
4 - B2166 W	528	107	1208	0.437	529	0.8	5.314	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	207	407	965	0.215	207	0.3	4.756	A
2 - B2166 E	783	187	1506	0.520	786	1.1	5.014	A
3 - Mill Lane	54	951	809	0.067	54	0.1	4.769	A
4 - B2166 W	442	89	1219	0.363	443	0.6	4.645	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	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - B2166 E	1.07	0.55	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.56	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 - Vinnetrow Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - B2166 E	1.68	0.05	0.58	4.28	6.58			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.77	0.11	0.87	1.41	1.47			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	0.54	0.03	0.25	0.54	0.54			N/A	N/A
2 - B2166 E	3.55	0.03	0.30	3.55	16.01			N/A	N/A
3 - Mill Lane	0.17	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	1.16	0.03	0.26	1.16	1.16			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	0.54	0.03	0.30	1.38	2.52			N/A	N/A
2 - B2166 E	3.65	0.03	0.28	3.65	7.36			N/A	N/A
3 - Mill Lane	0.17	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	1.17	0.03	0.27	1.17	1.22			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	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2 - B2166 E	1.74	0.06	0.72	4.40	6.62			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.78	0.19	0.93	1.40	1.46			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	1.10	0.04	0.38	2.77	4.86			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.57	0.06	0.63	1.33	1.42			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	33.82	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	4 - B2166 W

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	2031 Base + Committed (SATURN FLOWS)	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		✓	327	100.000
2 - B2166 E		✓	606	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	1111	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	194	14	119
	2 - B2166 E	46	0	8	552
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	113	984	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	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	0.61	15.42	1.5	5.7	C
2 - B2166 E	0.45	4.34	0.8	2.1	A
3 - Mill Lane	0.06	4.38	0.1	0.5	A
4 - B2166 W	0.98	56.73	18.6	79.2	F

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	246	759	787	0.313	244	0.5	6.611	A
2 - B2166 E	456	110	1530	0.298	455	0.4	3.347	A
3 - Mill Lane	37	537	1023	0.036	37	0.0	3.648	A
4 - B2166 W	836	53	1266	0.661	829	1.9	8.102	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	294	908	703	0.418	293	0.7	8.756	A
2 - B2166 E	545	132	1516	0.359	544	0.6	3.702	A
3 - Mill Lane	44	644	961	0.046	44	0.0	3.925	A
4 - B2166 W	999	64	1260	0.793	992	3.6	13.117	B

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	360	1081	606	0.595	357	1.4	14.336	B
2 - B2166 E	667	160	1498	0.445	666	0.8	4.325	A
3 - Mill Lane	54	787	877	0.062	54	0.1	4.374	A
4 - B2166 W	1223	78	1251	0.978	1180	14.3	37.586	E

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	360	1104	593	0.608	360	1.5	15.416	C
2 - B2166 E	667	161	1497	0.446	667	0.8	4.338	A
3 - Mill Lane	54	789	876	0.062	54	0.1	4.380	A
4 - B2166 W	1223	78	1251	0.978	1206	18.6	56.725	F

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	294	966	670	0.438	297	0.8	9.703	A
2 - B2166 E	545	134	1515	0.360	546	0.6	3.721	A
3 - Mill Lane	44	647	959	0.046	44	0.0	3.932	A
4 - B2166 W	999	64	1260	0.793	1056	4.1	21.776	C

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	246	773	779	0.316	247	0.5	6.791	A
2 - B2166 E	456	111	1529	0.298	457	0.4	3.357	A
3 - Mill Lane	37	541	1022	0.036	37	0.0	3.655	A
4 - B2166 W	836	54	1266	0.661	845	2.0	8.723	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	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2 - B2166 E	0.42	0.00	0.00	0.42	0.42			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	1.90	0.58	1.30	2.76	3.22			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	0.71	0.10	0.83	1.38	1.45			N/A	N/A
2 - B2166 E	0.56	0.08	0.78	1.36	1.43			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	3.59	0.06	1.16	9.80	14.97			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	1.41	0.03	0.28	1.41	3.33			N/A	N/A
2 - B2166 E	0.80	0.03	0.25	0.80	0.80			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	14.28	0.18	6.29	37.73	53.39			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	1.50	0.03	0.29	1.50	5.68			N/A	N/A
2 - B2166 E	0.80	0.03	0.27	0.80	2.12			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	18.56	0.12	5.34	52.70	79.17			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	0.80	0.08	0.80	1.49	1.53			N/A	N/A
2 - B2166 E	0.57	0.55	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	4.14	0.04	0.43	11.46	21.33			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	0.47	0.04	0.38	1.30	1.47			N/A	N/A
2 - B2166 E	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	2.00	0.03	0.31	2.93	9.97			N/A	N/A

3 - B2145 South	2.80	0.03	0.27	2.80	4.14			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	3.94	0.04	0.41	10.69	20.64			N/A	N/A
2 - B2166	1.52	0.07	1.00	3.35	4.68			N/A	N/A
3 - B2145 South	1.39	0.06	0.87	3.04	4.38			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	1.77	0.03	0.29	1.77	7.62			N/A	N/A
2 - B2166	0.94	0.04	0.42	2.23	3.57			N/A	N/A
3 - B2145 South	0.89	0.04	0.41	2.04	3.37			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: A27 and A259.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - No Development
Report generation date: 01/03/2017 10:53:46

»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM
»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
	A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS)									
1 - A27 North	1.5	3.04	0.58	A	A	0.8	2.51	0.43	A	A
2 - A259 Bognor Rd East	3.6	8.33	0.77	A		1.1	3.36	0.50	A	
4 - A27 South	1.4	3.78	0.56	A		1.3	2.90	0.53	A	
5 - A259 Bognor Road West	1.0	5.61	0.49	A		1.5	7.40	0.58	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.

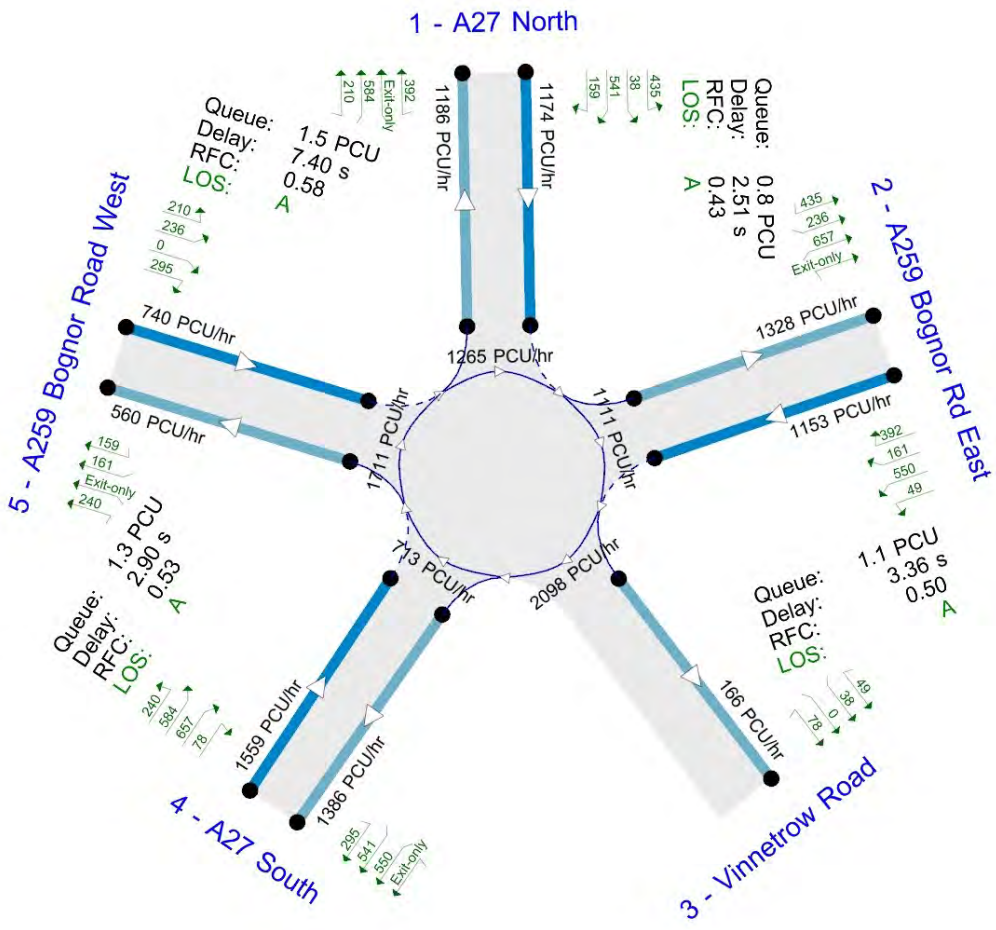
File summary

File Description

Title	A27 Bognor RBT
Location	
Site number	
Date	30/03/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	UKNAW004
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	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Time Segment: 17:00-17:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Bognor RBT	✓	100.000	100.000

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	5.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	A259 Bognor Rd East	
3	Vinnetrow Road	
4	A27 South	
5	A259 Bognor Road West	

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 - A27 North	8.80	12.37	112.7	43.7	84.0	32.0	
2 - A259 Bognor Rd East	7.00	11.18	63.0	30.5	84.0	44.0	
3 - Vinnetrow Road							✓
4 - A27 South	9.36	11.09	44.0	44.2	84.0	25.0	
5 - A259 Bognor Road West	4.02	8.11	55.7	27.5	84.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 North	0.760	3720
2 - A259 Bognor Rd East	0.654	3065
3 - Vinnetrow Road		
4 - A27 South	0.726	3447
5 - A259 Bognor Road West	0.534	2197

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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	1644	100.000
2 - A259 Bognor Rd East		FLAT	✓	1425	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1190	100.000
5 - A259 Bognor Road West		FLAT	✓	606	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	470	39	665	470
	2 - A259 Bognor Rd East	543	0	31	499	352
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	506	327	30	0	327
	5 - A259 Bognor Road West	236	153	0	217	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.58	3.04	1.5	A	1808	1808
2 - A259 Bognor Rd East	0.77	8.33	3.6	A	1568	1568
3 - Vinnetrow Road						
4 - A27 South	0.56	3.78	1.4	A	1309	1309
5 - A259 Bognor Road West	0.49	5.61	1.0	A	667	667

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1808	452	796	3115	0.581	1802	1404	0.0	1.5	3.003	A
2 - A259 Bognor Rd East	1568	392	1557	2046	0.766	1554	1041	0.0	3.5	7.832	A
3 - Vinnetrow Road			3001				109				
4 - A27 South	1309	327	1491	2365	0.554	1304	1510	0.0	1.4	3.715	A
5 - A259 Bognor Road West	667	167	1537	1377	0.484	663	1257	0.0	1.0	5.513	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1808	452	800	3112	0.581	1808	1413	1.5	1.5	3.036	A
2 - A259 Bognor Rd East	1568	392	1563	2042	0.767	1567	1045	3.5	3.6	8.317	A
3 - Vinnetrow Road			3020				110				
4 - A27 South	1309	327	1501	2357	0.555	1309	1519	1.4	1.4	3.776	A
5 - A259 Bognor Road West	667	167	1546	1372	0.486	667	1264	1.0	1.0	5.612	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1808	452	800	3112	0.581	1808	1413	1.5	1.5	3.036	A
2 - A259 Bognor Rd East	1568	392	1563	2042	0.767	1567	1045	3.6	3.6	8.327	A
3 - Vinnetrow Road			3020				110				
4 - A27 South	1309	327	1501	2357	0.555	1309	1519	1.4	1.4	3.777	A
5 - A259 Bognor Road West	667	167	1547	1372	0.486	667	1264	1.0	1.0	5.612	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1808	452	800	3112	0.581	1808	1413	1.5	1.5	3.036	A
2 - A259 Bognor Rd East	1568	392	1563	2042	0.767	1567	1045	3.6	3.6	8.335	A
3 - Vinnetrow Road			3021				110				
4 - A27 South	1309	327	1501	2357	0.555	1309	1519	1.4	1.4	3.777	A
5 - A259 Bognor Road West	667	167	1547	1372	0.486	667	1264	1.0	1.0	5.612	A

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	1070	100.000
2 - A259 Bognor Rd East		FLAT	✓	1052	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1422	100.000
5 - A259 Bognor Road West		FLAT	✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	397	35	493	145
	2 - A259 Bognor Rd East	358	0	45	502	147
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	533	599	71	0	219
	5 - A259 Bognor Road West	192	216	0	270	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.43	2.51	0.8	A	1177	1177
2 - A259 Bognor Rd East	0.50	3.36	1.1	A	1157	1157
3 - Vinnetrow Road						
4 - A27 South	0.53	2.90	1.3	A	1564	1564
5 - A259 Bognor Road West	0.58	7.40	1.5	A	746	746

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1177	294	1265	2758	0.427	1174	1186	0.0	0.8	2.493	A
2 - A259 Bognor Rd East	1157	289	1111	2338	0.495	1153	1328	0.0	1.1	3.328	A
3 - Vinnetrow Road			2098				166				
4 - A27 South	1564	391	713	2930	0.534	1559	1386	0.0	1.3	2.878	A
5 - A259 Bognor Road West	746	186	1711	1284	0.581	740	560	0.0	1.5	7.200	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1177	294	1272	2753	0.427	1177	1191	0.8	0.8	2.511	A
2 - A259 Bognor Rd East	1157	289	1115	2335	0.496	1157	1333	1.1	1.1	3.360	A
3 - Vinnetrow Road			2106				166				
4 - A27 South	1564	391	715	2928	0.534	1564	1391	1.3	1.3	2.902	A
5 - A259 Bognor Road West	746	186	1717	1281	0.582	746	562	1.5	1.5	7.394	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1177	294	1272	2753	0.427	1177	1191	0.8	0.8	2.511	A
2 - A259 Bognor Rd East	1157	289	1115	2335	0.496	1157	1333	1.1	1.1	3.360	A
3 - Vinnetrow Road			2106				166				
4 - A27 South	1564	391	715	2928	0.534	1564	1391	1.3	1.3	2.902	A
5 - A259 Bognor Road West	746	186	1717	1281	0.582	746	562	1.5	1.5	7.397	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1177	294	1272	2753	0.427	1177	1191	0.8	0.8	2.511	A
2 - A259 Bognor Rd East	1157	289	1115	2335	0.496	1157	1333	1.1	1.1	3.360	A
3 - Vinnetrow Road			2106				166				
4 - A27 South	1564	391	715	2928	0.534	1564	1391	1.3	1.3	2.902	A
5 - A259 Bognor Road West	746	186	1717	1281	0.582	746	562	1.5	1.5	7.397	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 and B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - No Development
Report generation date: 18/08/2017 11:38:02

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - B2145 North	1.7	2.0	8.18	0.64	A	16.50	C	2 % [3 - B2145 South]	39.6	102.9	103.19	1.04	F	48.93	E	-8 % [1 - B2145 North]
2 - B2166	3.0	11.2	10.59	0.76	B				1.1	1.5	5.60	0.52	A			
3 - B2145 South	8.1	44.6	28.17	0.90	D				1.8	2.6	6.69	0.64	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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	16.50	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	3 - B2145 South

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	B2145 South	

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	3.26	7.00	11.4	46.1	30.0	16.0	
2 - B2166	2.90	7.00	21.7	25.3	30.0	15.1	
3 - B2145 South	3.58	6.71	9.0	39.5	30.0	10.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.673	1658
2 - B2166	0.688	1755
3 - B2145 South	0.682	1675

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	2031 Base + Committed (SATURN FLOWS)	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		✓	695	100.000
2 - B2166		✓	958	100.000
3 - B2145 South		✓	1001	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	277	418

	2 - B2166	572	0	386
	3 - B2145 South	487	514	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - B2145 South	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	0.64	8.18	1.7	2.0	A
2 - B2166	0.76	10.59	3.0	11.2	B
3 - B2145 South	0.90	28.17	8.1	44.6	D

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	523	384	1320	0.396	521	0.7	4.488	A
2 - B2166	721	313	1501	0.481	718	0.9	4.576	A
3 - B2145 South	754	428	1357	0.555	749	1.2	5.868	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	625	460	1272	0.491	624	1.0	5.545	A
2 - B2166	861	375	1456	0.592	859	1.4	6.013	A
3 - B2145 South	900	513	1300	0.692	896	2.2	8.838	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	765	556	1210	0.632	762	1.7	7.983	A
2 - B2166	1055	458	1395	0.756	1049	3.0	10.206	B
3 - B2145 South	1102	626	1222	0.902	1082	7.3	22.961	C

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	765	564	1205	0.635	765	1.7	8.182	A
2 - B2166	1055	460	1394	0.757	1054	3.0	10.593	B
3 - B2145 South	1102	630	1220	0.904	1099	8.1	28.169	D

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	625	474	1263	0.495	628	1.0	5.696	A
2 - B2166	861	378	1454	0.592	867	1.5	6.200	A
3 - B2145 South	900	518	1296	0.694	923	2.3	10.204	B

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	523	389	1317	0.397	525	0.7	4.550	A
2 - B2166	721	315	1499	0.481	723	0.9	4.655	A
3 - B2145 South	754	432	1355	0.556	758	1.3	6.070	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	0.65	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166	0.92	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 South	1.23	0.56	1.13	1.52	1.77			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	0.95	0.08	0.85	1.65	1.99			N/A	N/A
2 - B2166	1.43	0.05	0.63	3.46	5.14			N/A	N/A
3 - B2145 South	2.18	0.05	0.49	5.90	9.47			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	1.68	0.03	0.27	1.68	1.68			N/A	N/A
2 - B2166	2.96	0.03	0.29	2.96	11.23			N/A	N/A
3 - B2145 South	7.26	0.05	0.49	20.81	37.36			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	1.72	0.03	0.27	1.72	1.72			N/A	N/A
2 - B2166	3.03	0.03	0.27	3.03	4.55			N/A	N/A
3 - B2145 South	8.10	0.04	0.37	18.35	44.60			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	0.99	0.11	0.96	1.54	1.87			N/A	N/A
2 - B2166	1.48	0.06	0.85	3.41	4.87			N/A	N/A
3 - B2145 South	2.35	0.04	0.42	6.42	11.49			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	0.66	0.05	0.52	1.47	1.50			N/A	N/A
2 - B2166	0.94	0.04	0.40	2.26	3.72			N/A	N/A
3 - B2145 South	1.27	0.03	0.31	2.19	6.47			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	48.93	E

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	2031 Base + Committed (SATURN FLOWS)	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		✓	1178	100.000
2 - B2166		✓	640	100.000
3 - B2145 South		✓	866	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	655	523
	2 - B2166	215	0	425
	3 - B2145 South	349	517	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - B2145 South	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	1.04	103.19	39.6	102.9	F
2 - B2166	0.52	5.60	1.1	1.5	A
3 - B2145 South	0.64	6.69	1.8	2.6	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	887	387	1370	0.647	880	1.8	7.241	A
2 - B2166	482	391	1457	0.331	480	0.5	3.677	A
3 - B2145 South	652	161	1544	0.422	649	0.7	4.011	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	1059	464	1319	0.803	1051	3.8	13.030	B
2 - B2166	575	467	1404	0.410	575	0.7	4.336	A
3 - B2145 South	779	193	1522	0.512	777	1.0	4.829	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	1297	568	1251	1.037	1213	24.8	54.192	F
2 - B2166	705	539	1354	0.520	703	1.1	5.513	A
3 - B2145 South	953	236	1492	0.639	951	1.7	6.621	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	1297	569	1250	1.038	1238	39.6	103.194	F
2 - B2166	705	549	1347	0.523	705	1.1	5.604	A
3 - B2145 South	953	237	1491	0.639	953	1.8	6.690	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	1059	466	1318	0.804	1199	4.6	48.085	E
2 - B2166	575	532	1359	0.423	577	0.7	4.612	A
3 - B2145 South	779	194	1521	0.512	781	1.1	4.886	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	887	390	1368	0.648	898	1.9	7.825	A
2 - B2166	482	399	1451	0.332	483	0.5	3.723	A
3 - B2145 South	652	162	1543	0.423	653	0.7	4.051	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	1.79	0.24	1.02	2.98	3.80			N/A	N/A
2 - B2166	0.49	0.00	0.00	0.49	0.49			N/A	N/A
3 - B2145 South	0.73	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 - B2145 North	3.80	0.06	0.97	10.61	16.74			N/A	N/A
2 - B2166	0.69	0.10	0.83	1.37	1.44			N/A	N/A
3 - B2145 South	1.04	0.07	0.84	1.89	2.63			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	24.77	2.12	18.74	51.92	65.42			N/A	N/A
2 - B2166	1.07	0.03	0.26	1.07	1.07			N/A	N/A
3 - B2145 South	1.74	0.03	0.27	1.74	1.74			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	39.60	4.11	30.71	82.15	102.89			N/A	N/A
2 - B2166	1.09	0.03	0.27	1.09	1.53			N/A	N/A

3 - B2145 South	1.75	0.03	0.27	1.75	1.75			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	4.65	0.04	0.43	12.80	24.25			N/A	N/A
2 - B2166	0.74	0.50	0.97	1.39	1.45			N/A	N/A
3 - B2145 South	1.06	0.13	1.02	1.63	1.92			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	1.88	0.03	0.29	1.88	7.43			N/A	N/A
2 - B2166	0.50	0.05	0.46	1.28	1.39			N/A	N/A
3 - B2145 South	0.74	0.06	0.65	1.05	1.61			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road and B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - No Development
Report generation date: 18/08/2017 12:15:48

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), PM
»CATM Flows, AM
»CATM Flows, 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
	2031 Base + Committed (SATURN FLOWS)															
1 - Vinnetrow Road	0.2	1.0	5.06	0.20	A	8.80	A	23 % [2 - B2166 E]	0.3	1.3	7.06	0.24	A	14.66	B	7 % [4 - B2166 W]
2 - B2166 E	2.8	10.6	11.29	0.74	B				0.5	2.0	4.15	0.32	A			
3 - Mill Lane	0.1	0.5	5.17	0.10	A				0.1	0.5	3.42	0.05	A			
4 - B2166 W	1.1	1.5	6.72	0.54	A				5.8	29.5	20.31	0.86	C			
	CATM Flows															
1 - Vinnetrow Road	0.1	0.5	4.14	0.09	A	73.66	F	-10 % [2 - B2166 E]	2.0	5.5	10.95	0.68	B	8.43	A	26 % [1 - Vinnetrow Road]
2 - B2166 E	41.0	106.1	103.31	1.04	F				2.0	3.3	8.54	0.67	A			
3 - Mill Lane	0.1	0.5	6.69	0.13	A				0.1	0.5	4.55	0.06	A			
4 - B2166 W	0.5	2.0	4.18	0.32	A				0.4	1.2	3.84	0.27	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	10/11/2016
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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15
D3	CATM Flows	AM	ONE HOUR	07:30	09:00	15
D4	CATM Flows	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.80	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	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	3.50	6.00	4.0	20.0	30.0	30.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	4.0	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	0.579	1313
3 - Mill Lane	0.591	1375
4 - B2166 W	0.579	1313

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	2031 Base + Committed (SATURN FLOWS)	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		✓	160	100.000
2 - B2166 E		✓	833	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	560	100.000

Origin-Destination Data

Demand (Veh/hr)

	To

		To			
		1 - Vinnetrow Road	2 - B2166 E	3 - Mill Lane	4 - B2166 W
From	1 - Vinnetrow Road	0	66	7	87
	2 - B2166 E	151	0	5	677
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	81	463	16	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	0.20	5.06	0.2	1.0	A
2 - B2166 E	0.74	11.29	2.8	10.6	B
3 - Mill Lane	0.10	5.17	0.1	0.5	A
4 - B2166 W	0.54	6.72	1.1	1.5	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	120	368	985	0.122	120	0.1	4.160	A
2 - B2166 E	627	82	1258	0.499	623	1.0	5.639	A
3 - Mill Lane	54	685	967	0.056	54	0.1	3.940	A
4 - B2166 W	422	136	1189	0.355	419	0.5	4.665	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	144	441	944	0.152	144	0.2	4.498	A
2 - B2166 E	749	99	1248	0.600	747	1.5	7.152	A
3 - Mill Lane	65	821	887	0.073	65	0.1	4.380	A
4 - B2166 W	503	163	1173	0.429	503	0.7	5.359	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	176	539	888	0.198	176	0.2	5.052	A
2 - B2166 E	917	121	1235	0.743	912	2.8	10.964	B
3 - Mill Lane	79	1002	778	0.102	79	0.1	5.146	A
4 - B2166 W	617	199	1153	0.535	615	1.1	6.675	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	176	541	888	0.198	176	0.2	5.059	A
2 - B2166 E	917	121	1235	0.743	917	2.8	11.291	B
3 - Mill Lane	79	1007	775	0.102	79	0.1	5.170	A
4 - B2166 W	617	200	1152	0.535	617	1.1	6.719	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	144	443	943	0.153	144	0.2	4.509	A
2 - B2166 E	749	99	1248	0.600	754	1.5	7.361	A
3 - Mill Lane	65	828	882	0.073	65	0.1	4.406	A
4 - B2166 W	503	165	1173	0.429	505	0.8	5.402	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	120	370	983	0.123	121	0.1	4.175	A
2 - B2166 E	627	83	1257	0.499	629	1.0	5.749	A
3 - Mill Lane	54	691	964	0.056	54	0.1	3.958	A
4 - B2166 W	422	137	1188	0.355	422	0.6	4.707	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	0.14	0.00	0.00	0.14	0.14			N/A	N/A
2 - B2166 E	0.98	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	0.55	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 - Vinnetrow Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2 - B2166 E	1.47	0.06	0.84	3.41	4.88			N/A	N/A
3 - Mill Lane	0.08	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	0.74	0.11	0.87	1.39	1.46			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	0.25	0.03	0.25	0.46	0.48			N/A	N/A
2 - B2166 E	2.76	0.03	0.29	2.76	10.60			N/A	N/A
3 - Mill Lane	0.11	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	1.13	0.03	0.26	1.13	1.13			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	0.25	0.03	0.28	0.55	1.03			N/A	N/A
2 - B2166 E	2.82	0.03	0.27	2.82	4.20			N/A	N/A
3 - Mill Lane	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - B2166 W	1.14	0.03	0.27	1.14	1.44			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	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2 - B2166 E	1.53	0.06	0.85	3.59	5.15			N/A	N/A
3 - Mill Lane	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - B2166 W	0.76	0.18	0.92	1.39	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	0.14	0.00	0.00	0.14	0.14			N/A	N/A
2 - B2166 E	1.01	0.04	0.42	2.46	3.92			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	0.55	0.06	0.59	1.32	1.41			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	14.66	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	4 - B2166 W

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	2031 Base + Committed (SATURN FLOWS)	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		✓	143	100.000
2 - B2166 E		✓	364	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	973	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	127	14	2
	2 - B2166 E	57	0	8	299
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	105	854	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	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	0.24	7.06	0.3	1.3	A
2 - B2166 E	0.32	4.15	0.5	2.0	A
3 - Mill Lane	0.05	3.42	0.1	0.5	A
4 - B2166 W	0.86	20.31	5.8	29.5	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	108	663	844	0.128	107	0.1	4.877	A
2 - B2166 E	274	22	1273	0.215	273	0.3	3.596	A
3 - Mill Lane	37	268	1181	0.031	37	0.0	3.146	A
4 - B2166 W	733	61	1261	0.581	727	1.4	6.678	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	129	794	770	0.167	128	0.2	5.610	A
2 - B2166 E	327	27	1271	0.258	327	0.3	3.815	A
3 - Mill Lane	44	322	1150	0.038	44	0.0	3.255	A
4 - B2166 W	875	74	1254	0.698	871	2.2	9.325	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	157	965	673	0.234	157	0.3	6.967	A
2 - B2166 E	401	33	1267	0.316	400	0.5	4.151	A
3 - Mill Lane	54	394	1107	0.049	54	0.1	3.417	A
4 - B2166 W	1071	90	1244	0.861	1059	5.4	18.254	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	157	975	667	0.236	157	0.3	7.057	A
2 - B2166 E	401	33	1267	0.316	401	0.5	4.155	A
3 - Mill Lane	54	394	1107	0.049	54	0.1	3.417	A
4 - B2166 W	1071	90	1244	0.861	1070	5.8	20.307	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	129	809	761	0.169	129	0.2	5.696	A
2 - B2166 E	327	27	1270	0.258	328	0.3	3.822	A
3 - Mill Lane	44	322	1149	0.038	44	0.0	3.259	A
4 - B2166 W	875	74	1254	0.698	888	2.4	10.191	B

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	108	671	839	0.128	108	0.1	4.924	A
2 - B2166 E	274	23	1273	0.215	274	0.3	3.607	A
3 - Mill Lane	37	270	1180	0.031	37	0.0	3.150	A
4 - B2166 W	733	62	1261	0.581	736	1.4	6.917	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	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - B2166 E	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.36	0.57	1.21	1.66	1.83			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	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - B2166 E	0.34	0.00	0.00	0.34	0.34			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	2.23	0.06	0.78	5.88	9.01			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	0.30	0.03	0.26	0.46	0.48			N/A	N/A
2 - B2166 E	0.46	0.03	0.25	0.46	0.48			N/A	N/A
3 - Mill Lane	0.05	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	5.43	0.04	0.38	13.35	29.46			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	0.31	0.03	0.31	1.05	1.32			N/A	N/A
2 - B2166 E	0.46	0.03	0.31	1.36	1.97			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	5.76	0.03	0.31	6.52	27.03			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	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - B2166 E	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	2.39	0.05	0.45	6.59	11.16			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	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - B2166 E	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.41	0.03	0.34	3.28	7.23			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	73.66	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	2 - B2166 E

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)
D3	CATM Flows	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		✓	80	100.000
2 - B2166 E		✓	1223	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	360	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	73	7	0
	2 - B2166 E	0	0	5	1218
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	0	344	16	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	0.09	4.14	0.1	0.5	A
2 - B2166 E	1.04	103.31	41.0	106.1	F
3 - Mill Lane	0.13	6.69	0.1	0.5	A
4 - B2166 W	0.32	4.18	0.5	2.0	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	60	279	1031	0.058	60	0.1	3.709	A
2 - B2166 E	921	17	1303	0.707	911	2.3	8.993	A
3 - Mill Lane	54	908	838	0.065	54	0.1	4.588	A
4 - B2166 W	271	23	1263	0.215	270	0.3	3.621	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	72	334	1000	0.072	72	0.1	3.880	A
2 - B2166 E	1099	21	1301	0.845	1089	4.9	16.225	C
3 - Mill Lane	65	1085	734	0.088	65	0.1	5.381	A
4 - B2166 W	324	28	1261	0.257	323	0.3	3.839	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	88	409	958	0.092	88	0.1	4.139	A
2 - B2166 E	1347	25	1298	1.037	1263	25.9	55.543	F
3 - Mill Lane	79	1257	631	0.126	79	0.1	6.516	A
4 - B2166 W	396	34	1257	0.315	396	0.5	4.178	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	88	410	957	0.092	88	0.1	4.140	A
2 - B2166 E	1347	25	1298	1.037	1286	41.0	103.313	F
3 - Mill Lane	79	1281	618	0.128	79	0.1	6.685	A
4 - B2166 W	396	34	1257	0.315	396	0.5	4.181	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	72	335	999	0.072	72	0.1	3.882	A
2 - B2166 E	1099	21	1301	0.845	1236	6.8	65.511	F
3 - Mill Lane	65	1231	647	0.100	65	0.1	6.186	A
4 - B2166 W	324	28	1261	0.257	324	0.3	3.846	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	60	280	1030	0.058	60	0.1	3.712	A
2 - B2166 E	921	17	1303	0.707	938	2.5	10.307	B
3 - Mill Lane	54	934	823	0.066	54	0.1	4.686	A
4 - B2166 W	271	23	1263	0.215	271	0.3	3.629	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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	2.33	0.47	1.54	3.92	4.86			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.27	0.00	0.00	0.27	0.27			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	0.08	0.03	0.25	0.45	0.48			N/A	N/A
2 - B2166 E	4.91	0.08	1.32	13.28	19.68			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.34	0.00	0.00	0.34	0.34			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	0.10	0.03	0.26	0.47	0.49			N/A	N/A
2 - B2166 E	25.89	2.34	19.72	53.96	67.83			N/A	N/A
3 - Mill Lane	0.14	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	0.46	0.03	0.25	0.46	0.48			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	41.00	4.39	31.93	84.79	106.07			N/A	N/A
3 - Mill Lane	0.15	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.46	0.03	0.31	1.36	1.96			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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	6.84	0.05	0.87	19.82	33.52			N/A	N/A
3 - Mill Lane	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - B2166 W	0.35	0.00	0.00	0.35	0.35			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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	2.49	0.03	0.30	2.97	11.82			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.27	0.00	0.00	0.27	0.27			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	26	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)
D4	CATM Flows	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		✓	620	100.000
2 - B2166 E		✓	771	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	315	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	606	14	0
	2 - B2166 E	0	0	8	763
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	0	301	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	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	0.68	10.95	2.0	5.5	B
2 - B2166 E	0.67	8.54	2.0	3.3	A
3 - Mill Lane	0.06	4.55	0.1	0.5	A
4 - B2166 W	0.27	3.84	0.4	1.2	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 - Vinnetrow Road	467	250	1077	0.433	464	0.8	5.842	A
2 - B2166 E	580	21	1276	0.455	577	0.8	5.131	A
3 - Mill Lane	37	571	1003	0.037	37	0.0	3.723	A
4 - B2166 W	237	19	1289	0.184	236	0.2	3.415	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	557	300	1049	0.531	556	1.1	7.277	A
2 - B2166 E	693	25	1273	0.544	692	1.2	6.175	A
3 - Mill Lane	44	685	937	0.047	44	0.0	4.032	A
4 - B2166 W	283	22	1287	0.220	283	0.3	3.585	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	683	367	1011	0.675	679	2.0	10.731	B
2 - B2166 E	849	31	1270	0.668	846	2.0	8.424	A
3 - Mill Lane	54	837	847	0.064	54	0.1	4.537	A
4 - B2166 W	347	27	1284	0.270	346	0.4	3.839	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 - Vinnetrow Road	683	368	1011	0.675	682	2.0	10.954	B
2 - B2166 E	849	31	1270	0.668	849	2.0	8.541	A
3 - Mill Lane	54	840	845	0.064	54	0.1	4.547	A
4 - B2166 W	347	28	1284	0.270	347	0.4	3.841	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 - Vinnetrow Road	557	301	1049	0.531	561	1.2	7.431	A
2 - B2166 E	693	25	1273	0.544	696	1.2	6.274	A
3 - Mill Lane	44	689	934	0.047	44	0.0	4.046	A
4 - B2166 W	283	23	1287	0.220	284	0.3	3.587	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	467	252	1076	0.434	468	0.8	5.933	A
2 - B2166 E	580	21	1276	0.455	582	0.8	5.200	A
3 - Mill Lane	37	576	1001	0.037	37	0.0	3.737	A
4 - B2166 W	237	19	1289	0.184	237	0.2	3.422	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	0.76	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.83	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	0.22	0.00	0.00	0.22	0.22			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	1.11	0.08	0.92	1.98	2.76			N/A	N/A
2 - B2166 E	1.18	0.07	0.91	2.30	3.08			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.28	0.00	0.00	0.28	0.28			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	2.01	0.03	0.28	2.01	5.54			N/A	N/A
2 - B2166 E	1.96	0.03	0.27	1.96	3.28			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.37	0.03	0.25	0.45	0.48			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	2.04	0.03	0.27	2.04	2.98			N/A	N/A
2 - B2166 E	1.99	0.03	0.27	1.99	1.99			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.37	0.03	0.32	1.18	1.18			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	1.15	0.07	0.90	2.21	2.96			N/A	N/A
2 - B2166 E	1.21	0.09	1.01	2.17	2.88			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	0.28	0.00	0.00	0.28	0.28			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	0.05	0.45	1.62	2.36			N/A	N/A
2 - B2166 E	0.84	0.05	0.56	1.67	2.30			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	0.23	0.00	0.00	0.23	0.23			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: A27 A259.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - With Development
Report generation date: 01/03/2017 10:49:35

»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM
»A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS)										
1 - A27 North	1.6	3.08	0.59	A	A	0.9	2.58	0.44	A	A
2 - A259 Bognor Rd East	3.7	8.68	0.78	A		1.1	3.47	0.50	A	
4 - A27 South	1.4	3.78	0.56	A		1.3	2.90	0.53	A	
5 - A259 Bognor Road West	1.1	5.74	0.50	A		1.7	7.83	0.61	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.

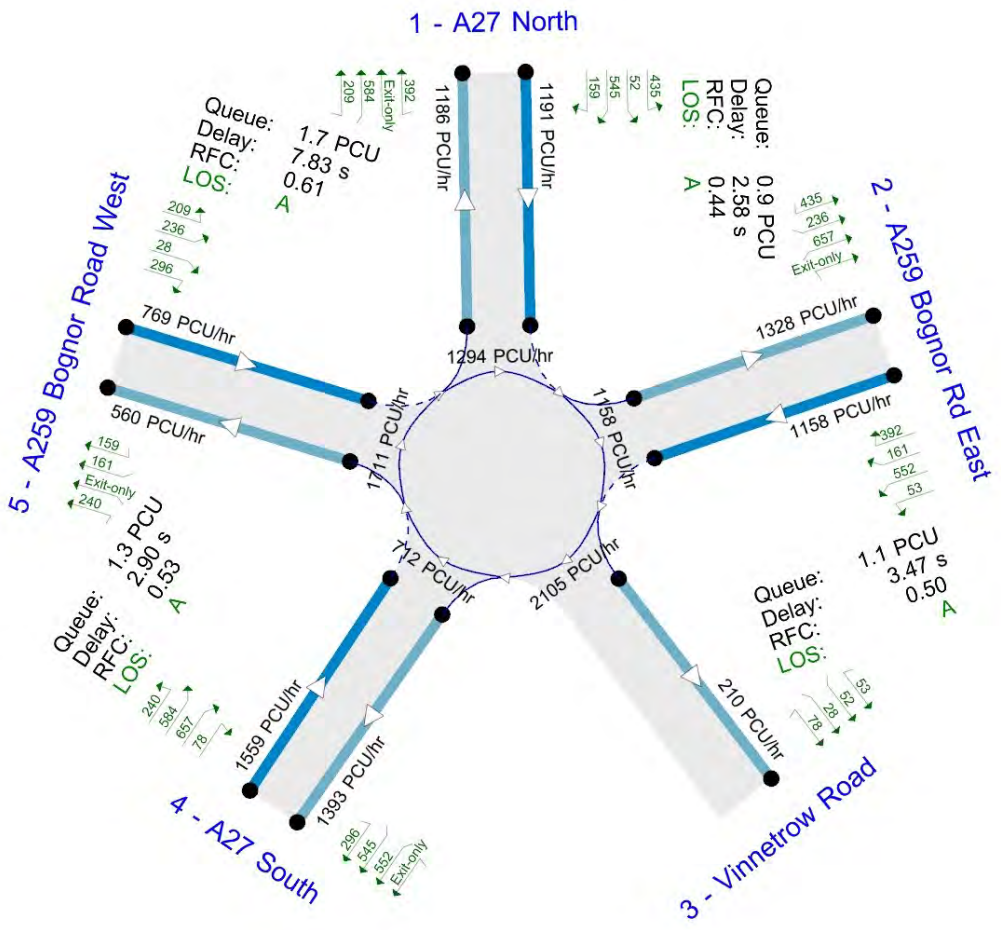
File summary

File Description

Title	A27 Bognor RBT
Location	
Site number	
Date	30/03/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	UKNAW004
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	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Time Segment: 17:00-17:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Bognor RBT	✓	100.000	100.000

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	A259 Bognor Rd East	
3	Vinnetrow Road	
4	A27 South	
5	A259 Bognor Road West	

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 - A27 North	8.80	12.37	112.7	43.7	84.0	32.0	
2 - A259 Bognor Rd East	7.00	11.18	63.0	30.5	84.0	44.0	
3 - Vinnetrow Road							✓
4 - A27 South	9.36	11.09	44.0	44.2	84.0	25.0	
5 - A259 Bognor Road West	4.02	8.11	55.7	27.5	84.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 North	0.760	3720
2 - A259 Bognor Rd East	0.654	3065
3 - Vinnetrow Road		
4 - A27 South	0.726	3447
5 - A259 Bognor Road West	0.534	2197

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 period length (min)	Time segment length (min)	Run automatically
D7	2031 Base + Committed (SATURN FLOWS)	AM	FLAT	08:00	09:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	1652	100.000
2 - A259 Bognor Rd East		FLAT	✓	1428	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1190	100.000
5 - A259 Bognor Road West		FLAT	✓	620	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	470	44	668	470
	2 - A259 Bognor Rd East	543	0	33	500	352
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	506	327	30	0	327
	5 - A259 Bognor Road West	236	153	14	217	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.59	3.08	1.6	A	1817	1817
2 - A259 Bognor Rd East	0.78	8.68	3.7	A	1571	1571
3 - Vinnetrow Road						
4 - A27 South	0.56	3.78	1.4	A	1309	1309
5 - A259 Bognor Road West	0.50	5.74	1.1	A	682	682

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1817	454	811	3104	0.586	1811	1404	0.0	1.5	3.048	A
2 - A259 Bognor Rd East	1571	393	1581	2031	0.774	1556	1041	0.0	3.6	8.120	A
3 - Vinnetrow Road			3005				132				
4 - A27 South	1309	327	1491	2365	0.554	1304	1514	0.0	1.4	3.714	A
5 - A259 Bognor Road West	682	171	1537	1377	0.495	678	1257	0.0	1.1	5.629	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1817	454	815	3100	0.586	1817	1413	1.5	1.6	3.085	A
2 - A259 Bognor Rd East	1571	393	1587	2027	0.775	1570	1045	3.6	3.7	8.663	A
3 - Vinnetrow Road			3025				133				
4 - A27 South	1309	327	1501	2357	0.555	1309	1523	1.4	1.4	3.776	A
5 - A259 Bognor Road West	682	171	1546	1372	0.497	682	1264	1.1	1.1	5.737	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1817	454	815	3100	0.586	1817	1413	1.6	1.6	3.085	A
2 - A259 Bognor Rd East	1571	393	1587	2027	0.775	1571	1045	3.7	3.7	8.675	A
3 - Vinnetrow Road			3025				133				
4 - A27 South	1309	327	1501	2357	0.555	1309	1523	1.4	1.4	3.777	A
5 - A259 Bognor Road West	682	171	1547	1372	0.497	682	1264	1.1	1.1	5.737	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1817	454	815	3100	0.586	1817	1413	1.6	1.6	3.085	A
2 - A259 Bognor Rd East	1571	393	1587	2027	0.775	1571	1045	3.7	3.7	8.680	A
3 - Vinnetrow Road			3025				133				
4 - A27 South	1309	327	1501	2357	0.555	1309	1523	1.4	1.4	3.777	A
5 - A259 Bognor Road West	682	171	1547	1372	0.497	682	1264	1.1	1.1	5.738	A

A27 Bognor RBT - 2031 Base + Committed (SATURN FLOWS), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 Base + Committed (SATURN FLOWS)	PM	FLAT	17:00	18:00	60	15	✓

Default vehicle mix	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 - A27 North		FLAT	✓	1086	100.000
2 - A259 Bognor Rd East		FLAT	✓	1057	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1422	100.000
5 - A259 Bognor Road West		FLAT	✓	705	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	397	47	497	145
	2 - A259 Bognor Rd East	358	0	48	504	147
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	533	599	71	0	219
	5 - A259 Bognor Road West	192	216	26	271	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.44	2.58	0.9	A	1195	1195
2 - A259 Bognor Rd East	0.50	3.47	1.1	A	1163	1163
3 - Vinnetrow Road						
4 - A27 South	0.53	2.90	1.3	A	1564	1564
5 - A259 Bognor Road West	0.61	7.83	1.7	A	776	776

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1195	299	1294	2736	0.437	1191	1186	0.0	0.8	2.558	A
2 - A259 Bognor Rd East	1163	291	1158	2308	0.504	1158	1328	0.0	1.1	3.433	A
3 - Vinnetrow Road			2105				210				
4 - A27 South	1564	391	712	2930	0.534	1559	1393	0.0	1.3	2.878	A
5 - A259 Bognor Road West	776	194	1711	1284	0.604	769	560	0.0	1.6	7.593	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1195	299	1301	2731	0.437	1195	1191	0.8	0.9	2.577	A
2 - A259 Bognor Rd East	1163	291	1163	2304	0.505	1163	1333	1.1	1.1	3.467	A
3 - Vinnetrow Road			2114				211				
4 - A27 South	1564	391	715	2928	0.534	1564	1399	1.3	1.3	2.902	A
5 - A259 Bognor Road West	776	194	1717	1281	0.605	775	562	1.6	1.7	7.827	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1195	299	1301	2731	0.437	1195	1191	0.9	0.9	2.577	A
2 - A259 Bognor Rd East	1163	291	1163	2304	0.505	1163	1333	1.1	1.1	3.467	A
3 - Vinnetrow Road			2114				211				
4 - A27 South	1564	391	715	2928	0.534	1564	1399	1.3	1.3	2.902	A
5 - A259 Bognor Road West	776	194	1717	1281	0.605	775	562	1.7	1.7	7.830	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1195	299	1301	2731	0.437	1195	1191	0.9	0.9	2.577	A
2 - A259 Bognor Rd East	1163	291	1163	2304	0.505	1163	1333	1.1	1.1	3.467	A
3 - Vinnetrow Road			2114				211				
4 - A27 South	1564	391	715	2928	0.534	1564	1399	1.3	1.3	2.902	A
5 - A259 Bognor Road West	776	194	1717	1281	0.605	775	562	1.7	1.7	7.831	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - With Development
Report generation date: 18/08/2017 11:40:49

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - B2145 North	2.1	3.9	9.19	0.68	A	48.92	E	-8 %	93.5	156.3	216.77	1.14	F	99.18	F	-14 %
2 - B2166	10.5	57.7	31.30	0.93	D			[3 - B2145 South]	1.5	1.9	6.65	0.61	A			[1 - B2145 North]
3 - B2145 South	32.7	91.1	99.81	1.03	F				2.2	3.8	8.15	0.69	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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	48.92	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	3 - B2145 South

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	B2145 South	

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	3.26	7.00	11.4	46.1	30.0	16.0	
2 - B2166	2.90	7.00	21.7	25.3	30.0	15.1	
3 - B2145 South	3.58	6.71	9.0	39.5	30.0	10.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.673	1658
2 - B2166	0.688	1755
3 - B2145 South	0.682	1675

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	2031 Base + Committed (SATURN FLOWS)	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		✓	746	100.000
2 - B2166		✓	1175	100.000
3 - B2145 South		✓	1014	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	328	418

	2 - B2166	759	0	416
	3 - B2145 South	487	527	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - B2145 South	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	0.68	9.19	2.1	3.9	A
2 - B2166	0.93	31.30	10.5	57.7	D
3 - B2145 South	1.03	99.81	32.7	91.1	F

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	562	394	1316	0.427	559	0.7	4.737	A
2 - B2166	885	313	1500	0.590	879	1.4	5.746	A
3 - B2145 South	763	568	1262	0.605	757	1.5	7.051	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	671	470	1266	0.530	669	1.1	6.012	A
2 - B2166	1056	375	1455	0.726	1052	2.6	8.822	A
3 - B2145 South	912	679	1186	0.769	905	3.1	12.539	B

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	821	545	1219	0.674	818	2.0	8.900	A
2 - B2166	1294	458	1395	0.928	1267	9.2	24.321	C
3 - B2145 South	1116	819	1090	1.024	1048	20.2	52.693	F

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	821	554	1212	0.677	821	2.1	9.187	A
2 - B2166	1294	460	1393	0.928	1288	10.5	31.297	D
3 - B2145 South	1116	832	1081	1.033	1066	32.7	99.810	F

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	671	534	1226	0.547	674	1.2	6.565	A
2 - B2166	1056	378	1453	0.727	1087	2.8	10.621	B
3 - B2145 South	912	702	1170	0.779	1027	3.9	39.466	E

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	562	402	1311	0.429	564	0.8	4.829	A
2 - B2166	885	316	1498	0.591	890	1.5	5.967	A
3 - B2145 South	763	575	1257	0.607	773	1.6	7.565	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	0.74	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166	1.42	0.56	1.32	1.82	1.96			N/A	N/A
3 - B2145 South	1.50	0.24	1.33	2.39	2.89			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	1.11	0.07	0.85	2.11	2.91			N/A	N/A
2 - B2166	2.56	0.05	0.49	7.03	11.51			N/A	N/A
3 - B2145 South	3.14	0.05	0.72	8.75	14.00			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	2.01	0.03	0.27	2.01	3.93			N/A	N/A
2 - B2166	9.20	0.06	1.26	26.90	44.87			N/A	N/A
3 - B2145 South	20.22	1.42	14.24	44.56	57.33			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	2.06	0.03	0.27	2.06	2.06			N/A	N/A
2 - B2166	10.53	0.04	0.43	27.92	57.70			N/A	N/A
3 - B2145 South	32.71	2.12	23.84	71.31	91.12			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	1.23	0.10	1.05	2.08	2.80			N/A	N/A
2 - B2166	2.76	0.04	0.41	7.57	13.87			N/A	N/A
3 - B2145 South	3.90	0.04	0.41	10.67	20.30			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	0.76	0.05	0.47	1.52	2.07			N/A	N/A
2 - B2166	1.46	0.03	0.31	2.32	7.38			N/A	N/A
3 - B2145 South	1.58	0.03	0.28	1.58	5.81			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	99.18	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	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	2031 Base + Committed (SATURN FLOWS)	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		✓	1275	100.000
2 - B2166		✓	757	100.000
3 - B2145 South		✓	886	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	752	523
	2 - B2166	313	0	444
	3 - B2145 South	349	537	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 South
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - B2145 South	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	1.14	216.77	93.5	156.3	F
2 - B2166	0.61	6.65	1.5	1.9	A
3 - B2145 South	0.69	8.15	2.2	3.8	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	960	402	1360	0.706	951	2.3	8.607	A
2 - B2166	570	390	1455	0.392	567	0.6	4.045	A
3 - B2145 South	667	235	1493	0.447	664	0.8	4.325	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	1146	482	1308	0.877	1131	6.1	18.948	C
2 - B2166	681	464	1404	0.485	679	0.9	4.961	A
3 - B2145 South	796	281	1461	0.545	795	1.2	5.393	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	1404	589	1237	1.135	1224	51.0	95.040	F
2 - B2166	833	502	1378	0.605	831	1.5	6.561	A
3 - B2145 South	976	344	1417	0.688	972	2.1	8.005	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	1404	591	1236	1.136	1234	93.5	216.767	F
2 - B2166	833	506	1375	0.606	833	1.5	6.646	A
3 - B2145 South	976	345	1417	0.689	975	2.2	8.149	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	1146	485	1306	0.878	1292	57.1	210.925	F
2 - B2166	681	530	1358	0.501	683	1.0	5.342	A
3 - B2145 South	796	282	1460	0.546	800	1.2	5.489	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	960	405	1358	0.707	1178	2.6	47.302	E
2 - B2166	570	483	1391	0.410	571	0.7	4.399	A
3 - B2145 South	667	236	1492	0.447	669	0.8	4.381	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	2.32	0.12	1.09	4.93	6.63			N/A	N/A
2 - B2166	0.64	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 South	0.80	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 - B2145 North	6.07	0.09	1.81	16.50	24.31			N/A	N/A
2 - B2166	0.93	0.08	0.87	1.54	1.90			N/A	N/A
3 - B2145 South	1.18	0.06	0.79	2.53	3.55			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	51.02	19.37	47.10	81.38	93.38			N/A	N/A
2 - B2166	1.50	0.03	0.26	1.50	1.50			N/A	N/A
3 - B2145 South	2.15	0.03	0.27	2.15	3.79			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	93.51	44.23	88.78	139.21	156.27			N/A	N/A
2 - B2166	1.52	0.03	0.27	1.52	1.52			N/A	N/A

3 - B2145 South	2.18	0.03	0.27	2.18	2.18			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	57.13	29.08	54.49	82.26	91.54			N/A	N/A
2 - B2166	1.02	0.20	1.02	1.36	1.71			N/A	N/A
3 - B2145 South	1.22	0.09	1.01	2.20	2.91			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	2.58	0.03	0.29	2.58	8.71			N/A	N/A
2 - B2166	0.70	0.07	0.71	1.09	1.09			N/A	N/A
3 - B2145 South	0.82	0.05	0.49	1.66	2.35			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - With Development
Report generation date: 18/08/2017 15:57:54

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), PM
»CATM Flows, AM
»CATM Flows, PM
»CATM Flows + Development, AM
»CATM Flows + 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
	2031 Base + Committed (SATURN FLOWS)															
1 - Vinnetrow Road	0.3	1.3	5.30	0.23	A	8.24	A	25 % [2 - B2166 E]	0.5	2.0	8.49	0.33	A	31.74	D	-4 % [4 - B2166 W]
2 - B2166 E	2.9	9.1	9.22	0.75	A				0.5	2.3	3.43	0.34	A			
3 - Mill Lane	0.1	0.5	6.50	0.13	A				0.1	0.5	3.68	0.05	A			
4 - B2166 W	1.5	1.7	7.70	0.59	A				15.7	73.3	49.59	0.96	E			
	CATM Flows															
1 - Vinnetrow Road	0.1	0.5	3.98	0.09	A	10.60	B	14 % [2 - B2166 E]	1.8	3.6	9.86	0.65	A	6.44	A	30 % [1 - Vinnetrow Road]
2 - B2166 E	4.8	23.6	13.19	0.83	B				1.2	1.5	4.91	0.54	A			
3 - Mill Lane	0.2	0.5	7.15	0.14	A				0.1	0.5	4.55	0.06	A			
4 - B2166 W	0.5	2.0	4.18	0.32	A				0.4	1.2	3.84	0.27	A			
	CATM Flows + Development															
1 - Vinnetrow Road	0.1	0.5	4.26	0.12	A	26.94	D	-1 % [2 - B2166 E]	2.8	12.6	14.45	0.75	B	8.29	A	15 % [1 - Vinnetrow Road]
2 - B2166 E	14.7	75.8	36.41	0.95	E				1.5	2.0	5.78	0.61	A			
3 - Mill Lane	0.2	0.5	9.17	0.17	A				0.1	0.5	4.95	0.07	A			
4 - B2166 W	0.6	2.6	4.52	0.37	A				0.6	2.6	4.44	0.37	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	10/11/2016
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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15
D3	CATM Flows	AM	ONE HOUR	07:30	09:00	15
D4	CATM Flows	PM	ONE HOUR	16:30	18:00	15
D5	CATM Flows + Development	AM	ONE HOUR	07:30	09:00	15
D6	CATM Flows + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	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	6.0	20.0	30.0	30.0	
2 - B2166 E	4.00	6.00	12.0	30.0	30.0	30.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	4.0	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	0.568	1259
2 - B2166 E	0.649	1633
3 - Mill Lane	0.591	1375
4 - B2166 W	0.579	1313

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	2031 Base + Committed (SATURN FLOWS)	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		✓	184	100.000
2 - B2166 E		✓	1051	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	623	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	90	7	87
	2 - B2166 E	151	0	5	895
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	81	526	16	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	0.23	5.30	0.3	1.3	A
2 - B2166 E	0.75	9.22	2.9	9.1	A
3 - Mill Lane	0.13	6.50	0.1	0.5	A
4 - B2166 W	0.59	7.70	1.5	1.7	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	139	415	993	0.140	138	0.2	4.210	A
2 - B2166 E	791	82	1572	0.503	787	1.0	4.563	A
3 - Mill Lane	54	849	870	0.062	54	0.1	4.408	A
4 - B2166 W	469	136	1190	0.394	466	0.6	4.960	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	165	497	946	0.175	165	0.2	4.612	A
2 - B2166 E	945	99	1562	0.605	943	1.5	5.800	A
3 - Mill Lane	65	1016	771	0.084	65	0.1	5.098	A
4 - B2166 W	560	163	1174	0.477	559	0.9	5.842	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	203	608	882	0.230	202	0.3	5.291	A
2 - B2166 E	1157	121	1547	0.748	1152	2.9	8.985	A
3 - Mill Lane	79	1242	637	0.125	79	0.1	6.456	A
4 - B2166 W	686	200	1153	0.595	684	1.4	7.629	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	203	610	881	0.230	203	0.3	5.303	A
2 - B2166 E	1157	121	1547	0.748	1157	2.9	9.219	A
3 - Mill Lane	79	1247	633	0.125	79	0.1	6.495	A
4 - B2166 W	686	200	1153	0.595	686	1.5	7.704	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	165	500	944	0.175	166	0.2	4.627	A
2 - B2166 E	945	99	1561	0.605	950	1.6	5.941	A
3 - Mill Lane	65	1024	766	0.084	65	0.1	5.134	A

4 - B2166 W	560	164	1174	0.477	562	0.9	5.910	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	139	418	991	0.140	139	0.2	4.226	A
2 - B2166 E	791	83	1572	0.503	793	1.0	4.636	A
3 - Mill Lane	54	855	867	0.063	54	0.1	4.432	A
4 - B2166 W	469	137	1189	0.394	470	0.7	5.014	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	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - B2166 E	1.00	0.55	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.64	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 - Vinnetrow Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B2166 E	1.51	0.05	0.66	3.70	5.55			N/A	N/A
3 - Mill Lane	0.09	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.90	0.09	0.89	1.33	1.73			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	0.30	0.03	0.25	0.46	0.48			N/A	N/A
2 - B2166 E	2.86	0.03	0.28	2.86	9.12			N/A	N/A
3 - Mill Lane	0.14	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	1.44	0.03	0.27	1.44	1.44			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	0.30	0.03	0.31	1.01	1.29			N/A	N/A
2 - B2166 E	2.91	0.03	0.27	2.91	2.91			N/A	N/A
3 - Mill Lane	0.14	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	1.45	0.03	0.27	1.45	1.45			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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B2166 E	1.56	0.07	0.96	3.54	4.96			N/A	N/A
3 - Mill Lane	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - B2166 W	0.92	0.13	0.95	1.22	1.65			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	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - B2166 E	1.02	0.04	0.43	2.47	3.86			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.66	0.06	0.62	1.05	1.05			N/A	N/A

2031 Base + Committed (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	31.74	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	4 - B2166 W

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	2031 Base + Committed (SATURN FLOWS)	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		✓	188	100.000
2 - B2166 E		✓	481	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	1090	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	172	14	2
	2 - B2166 E	57	0	8	416
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	105	971	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	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	0.33	8.49	0.5	2.0	A
2 - B2166 E	0.34	3.43	0.5	2.3	A
3 - Mill Lane	0.05	3.68	0.1	0.5	A
4 - B2166 W	0.96	49.59	15.7	73.3	E

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	142	749	829	0.171	141	0.2	5.225	A
2 - B2166 E	362	22	1586	0.228	361	0.3	2.936	A
3 - Mill Lane	37	356	1129	0.033	37	0.0	3.294	A
4 - B2166 W	821	62	1261	0.651	813	1.8	7.916	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	169	897	744	0.227	169	0.3	6.254	A
2 - B2166 E	432	27	1583	0.273	432	0.4	3.128	A
3 - Mill Lane	44	427	1088	0.040	44	0.0	3.447	A
4 - B2166 W	980	74	1254	0.781	974	3.4	12.563	B

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	207	1072	643	0.322	206	0.5	8.224	A
2 - B2166 E	530	32	1579	0.335	529	0.5	3.425	A
3 - Mill Lane	54	522	1032	0.052	54	0.1	3.681	A
4 - B2166 W	1200	90	1244	0.965	1163	12.6	34.472	D

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	207	1094	631	0.328	207	0.5	8.494	A
2 - B2166 E	530	33	1579	0.335	530	0.5	3.429	A
3 - Mill Lane	54	523	1031	0.052	54	0.1	3.682	A
4 - B2166 W	1200	90	1244	0.965	1188	15.7	49.586	E

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	169	945	716	0.236	170	0.3	6.596	A
2 - B2166 E	432	28	1582	0.273	433	0.4	3.132	A
3 - Mill Lane	44	428	1087	0.041	44	0.0	3.449	A
4 - B2166 W	980	74	1254	0.781	1027	3.8	18.689	C

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	142	763	821	0.172	142	0.2	5.305	A
2 - B2166 E	362	23	1586	0.228	362	0.3	2.945	A
3 - Mill Lane	37	358	1128	0.033	37	0.0	3.297	A
4 - B2166 W	821	62	1261	0.651	828	1.9	8.460	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	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - B2166 E	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.82	0.59	1.24	2.58	2.92			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	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2 - B2166 E	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	3.37	0.06	1.08	9.20	14.12			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	0.47	0.03	0.26	0.47	0.48			N/A	N/A
2 - B2166 E	0.50	0.03	0.25	0.50	0.50			N/A	N/A
3 - Mill Lane	0.05	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	12.57	0.12	4.35	34.60	50.62			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	0.48	0.03	0.32	1.44	1.98			N/A	N/A
2 - B2166 E	0.50	0.03	0.30	1.37	2.29			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	15.69	0.08	2.53	45.96	73.33			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	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	3.83	0.04	0.42	10.56	19.66			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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B2166 E	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.91	0.03	0.31	2.96	9.65			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.60	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	2 - B2166 E

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)
D3	CATM Flows	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		✓	80	100.000
2 - B2166 E		✓	1223	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	360	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	73	7	0
	2 - B2166 E	0	0	5	1218
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	0	344	16	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	0.09	3.98	0.1	0.5	A
2 - B2166 E	0.83	13.19	4.8	23.6	B
3 - Mill Lane	0.14	7.15	0.2	0.5	A
4 - B2166 W	0.32	4.18	0.5	2.0	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	60	279	1067	0.056	60	0.1	3.575	A
2 - B2166 E	921	17	1622	0.568	916	1.3	5.059	A
3 - Mill Lane	54	912	836	0.065	54	0.1	4.603	A
4 - B2166 W	271	23	1263	0.215	270	0.3	3.621	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	72	334	1035	0.069	72	0.1	3.735	A
2 - B2166 E	1099	21	1620	0.679	1096	2.1	6.833	A
3 - Mill Lane	65	1092	729	0.089	65	0.1	5.415	A
4 - B2166 W	324	28	1261	0.257	323	0.3	3.839	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	88	409	993	0.089	88	0.1	3.978	A
2 - B2166 E	1347	25	1617	0.833	1336	4.6	12.395	B
3 - Mill Lane	79	1331	588	0.135	79	0.2	7.069	A
4 - B2166 W	396	34	1257	0.315	396	0.5	4.178	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	88	410	993	0.089	88	0.1	3.980	A
2 - B2166 E	1347	25	1617	0.833	1346	4.8	13.189	B
3 - Mill Lane	79	1340	582	0.136	79	0.2	7.153	A
4 - B2166 W	396	34	1257	0.315	396	0.5	4.181	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	72	335	1035	0.069	72	0.1	3.738	A
2 - B2166 E	1099	21	1620	0.679	1110	2.2	7.199	A
3 - Mill Lane	65	1105	721	0.090	65	0.1	5.487	A
4 - B2166 W	324	28	1261	0.257	324	0.3	3.845	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	60	280	1066	0.057	60	0.1	3.582	A
2 - B2166 E	921	17	1622	0.568	924	1.3	5.180	A
3 - Mill Lane	54	920	831	0.065	54	0.1	4.637	A
4 - B2166 W	271	23	1263	0.215	271	0.3	3.629	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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	1.30	0.56	1.11	1.45	1.73			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.27	0.00	0.00	0.27	0.27			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	0.07	0.03	0.25	0.45	0.48			N/A	N/A
2 - B2166 E	2.06	0.05	0.50	5.54	8.80			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.34	0.00	0.00	0.34	0.34			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	0.10	0.03	0.26	0.47	0.49			N/A	N/A
2 - B2166 E	4.61	0.03	0.32	7.27	23.59			N/A	N/A
3 - Mill Lane	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.46	0.03	0.25	0.46	0.48			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	4.78	0.03	0.29	4.78	13.88			N/A	N/A
3 - Mill Lane	0.16	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.46	0.03	0.31	1.36	1.96			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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	2.16	0.05	0.52	5.80	9.21			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.35	0.00	0.00	0.35	0.35			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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	1.33	0.04	0.36	3.35	6.47			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.27	0.00	0.00	0.27	0.27			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	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)
D4	CATM Flows	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		✓	620	100.000
2 - B2166 E		✓	771	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	315	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	606	14	0
	2 - B2166 E	0	0	8	763
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	0	301	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	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	9.86	1.8	3.6	A
2 - B2166 E	0.54	4.91	1.2	1.5	A
3 - Mill Lane	0.06	4.55	0.1	0.5	A
4 - B2166 W	0.27	3.84	0.4	1.2	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 - Vinnetrow Road	467	250	1115	0.419	464	0.7	5.508	A
2 - B2166 E	580	21	1588	0.365	578	0.6	3.556	A
3 - Mill Lane	37	572	1003	0.037	37	0.0	3.726	A
4 - B2166 W	237	19	1289	0.184	236	0.2	3.415	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	557	300	1086	0.513	556	1.0	6.775	A
2 - B2166 E	693	25	1586	0.437	692	0.8	4.026	A
3 - Mill Lane	44	685	936	0.047	44	0.0	4.033	A
4 - B2166 W	283	22	1287	0.220	283	0.3	3.585	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	683	367	1047	0.652	680	1.8	9.703	A
2 - B2166 E	849	31	1582	0.537	847	1.1	4.890	A
3 - Mill Lane	54	839	846	0.064	54	0.1	4.543	A
4 - B2166 W	347	27	1284	0.270	346	0.4	3.839	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 - Vinnetrow Road	683	368	1047	0.652	683	1.8	9.865	A
2 - B2166 E	849	31	1582	0.537	849	1.2	4.909	A
3 - Mill Lane	54	840	845	0.064	54	0.1	4.547	A
4 - B2166 W	347	28	1284	0.270	347	0.4	3.841	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 - Vinnetrow Road	557	301	1086	0.513	560	1.1	6.892	A
2 - B2166 E	693	25	1586	0.437	695	0.8	4.048	A
3 - Mill Lane	44	687	935	0.047	44	0.0	4.042	A
4 - B2166 W	283	23	1287	0.220	284	0.3	3.590	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	467	252	1114	0.419	468	0.7	5.588	A
2 - B2166 E	580	21	1588	0.365	581	0.6	3.579	A
3 - Mill Lane	37	575	1001	0.037	37	0.0	3.736	A
4 - B2166 W	237	19	1289	0.184	237	0.2	3.425	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	0.71	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.57	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	0.22	0.00	0.00	0.22	0.22			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	1.04	0.08	0.91	1.81	2.38			N/A	N/A
2 - B2166 E	0.77	0.10	0.85	1.42	1.50			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.28	0.00	0.00	0.28	0.28			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	1.82	0.03	0.27	1.82	3.56			N/A	N/A
2 - B2166 E	1.14	0.03	0.26	1.14	1.14			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.37	0.03	0.25	0.45	0.48			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	1.84	0.03	0.27	1.84	2.25			N/A	N/A
2 - B2166 E	1.15	0.03	0.27	1.15	1.18			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.37	0.03	0.32	1.18	1.18			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	1.07	0.08	0.93	1.85	2.48			N/A	N/A
2 - B2166 E	0.78	0.48	0.97	1.40	1.45			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	0.28	0.00	0.00	0.28	0.28			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	0.73	0.05	0.48	1.37	1.90			N/A	N/A
2 - B2166 E	0.58	0.07	0.73	1.35	1.42			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	0.23	0.00	0.00	0.23	0.23			N/A	N/A

CATM Flows + 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	26.94	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	2 - B2166 E

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)
D5	CATM Flows + 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		✓	100	100.000
2 - B2166 E		✓	1401	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	419	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	93	7	0
	2 - B2166 E	0	0	5	1396
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	0	403	16	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	0.12	4.26	0.1	0.5	A
2 - B2166 E	0.95	36.41	14.7	75.8	E
3 - Mill Lane	0.17	9.17	0.2	0.5	A
4 - B2166 W	0.37	4.52	0.6	2.6	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	75	323	1041	0.072	75	0.1	3.726	A
2 - B2166 E	1055	17	1622	0.650	1047	1.8	6.189	A
3 - Mill Lane	54	1044	758	0.072	54	0.1	5.111	A
4 - B2166 W	315	23	1263	0.250	314	0.3	3.788	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	90	387	1005	0.089	90	0.1	3.934	A
2 - B2166 E	1259	21	1620	0.777	1253	3.3	9.659	A
3 - Mill Lane	65	1249	637	0.102	65	0.1	6.292	A
4 - B2166 W	377	28	1261	0.299	376	0.4	4.069	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	110	474	955	0.115	110	0.1	4.258	A
2 - B2166 E	1543	25	1617	0.954	1507	12.3	26.599	D
3 - Mill Lane	79	1501	487	0.163	79	0.2	8.803	A
4 - B2166 W	461	34	1257	0.367	461	0.6	4.518	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	110	475	955	0.115	110	0.1	4.260	A
2 - B2166 E	1543	25	1617	0.954	1533	14.7	36.413	E
3 - Mill Lane	79	1528	472	0.168	79	0.2	9.171	A
4 - B2166 W	461	34	1257	0.367	461	0.6	4.524	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	90	388	1004	0.090	90	0.1	3.940	A
2 - B2166 E	1259	21	1620	0.777	1303	3.7	12.802	B
3 - Mill Lane	65	1299	607	0.107	65	0.1	6.648	A
4 - B2166 W	377	28	1260	0.299	377	0.4	4.078	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	75	325	1040	0.072	75	0.1	3.734	A
2 - B2166 E	1055	17	1622	0.650	1062	1.9	6.506	A
3 - Mill Lane	54	1058	749	0.072	54	0.1	5.182	A
4 - B2166 W	315	23	1263	0.250	316	0.3	3.801	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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	1.82	0.58	1.23	2.64	2.97			N/A	N/A
3 - Mill Lane	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - B2166 W	0.33	0.00	0.00	0.33	0.33			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	0.10	0.03	0.25	0.45	0.48			N/A	N/A
2 - B2166 E	3.34	0.05	0.72	9.34	15.03			N/A	N/A
3 - Mill Lane	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - B2166 W	0.42	0.00	0.00	0.42	0.42			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	0.13	0.03	0.26	0.46	0.49			N/A	N/A
2 - B2166 E	12.30	0.09	2.63	35.41	54.75			N/A	N/A
3 - Mill Lane	0.19	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.58	0.03	0.25	0.58	0.58			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	0.13	0.00	0.00	0.13	0.13			N/A	N/A
2 - B2166 E	14.68	0.06	1.11	42.88	75.81			N/A	N/A
3 - Mill Lane	0.20	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.58	0.03	0.29	1.18	2.61			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	3.67	0.04	0.43	10.17	18.75			N/A	N/A
3 - Mill Lane	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - B2166 W	0.43	0.00	0.00	0.43	0.43			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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	1.90	0.03	0.31	3.10	9.69			N/A	N/A
3 - Mill Lane	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - B2166 W	0.33	0.00	0.00	0.33	0.33			N/A	N/A

CATM Flows + 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	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)
D6	CATM Flows + 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		✓	660	100.000
2 - B2166 E		✓	871	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	430	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	646	14	0
	2 - B2166 E	0	0	8	863
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	0	416	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	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	0.75	14.45	2.8	12.6	B
2 - B2166 E	0.61	5.78	1.5	2.0	A
3 - Mill Lane	0.07	4.95	0.1	0.5	A
4 - B2166 W	0.37	4.44	0.6	2.6	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 - Vinnetrow Road	497	337	1065	0.466	493	0.9	6.259	A
2 - B2166 E	656	21	1588	0.413	653	0.7	3.837	A
3 - Mill Lane	37	647	959	0.038	37	0.0	3.904	A
4 - B2166 W	324	19	1289	0.251	322	0.3	3.719	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	593	403	1027	0.578	591	1.3	8.229	A
2 - B2166 E	783	25	1586	0.494	782	1.0	4.474	A
3 - Mill Lane	44	775	884	0.050	44	0.1	4.286	A
4 - B2166 W	387	22	1287	0.300	386	0.4	3.995	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	727	494	975	0.745	721	2.8	13.866	B
2 - B2166 E	959	31	1582	0.606	957	1.5	5.735	A
3 - Mill Lane	54	948	782	0.069	54	0.1	4.943	A
4 - B2166 W	473	27	1284	0.369	473	0.6	4.436	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 - Vinnetrow Road	727	494	975	0.746	726	2.8	14.451	B
2 - B2166 E	959	31	1582	0.606	959	1.5	5.777	A
3 - Mill Lane	54	950	781	0.069	54	0.1	4.952	A
4 - B2166 W	473	28	1284	0.369	473	0.6	4.442	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 - Vinnetrow Road	593	404	1026	0.578	599	1.4	8.537	A
2 - B2166 E	783	25	1586	0.494	785	1.0	4.511	A
3 - Mill Lane	44	778	882	0.050	44	0.1	4.297	A
4 - B2166 W	387	23	1287	0.300	387	0.4	4.003	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	497	338	1064	0.467	499	0.9	6.393	A
2 - B2166 E	656	21	1588	0.413	657	0.7	3.869	A
3 - Mill Lane	37	651	957	0.039	37	0.0	3.914	A
4 - B2166 W	324	19	1289	0.251	324	0.3	3.734	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	0.86	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.70	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	0.33	0.00	0.00	0.33	0.33			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	1.34	0.06	0.87	2.89	4.06			N/A	N/A
2 - B2166 E	0.97	0.08	0.86	1.67	2.04			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.43	0.00	0.00	0.43	0.43			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 - Vinnetrow Road	2.76	0.03	0.30	2.79	12.58			N/A	N/A
2 - B2166 E	1.51	0.03	0.26	1.51	1.51			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.58	0.03	0.25	0.58	0.58			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	2.84	0.03	0.28	2.84	7.40			N/A	N/A
2 - B2166 E	1.53	0.03	0.26	1.53	1.53			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.58	0.03	0.29	1.17	2.62			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	0.06	0.69	3.33	4.89			N/A	N/A
2 - B2166 E	0.99	0.20	1.00	1.26	1.65			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	0.43	0.00	0.00	0.43	0.43			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	0.89	0.04	0.38	2.12	3.66			N/A	N/A
2 - B2166 E	0.71	0.07	0.74	1.00	1.00			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	0.34	0.00	0.00	0.34	0.34			N/A	N/A

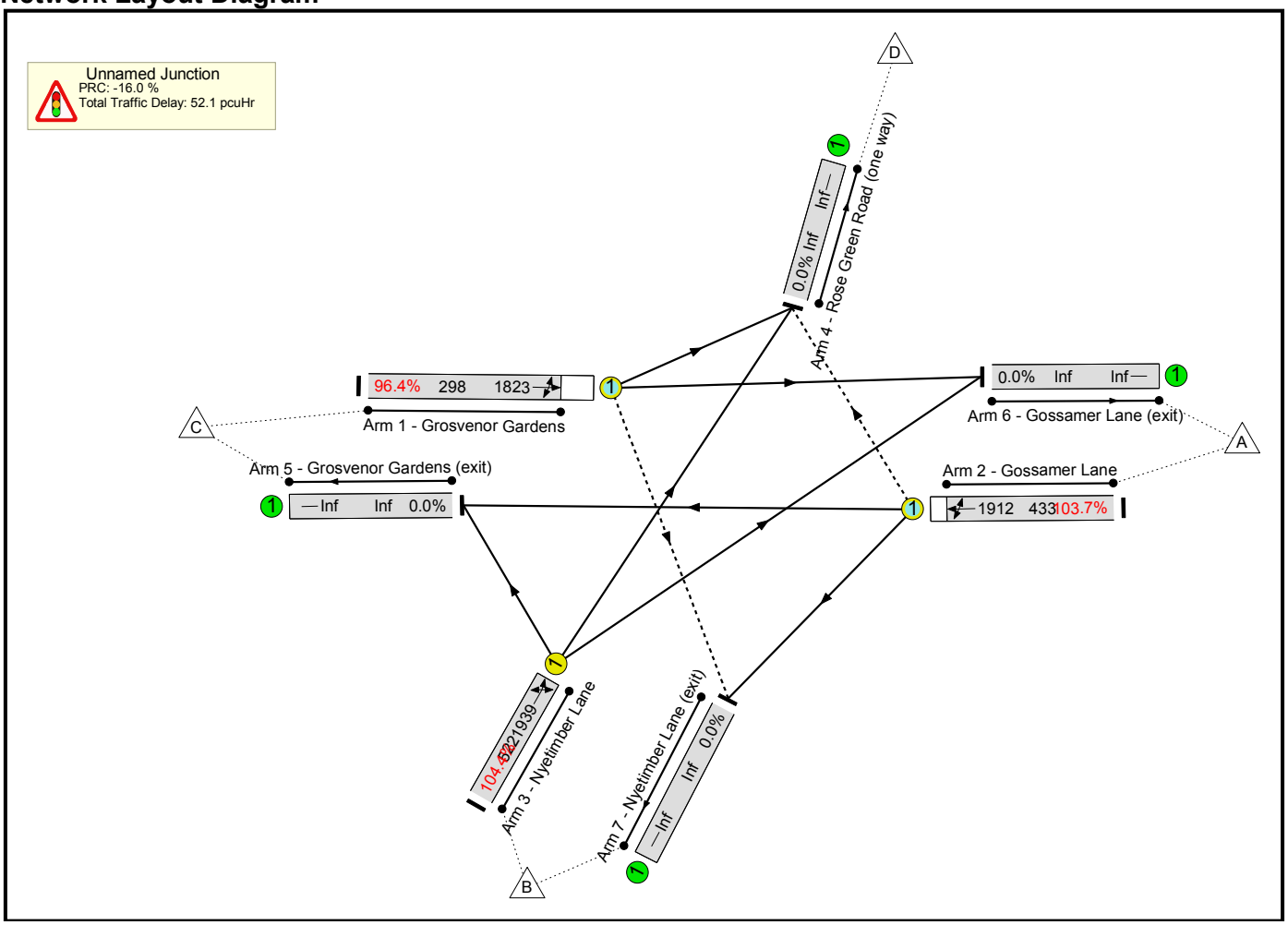
Basic Results Summary

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_revB.lsg3x
Author:	P Pettitt
Company:	RPS Group
Address:	Milton Park, Oxfordshire
Notes:	

Scenario 13: '2031 Base + Committed AM' (FG13: '2031 Base + Committed AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

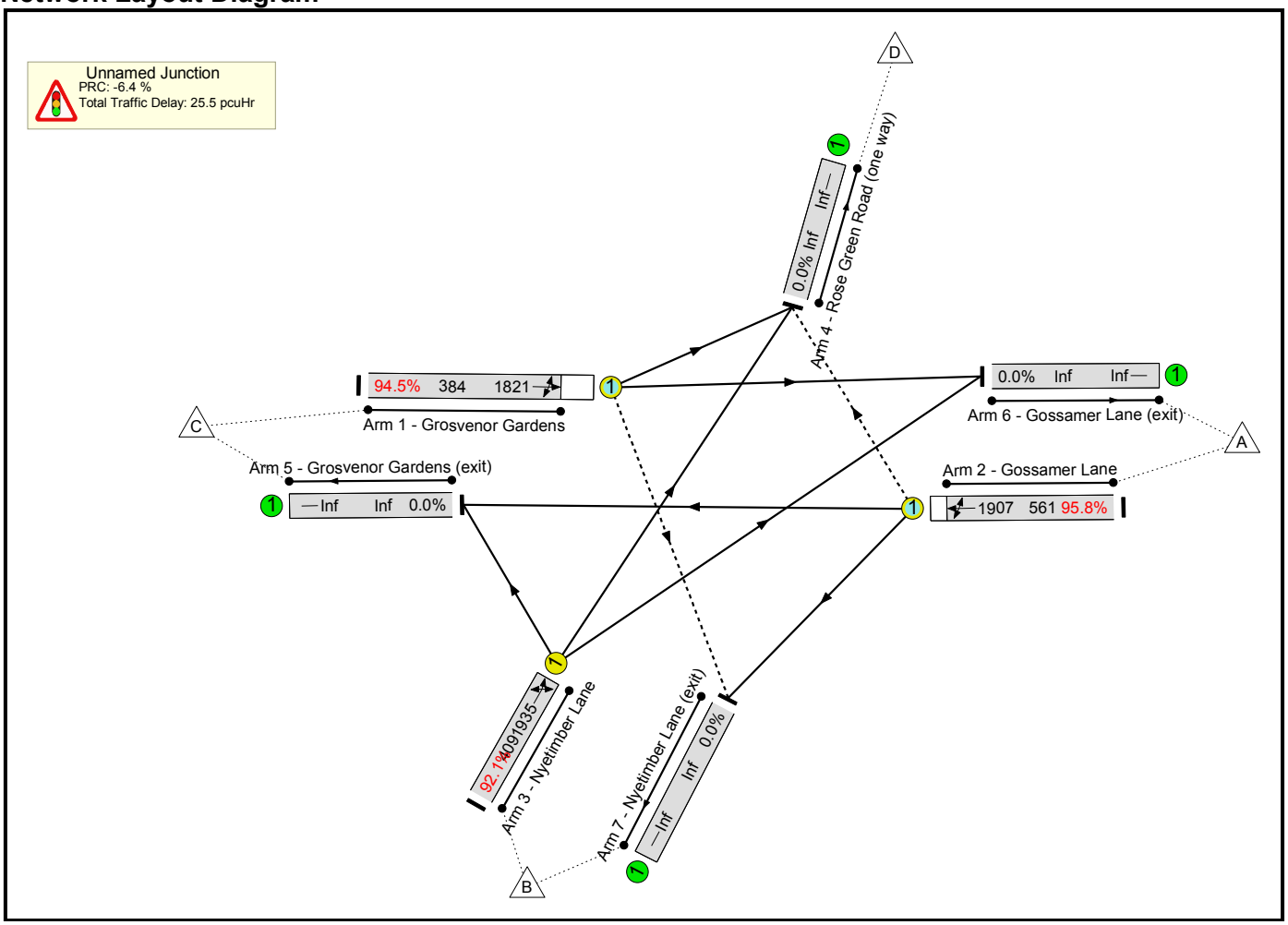
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**104.4%**	**81**	**0**	**30**	**52.1**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**104.4%**	**81**	**0**	**30**	**52.1**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	31	-	287	1823	298	96.4%	44	0	23	7.9	99.6	11.2
2/1	Gossamer Lane Right Ahead Left	O	B		2	31	-	449	1912	433	103.7%	36	0	7	20.2	162.1	25.6
3/1	Nyetimber Lane Ahead Left Right	U	C		2	26	-	545	1939	522	104.4%	-	-	-	23.9	158.1	31.4

C1 PRC for Signalled Lanes (%): -16.0 Total Delay for Signalled Lanes (pcuHr): 52.09 Cycle Time (s): 104
PRC Over All Lanes (%): -16.0 Total Delay Over All Lanes(pcuHr): 52.09

Basic Results Summary

Scenario 14: '2031 Base + Committed PM' (FG14: '2031 Base + Committed PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

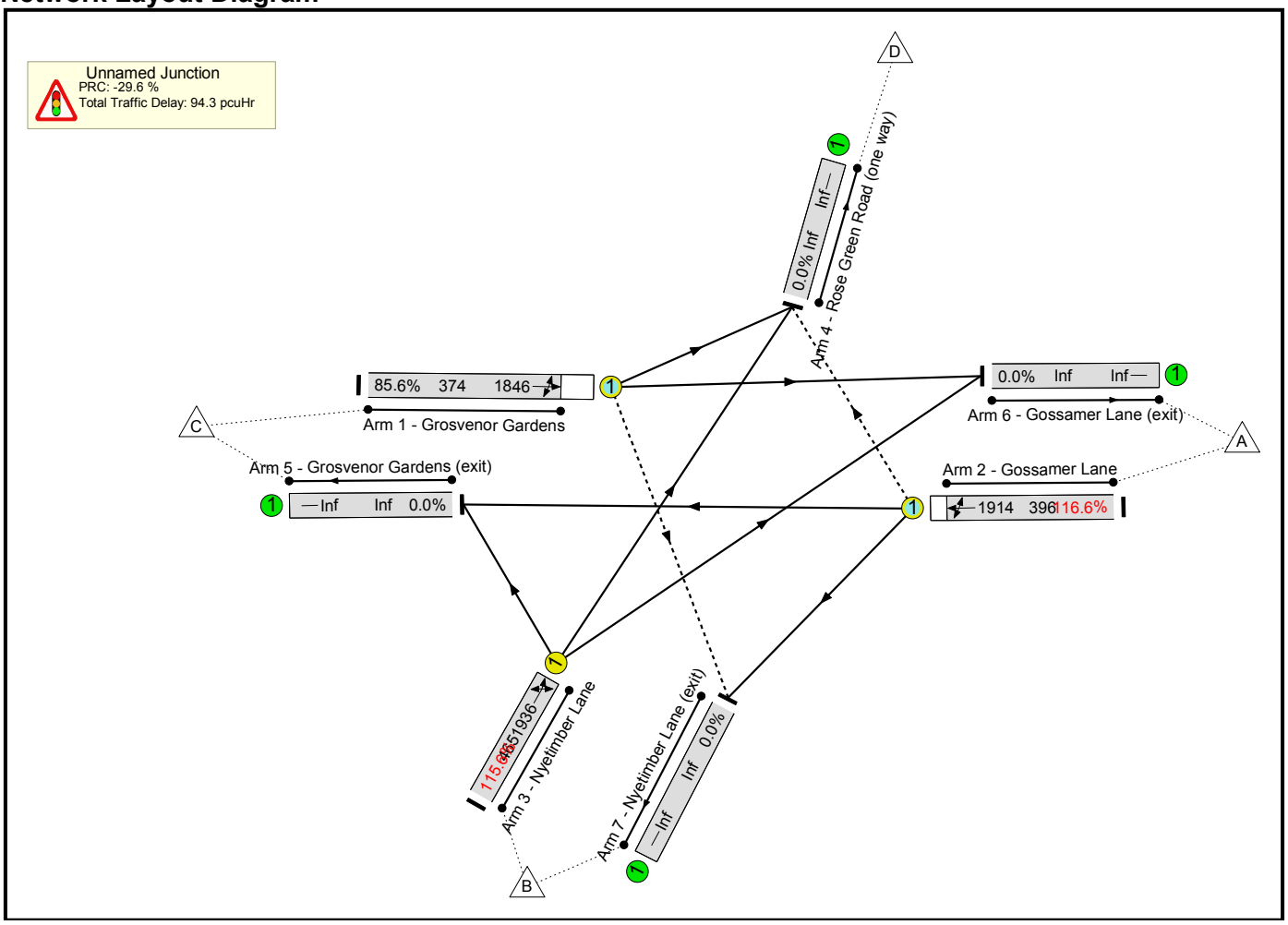
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**95.8%**	**98**	**0**	**30**	**25.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**95.8%**	**98**	**0**	**30**	**25.5**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	37	-	363	1821	384	94.5%	62	0	27	7.3	72.2	11.7
2/1	Gossamer Lane Right Ahead Left	O	B		2	37	-	537	1907	561	95.8%	36	0	3	11.1	74.4	17.2
3/1	Nyetimber Lane Ahead Left Right	U	C		2	20	-	377	1935	409	92.1%	-	-	-	7.1	68.2	12.0

C1 PRC for Signalled Lanes (%): -6.4 Total Delay for Signalled Lanes (pcuHr): 25.52 Cycle Time (s): 104
PRC Over All Lanes (%): -6.4 Total Delay Over All Lanes(pcuHr): 25.52

Basic Results Summary

Scenario 15: '2031 Base + Committed + All Dev AM' (FG15: '2031 Base + Committed + All Dev AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

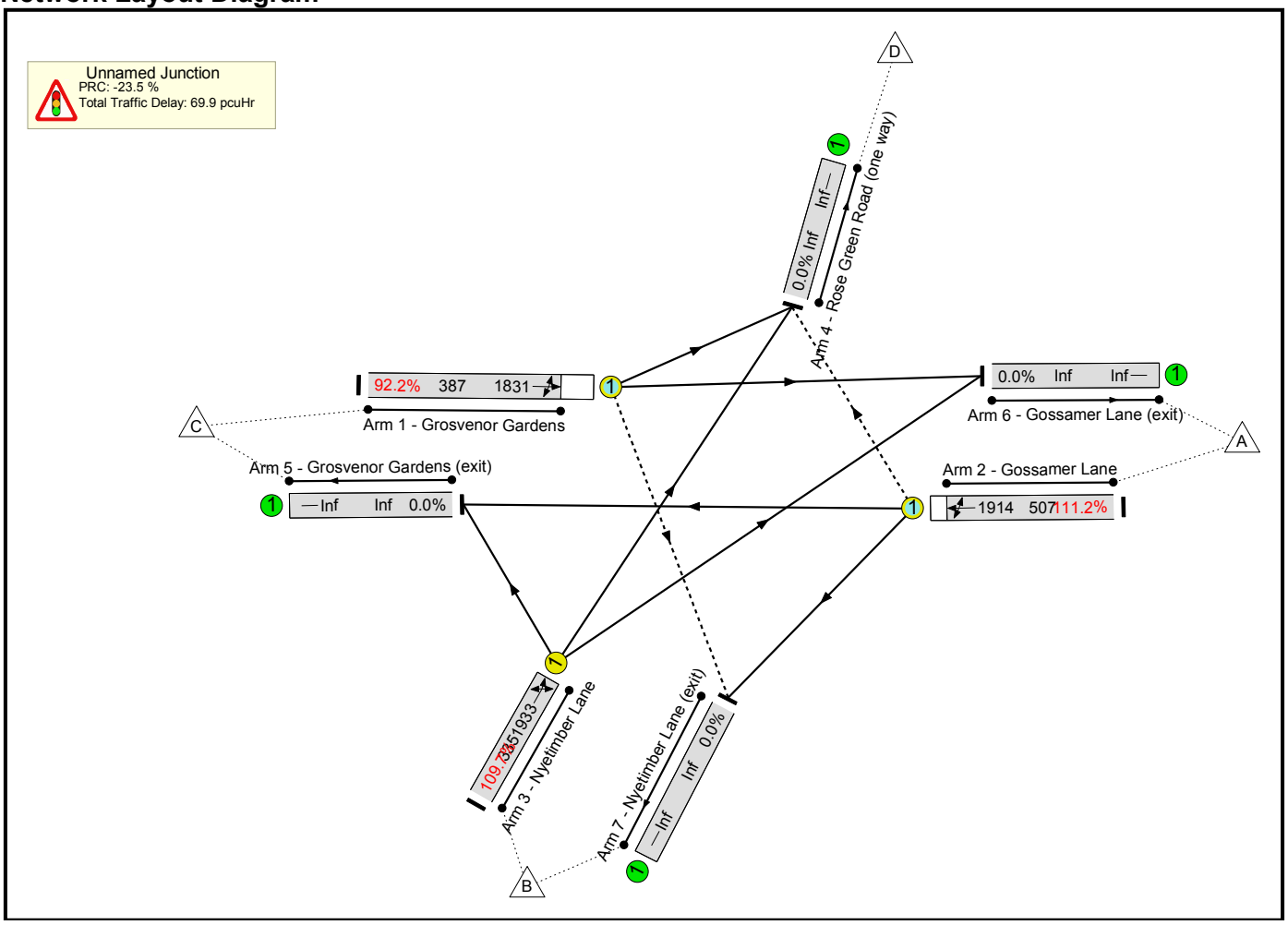
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**116.6%**	**83**	**0**	**18**	**94.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**116.6%**	**83**	**0**	**18**	**94.3**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	34	-	320	1846	374	85.6%	50	0	14	4.1	46.5	7.9
2/1	Gossamer Lane Right Ahead Left	O	B		2	34	-	462	1914	396	116.6%	32	0	5	42.7	332.6	49.4
3/1	Nyetimber Lane Ahead Left Right	U	C		2	23	-	538	1936	465	115.6%	-	-	-	47.4	317.5	52.0

C1 PRC for Signalled Lanes (%): -29.6 Total Delay for Signalled Lanes (pcuHr): 94.26 Cycle Time (s): 104
PRC Over All Lanes (%): -29.6 Total Delay Over All Lanes(pcuHr): 94.26

Basic Results Summary

Scenario 16: '2031 Base + Committed + All Dev PM' (FG16: '2031 Base + Committed + All Dev 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	-	-	-		-	-	-	-	-	-	**111.2%**	**89**	**0**	**24**	**69.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**111.2%**	**89**	**0**	**24**	**69.9**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	41	-	357	1831	387	92.2%	60	0	21	6.0	60.1	10.1
2/1	Gossamer Lane Right Ahead Left	O	B		2	41	-	564	1914	507	111.2%	29	0	3	39.1	249.6	48.2
3/1	Nyetimber Lane Ahead Left Right	U	C		2	16	-	367	1933	335	109.7%	-	-	-	24.8	243.5	27.9

C1

PRC for Signalled Lanes (%): -23.5
PRC Over All Lanes (%): -23.5

Total Delay for Signalled Lanes (pcuHr): 69.90
Total Delay Over All Lanes(pcuHr): 69.90

Cycle Time (s): 104

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Pagham Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\20170523 Revised Models & Flows
Report generation date: 23/05/2017 16:18:10

»2031 Base + Committed Development, AM
»2031 Base + Committed Development, PM
»2031 Base + Committed + ALL Development, AM
»2031 Base + Committed + ALL 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
	2031 Base + Committed Development													
Stream B-C	0.2	8.76	0.16	A	5.46	A	37 % [Stream B-A]	0.7	10.09	0.43	B	4.01	A	65 % [Stream B-A]
Stream B-A	0.9	15.39	0.48	C				0.1	11.54	0.06	B			
Stream C-AB	0.5	5.06	0.23	A				0.4	6.95	0.24	A			
	2031 Base + Committed + ALL Development													
Stream B-C	0.3	9.13	0.20	A	5.68	A	28 % [Stream B-A]	0.9	11.16	0.47	B	4.30	A	51 % [Stream B-A]
Stream B-A	1.0	17.42	0.50	C				0.1	12.58	0.06	B			
Stream C-AB	0.7	5.58	0.33	A				0.5	7.27	0.29	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	Existing 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	2031 Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Base + Committed + ALL 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

2031 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	5.46	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	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	7.30			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	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	6.30	5.70	3.65	3.65	✓	2.00	61	65

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	593	0.102	0.258	0.162	0.368
1	B-C	649	0.094	0.237	-	-
1	C-B	719	0.263	0.263	-	-

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	2031 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	✓	267	100.000
C - Pagham Road SW		ONE HOUR	✓	470	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	197	0	70
	C - Pagham Road SW	357	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	11	16
	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	0.16	8.76	0.2	A	64	96
B-A	0.48	15.39	0.9	C	181	271
C-AB	0.23	5.06	0.5	A	167	250
C-A					265	397
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	543	0.097	52	0.0	0.1	7.329	A
B-A	148	37	495	0.300	147	0.0	0.4	10.299	B
C-AB	124	31	861	0.144	123	0.0	0.2	4.876	A
C-A	230	58			230				
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	524	0.120	63	0.1	0.1	7.807	A
B-A	177	44	476	0.372	176	0.4	0.6	11.987	B
C-AB	159	40	889	0.179	159	0.2	0.3	4.931	A
C-A	263	66			263				
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	489	0.158	77	0.1	0.2	8.727	A
B-A	217	54	451	0.481	216	0.6	0.9	15.231	C
C-AB	216	54	929	0.233	216	0.3	0.5	5.051	A
C-A	301	75			301				
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	488	0.158	77	0.2	0.2	8.759	A
B-A	217	54	451	0.481	217	0.9	0.9	15.393	C
C-AB	217	54	929	0.233	217	0.5	0.5	5.062	A
C-A	301	75			301				
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	523	0.120	63	0.2	0.1	7.838	A
B-A	177	44	476	0.372	178	0.9	0.6	12.144	B
C-AB	160	40	889	0.179	160	0.5	0.3	4.951	A
C-A	263	66			263				
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	542	0.097	53	0.1	0.1	7.366	A
B-A	148	37	494	0.300	149	0.6	0.4	10.448	B
C-AB	124	31	861	0.144	124	0.3	0.2	4.899	A
C-A	230	57			230				
A-B	7	2			7				
A-C	56	14			56				

2031 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	4.01	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	2031 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	✓	390	100.000
B - Hook Lane		ONE HOUR	✓	261	100.000
C - Pagham Road SW		ONE HOUR	✓	247	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	41	349
	B - Hook Lane	19	0	242
	C - Pagham Road SW	132	115	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	4
	B - Hook Lane	0	0	2
	C - Pagham Road SW	6	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	0.43	10.09	0.7	B	222	333
B-A	0.06	11.54	0.1	B	17	26
C-AB	0.24	6.95	0.4	A	129	194
C-A					97	146
A-B					38	56
A-C					320	480

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	182	46	663	0.275	181	0.0	0.4	7.442	A
B-A	14	4	389	0.037	14	0.0	0.0	9.586	A
C-AB	101	25	683	0.148	101	0.0	0.2	6.169	A
C-A	85	21			85				
A-B	31	8			31				
A-C	263	66			263				

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	218	54	646	0.337	217	0.4	0.5	8.374	A
B-A	17	4	367	0.047	17	0.0	0.0	10.291	B
C-AB	125	31	682	0.184	125	0.2	0.3	6.467	A
C-A	97	24			97				
A-B	37	9			37				
A-C	314	78			314				

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	266	67	623	0.427	266	0.5	0.7	10.034	B
B-A	21	5	333	0.063	21	0.0	0.1	11.530	B
C-AB	161	40	680	0.237	161	0.3	0.4	6.935	A
C-A	111	28			111				
A-B	45	11			45				
A-C	384	96			384				

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	266	67	623	0.428	266	0.7	0.7	10.086	B
B-A	21	5	333	0.063	21	0.1	0.1	11.545	B
C-AB	161	40	680	0.237	161	0.4	0.4	6.949	A
C-A	111	28			111				
A-B	45	11			45				
A-C	384	96			384				

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	218	54	646	0.337	218	0.7	0.5	8.432	A
B-A	17	4	366	0.047	17	0.1	0.0	10.306	B
C-AB	125	31	682	0.184	126	0.4	0.3	6.492	A
C-A	97	24			97				

A-B	37	9			37				
A-C	314	78			314				

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	182	46	663	0.275	183	0.5	0.4	7.504	A
B-A	14	4	389	0.037	14	0.0	0.0	9.611	A
C-AB	101	25	683	0.148	102	0.3	0.2	6.199	A
C-A	84	21			84				
A-B	31	8			31				
A-C	263	66			263				

2031 Base + Committed + ALL 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	5.68	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	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
D9	2031 Base + Committed + ALL 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	✓	119	100.000
B - Hook Lane		ONE HOUR	✓	276	100.000
C - Pagham Road SW		ONE HOUR	✓	561	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	110
	B - Hook Lane	185	0	91
	C - Pagham Road SW	412	149	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	11	11
	B - Hook Lane	1	0	6
	C - Pagham Road SW	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-C	0.20	9.13	0.3	A	84	125
B-A	0.50	17.42	1.0	C	170	255
C-AB	0.33	5.58	0.7	A	237	356
C-A					277	416
A-B					8	12
A-C					101	151

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	69	17	558	0.123	68	0.0	0.1	7.340	A
B-A	139	35	465	0.300	138	0.0	0.4	10.952	B
C-AB	173	43	881	0.197	172	0.0	0.3	5.072	A
C-A	249	62			249				
A-B	7	2			7				
A-C	83	21			83				

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	82	20	536	0.153	82	0.1	0.2	7.916	A
B-A	166	42	442	0.376	166	0.4	0.6	12.998	B
C-AB	226	56	914	0.247	225	0.3	0.5	5.232	A
C-A	278	70			278				
A-B	8	2			8				
A-C	99	25			99				

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	100	25	496	0.202	100	0.2	0.3	9.082	A
B-A	204	51	410	0.496	202	0.6	1.0	17.178	C
C-AB	312	78	960	0.325	311	0.5	0.7	5.556	A
C-A	305	76			305				
A-B	10	2			10				
A-C	121	30			121				

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	100	25	495	0.203	100	0.3	0.3	9.129	A
B-A	204	51	410	0.497	204	1.0	1.0	17.417	C
C-AB	313	78	960	0.326	313	0.7	0.7	5.580	A
C-A	305	76			305				
A-B	10	2			10				
A-C	121	30			121				

08:45 - 09:00

	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-C	82	20	535	0.153	82	0.3	0.2	7.959	A
B-A	166	42	442	0.377	168	1.0	0.6	13.210	B
C-AB	226	57	914	0.248	227	0.7	0.5	5.262	A
C-A	278	69			278				
A-B	8	2			8				
A-C	99	25			99				

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	69	17	556	0.123	69	0.2	0.1	7.384	A
B-A	139	35	464	0.300	140	0.6	0.4	11.126	B
C-AB	174	43	882	0.197	174	0.5	0.4	5.104	A
C-A	249	62			249				
A-B	7	2			7				
A-C	83	21			83				

2031 Base + Committed + ALL 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	4.30	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
D10	2031 Base + Committed + ALL 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	✓	432	100.000
B - Hook Lane		ONE HOUR	✓	279	100.000
C - Pagham Road SW		ONE HOUR	✓	302	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	39	393
	B - Hook Lane	18	0	261
	C - Pagham Road SW	169	133	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	4
	B - Hook Lane	0	0	2
	C - Pagham Road SW	5	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	0.47	11.16	0.9	B	239	359
B-A	0.06	12.58	0.1	B	17	25
C-AB	0.29	7.27	0.5	A	159	238
C-A					118	177
A-B					36	54
A-C					361	541

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	196	49	654	0.300	195	0.0	0.4	7.812	A
B-A	14	3	373	0.036	13	0.0	0.0	10.000	A
C-AB	123	31	694	0.177	122	0.0	0.3	6.286	A
C-A	105	26			105				
A-B	29	7			29				
A-C	296	74			296				

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	235	59	636	0.369	234	0.4	0.6	8.953	A
B-A	16	4	347	0.047	16	0.0	0.0	10.890	B
C-AB	153	38	694	0.221	153	0.3	0.3	6.646	A
C-A	118	30			118				
A-B	35	9			35				
A-C	353	88			353				

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	287	72	610	0.471	286	0.6	0.9	11.082	B
B-A	20	5	306	0.065	20	0.0	0.1	12.561	B
C-AB	200	50	696	0.288	200	0.3	0.5	7.247	A
C-A	132	33			132				
A-B	43	11			43				
A-C	433	108			433				

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	287	72	610	0.471	287	0.9	0.9	11.160	B
B-A	20	5	306	0.065	20	0.1	0.1	12.583	B
C-AB	200	50	696	0.288	200	0.5	0.5	7.271	A
C-A	132	33			132				
A-B	43	11			43				
A-C	433	108			433				

17:45 - 18:00

	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-C	235	59	635	0.369	236	0.9	0.6	9.033	A
B-A	16	4	346	0.047	16	0.1	0.0	10.912	B
C-AB	153	38	695	0.221	154	0.5	0.4	6.680	A
C-A	118	30			118				
A-B	35	9			35				
A-C	353	88			353				

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	196	49	654	0.301	197	0.6	0.4	7.894	A
B-A	14	3	373	0.036	14	0.0	0.0	10.025	B
C-AB	123	31	694	0.177	123	0.4	0.3	6.321	A
C-A	104	26			104				
A-B	29	7			29				
A-C	296	74			296				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Pagham Road-Sefter Road.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\20170523 Revised Models & Flows
Report generation date: 23/05/2017 11:31:17

»2031 Base + Committed Development, AM
»2031 Base + Committed Development, PM
»2031 Base + Committed + ALL Development, AM
»2031 Base + Committed + ALL Development, PM
»2031 Base + Committed + ALL Development (SENSITIVITY), AM
»2031 Base + Committed + ALL Development (SENSITIVITY), 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
	2031 Base + Committed Development													
Stream B-AC	34.2	273.96	1.14	F	97.71	F	-27 % [Stream B-AC]	0.8	18.39	0.44	C	2.49	A	31 % [Stream B-AC]
Stream C-AB	0.0	3.83	0.01	A				0.0	6.00	0.00	A			
	2031 Base + Committed + ALL Development													
Stream B-AC	65.6	612.05	1.31	F	197.43	F	-34 % [Stream B-AC]	1.2	25.17	0.54	D	3.25	A	11 % [Stream B-AC]
Stream C-AB	0.0	3.70	0.01	A				0.0	5.79	0.01	A			
	2031 Base + Committed + ALL Development (SENSITIVITY)													
Stream B-AC	8.6	105.59	0.95	F	23.02	C	-17 % [Stream B-AC]	0.5	17.85	0.34	C	1.43	A	33 % [Stream B-AC]
Stream C-AB	0.0	3.47	0.01	A				0.0	5.37	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	Existing 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	2031 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2031 Base + Committed Development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:15	08:45	15	✓
D10	2031 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	15	✓
D11	2031 Base + Committed + ALL Development (SENSITIVITY)	AM	ONE HOUR	07:15	08:45	15	✓
D12	2031 Base + Committed + ALL Development (SENSITIVITY)	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

2031 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	97.71	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	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	22	30

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	509	0.093	0.235	0.148	0.335
1	B-C	656	0.101	0.254	-	-
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	2031 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	✓	147	100.000
B - Sefter Road		ONE HOUR	✓	397	100.000
C - Pagham Road S		ONE HOUR	✓	565	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	80	67
	B - Sefter Road	397	0	0
	C - Pagham Road S	561	4	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	9
	B - Sefter Road	1	0	0
	C - Pagham Road S	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	1.14	273.96	34.2	F	364	546
C-AB	0.01	3.83	0.0	A	8	12
C-A					511	766
A-B					73	110
A-C					61	92

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	299	75	423	0.707	290	0.0	2.2	25.703	D
C-AB	5	1	946	0.006	5	0.0	0.0	3.825	A
C-A	420	105			420				
A-B	60	15			60				
A-C	50	13			50				

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	357	89	407	0.877	346	2.2	5.0	50.961	F
C-AB	7	2	992	0.007	7	0.0	0.0	3.653	A
C-A	501	125			501				
A-B	72	18			72				
A-C	60	15			60				

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	437	109	385	1.135	375	5.0	20.5	145.696	F
C-AB	11	3	1057	0.010	11	0.0	0.0	3.439	A
C-A	611	153			611				
A-B	88	22			88				
A-C	74	18			74				

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	437	109	385	1.135	382	20.5	34.2	273.964	F
C-AB	11	3	1057	0.010	11	0.0	0.0	3.440	A
C-A	611	153			611				
A-B	88	22			88				
A-C	74	18			74				

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	357	89	407	0.877	395	34.2	24.6	269.610	F
C-AB	7	2	992	0.007	7	0.0	0.0	3.656	A
C-A	501	125			501				
A-B	72	18			72				
A-C	60	15			60				

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	299	75	423	0.707	385	24.6	3.0	118.309	F
C-AB	5	1	946	0.006	5	0.0	0.0	3.826	A
C-A	420	105			420				
A-B	60	15			60				
A-C	50	13			50				

2031 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	2.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	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	2031 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	✓	735	100.000
B - Sefter Road		ONE HOUR	✓	137	100.000
C - Pagham Road S		ONE HOUR	✓	145	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	347	388
	B - Sefter Road	131	0	6
	C - Pagham Road S	143	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	17
	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	0.44	18.39	0.8	C	126	189
C-AB	0.00	6.00	0.0	A	2	4
C-A					131	196
A-B					318	478
A-C					356	534

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	103	26	397	0.260	102	0.0	0.3	12.135	B
C-AB	2	0.45	635	0.003	2	0.0	0.0	5.682	A
C-A	107	27			107				
A-B	261	65			261				
A-C	292	73			292				

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	123	31	376	0.328	123	0.3	0.5	14.184	B
C-AB	2	0.57	621	0.004	2	0.0	0.0	5.809	A
C-A	128	32			128				
A-B	312	78			312				
A-C	349	87			349				

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	151	38	346	0.435	150	0.5	0.7	18.207	C
C-AB	3	0.75	603	0.005	3	0.0	0.0	5.988	A
C-A	157	39			157				
A-B	382	96			382				
A-C	427	107			427				

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	151	38	346	0.435	151	0.7	0.8	18.394	C
C-AB	3	0.75	603	0.005	3	0.0	0.0	5.995	A
C-A	157	39			157				
A-B	382	96			382				
A-C	427	107			427				

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	123	31	376	0.328	124	0.8	0.5	14.364	B
C-AB	2	0.57	621	0.004	2	0.0	0.0	5.825	A
C-A	128	32			128				
A-B	312	78			312				
A-C	349	87			349				

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	103	26	397	0.260	104	0.5	0.4	12.295	B
C-AB	2	0.45	635	0.003	2	0.0	0.0	5.690	A
C-A	107	27			107				
A-B	261	65			261				
A-C	292	73			292				

2031 Base + Committed + ALL 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	197.43	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-34	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
D9	2031 Base + Committed + ALL 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	✓	218	100.000
B - Sefter Road		ONE HOUR	✓	425	100.000
C - Pagham Road S		ONE HOUR	✓	662	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	95	123
	B - Sefter Road	423	0	2
	C - Pagham Road S	658	4	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	5
	B - Sefter Road	0	0	0
	C - Pagham Road S	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	1.31	612.05	65.6	F	390	585
C-AB	0.01	3.70	0.0	A	9	14
C-A					598	898
A-B					87	131
A-C					113	169

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	320	80	406	0.788	307	0.0	3.1	33.344	D
C-AB	6	2	980	0.006	6	0.0	0.0	3.693	A
C-A	492	123			492				
A-B	72	18			72				
A-C	93	23			93				

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	382	96	386	0.991	357	3.1	9.5	84.650	F
C-AB	8	2	1034	0.008	8	0.0	0.0	3.507	A
C-A	587	147			587				
A-B	85	21			85				
A-C	111	28			111				

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	468	117	358	1.308	355	9.5	37.7	261.502	F
C-AB	13	3	1110	0.011	13	0.0	0.0	3.278	A
C-A	716	179			716				
A-B	105	26			105				
A-C	135	34			135				

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	468	117	358	1.308	357	37.7	65.4	522.948	F
C-AB	13	3	1110	0.011	13	0.0	0.0	3.279	A
C-A	716	179			716				
A-B	105	26			105				
A-C	135	34			135				

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	382	96	386	0.991	381	65.4	65.6	612.048	F
C-AB	8	2	1034	0.008	8	0.0	0.0	3.510	A
C-A	587	147			587				
A-B	85	21			85				
A-C	111	28			111				

08:30 - 08:45

Stream	Total Demand	Junction Arrivals	Capacity	RFC	Throughput	Start queue	End queue	Delay (s)	LOS

	(Veh/hr)	(Veh)	(Veh/hr)		(Veh/hr)	(Veh)	(Veh)		
B-AC	320	80	406	0.788	400	65.6	45.6	503.303	F
C-AB	6	2	980	0.006	6	0.0	0.0	3.695	A
C-A	492	123			492				
A-B	72	18			72				
A-C	93	23			93				

2031 Base + Committed + ALL 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	3.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	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
D10	2031 Base + Committed + ALL 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	✓	841	100.000
B - Sefter Road		ONE HOUR	✓	154	100.000
C - Pagham Road S		ONE HOUR	✓	213	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	364	477
	B - Sefter Road	147	0	7
	C - Pagham Road S	209	4	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	1
	B - Sefter Road	1	0	14
	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	0.54	25.17	1.2	D	141	212
C-AB	0.01	5.79	0.0	A	5	8
C-A					190	285
A-B					334	501
A-C					438	657

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	116	29	374	0.310	114	0.0	0.4	13.769	B
C-AB	4	1	650	0.006	4	0.0	0.0	5.571	A
C-A	156	39			156				
A-B	274	69			274				
A-C	359	90			359				

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	138	35	348	0.398	138	0.4	0.6	17.043	C
C-AB	5	1	640	0.008	5	0.0	0.0	5.662	A
C-A	186	47			186				
A-B	327	82			327				
A-C	429	107			429				

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	170	42	312	0.543	168	0.6	1.1	24.575	C
C-AB	7	2	629	0.011	7	0.0	0.0	5.781	A
C-A	228	57			228				
A-B	401	100			401				
A-C	525	131			525				

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	170	42	312	0.543	169	1.1	1.2	25.170	D
C-AB	7	2	629	0.011	7	0.0	0.0	5.788	A
C-A	228	57			228				
A-B	401	100			401				
A-C	525	131			525				

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	138	35	348	0.398	140	1.2	0.7	17.487	C
C-AB	5	1	640	0.008	5	0.0	0.0	5.673	A
C-A	186	47			186				
A-B	327	82			327				
A-C	429	107			429				

18:15 - 18:30

Stream	Total Demand	Junction	Capacity	RFC	Throughput	Start queue	End queue	Delay (s)	LOS

	(Veh/hr)	Arrivals (Veh)	(Veh/hr)		(Veh/hr)	(Veh)	(Veh)		
B-AC	116	29	374	0.310	117	0.7	0.5	14.051	B
C-AB	4	1	650	0.006	4	0.0	0.0	5.579	A
C-A	156	39			156				
A-B	274	69			274				
A-C	359	90			359				

2031 Base + Committed + ALL Development (SENSITIVITY), 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	23.02	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	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
D11	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	218	100.000
B - Sefter Road		ONE HOUR	✓	285	100.000
C - Pagham Road S		ONE HOUR	✓	802	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	95	123
	B - Sefter Road	283	0	2
	C - Pagham Road S	798	4	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	5
	B - Sefter Road	1	0	0
	C - Pagham Road S	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	0.95	105.59	8.6	F	262	392
C-AB	0.01	3.47	0.0	A	11	17
C-A					725	1087
A-B					87	131
A-C					113	169

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	215	54	387	0.555	210	0.0	1.2	19.872	C
C-AB	7	2	1046	0.007	7	0.0	0.0	3.464	A
C-A	597	149			597				
A-B	72	18			72				
A-C	93	23			93				

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	256	64	364	0.705	252	1.2	2.2	31.259	D
C-AB	10	3	1113	0.009	10	0.0	0.0	3.261	A
C-A	711	178			711				
A-B	85	21			85				
A-C	111	28			111				

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	314	78	332	0.946	295	2.2	6.8	74.985	F
C-AB	16	4	1208	0.013	16	0.0	0.0	3.018	A
C-A	867	217			867				
A-B	105	26			105				
A-C	135	34			135				

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	314	78	332	0.946	306	6.8	8.6	105.587	F
C-AB	16	4	1208	0.013	16	0.0	0.0	3.021	A
C-A	867	217			867				
A-B	105	26			105				
A-C	135	34			135				

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	256	64	364	0.705	280	8.6	2.7	50.593	F
C-AB	10	3	1113	0.009	10	0.0	0.0	3.266	A
C-A	711	178			711				
A-B	85	21			85				
A-C	111	28			111				

08:30 - 08:45

Stream	Total Demand	Junction	Capacity	RFC	Throughput	Start queue	End queue	Delay (s)	LOS

	(Veh/hr)	Arrivals (Veh)	(Veh/hr)		(Veh/hr)	(Veh)	(Veh)		
B-AC	215	54	387	0.555	220	2.7	1.3	22.265	C
C-AB	7	2	1046	0.007	7	0.0	0.0	3.465	A
C-A	597	149			597				
A-B	72	18			72				
A-C	93	23			93				

2031 Base + Committed + ALL Development (SENSITIVITY), 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	1.43	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
D12	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	841	100.000
B - Sefter Road		ONE HOUR	✓	94	100.000
C - Pagham Road S		ONE HOUR	✓	273	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	364	477
	B - Sefter Road	87	0	7
	C - Pagham Road S	269	4	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	1
	B - Sefter Road	1	0	14
	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	0.34	17.85	0.5	C	86	129
C-AB	0.01	5.37	0.0	A	6	9
C-A					245	367
A-B					334	501
A-C					438	657

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	71	18	370	0.191	70	0.0	0.2	11.965	B
C-AB	4	1	681	0.006	4	0.0	0.0	5.317	A
C-A	201	50			201				
A-B	274	69			274				
A-C	359	90			359				

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	85	21	343	0.247	84	0.2	0.3	13.907	B
C-AB	6	1	679	0.008	6	0.0	0.0	5.344	A
C-A	240	60			240				
A-B	327	82			327				
A-C	429	107			429				

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	103	26	305	0.339	103	0.3	0.5	17.735	C
C-AB	8	2	678	0.012	8	0.0	0.0	5.368	A
C-A	293	73			293				
A-B	401	100			401				
A-C	525	131			525				

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	103	26	305	0.339	103	0.5	0.5	17.854	C
C-AB	8	2	678	0.012	8	0.0	0.0	5.373	A
C-A	293	73			293				
A-B	401	100			401				
A-C	525	131			525				

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	85	21	343	0.247	85	0.5	0.3	14.020	B
C-AB	6	1	679	0.008	6	0.0	0.0	5.358	A
C-A	240	60			240				
A-B	327	82			327				
A-C	429	107			429				

18:15 - 18:30

Stream	Total Demand	Junction	Capacity	RFC	Throughput	Start queue	End queue	Delay (s)	LOS

	(Veh/hr)	Arrivals (Veh)	(Veh/hr)		(Veh/hr)	(Veh)	(Veh)		
B-AC	71	18	370	0.191	71	0.3	0.2	12.069	B
C-AB	4	1	681	0.006	4	0.0	0.0	5.323	A
C-A	201	50			201				
A-B	274	69			274				
A-C	359	90			359				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Rose Green Road-Carlton Avenue.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\20170523 Revised Models & Flows
Report generation date: 10/07/2017 09:18:56

»2031 Base + Committed Development, AM
»2031 Base + Committed Development, PM
»2031 Base + Committed +ALL Development, AM
»2031 Base + Committed + ALL 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
2031 Base + Committed Development														
Stream B-ACD	2.0	34.30	0.68	D	45.38	E	-16 % [Stream D-BC]	1.0	22.57	0.50	C	53.94	F	-17 % [Stream D-BC]
Stream A-BCD	0.0	6.35	0.01	A				0.0	5.59	0.02	A			
Stream D-A	3.2	260.38	0.99	F				6.1	208.38	1.02	F			
Stream D-BC	12.1	106.65	0.98	F				15.5	132.09	1.01	F			
Stream C-ABD	0.3	5.20	0.11	A				0.3	4.86	0.13	A			
2031 Base + Committed +ALL Development														
Stream B-ACD	1.9	35.10	0.67	E	49.97	E	-17 % [Stream D-BC]							
Stream A-BCD	0.0	6.66	0.01	A										
Stream D-A	3.4	287.52	1.02	F										
Stream D-BC	15.2	131.65	1.01	F										
Stream C-ABD	0.3	4.90	0.12	A										
2031 Base + Committed + ALL Development														
Stream B-ACD								0.9	23.66	0.50	C	73.13	F	-21 % [Stream D-BC]
Stream A-BCD								0.0	5.46	0.02	A			
Stream D-A								7.3	284.03	1.09	F			
Stream D-BC								23.9	188.49	1.07	F			
Stream C-ABD								0.3	4.84	0.13	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	2031 Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Committed Development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2031 Base + Committed +ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Base + Committed + ALL 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

2031 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	45.38	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Stream D-BC

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	7.32			100.0	✓	0.00
C - Rose Green Road W	7.59			127.8	✓	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)	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 - Carlton Avenue	One lane	3.00								23	51
D - Rose Green Road N	One lane plus flare		10.00	8.35	7.22	7.10	7.10	✓	3.00	27	21

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	632	-	-	-	0.231	0.231	0.231	-	0.231	-	-
1	B-AD	510	0.086	0.219	-	-	-	0.138	0.312	0.138	0.086	0.219
1	B-C	656	0.094	0.237	-	-	-	-	-	-	0.094	0.237
1	C-B	648	0.234	0.234	-	-	-	-	-	-	0.234	0.234
1	D-A	634	-	-	-	0.232	0.092	0.232	-	0.092	-	-
1	D-BC	596	0.163	0.163	0.370	0.259	0.102	0.259	-	0.102	-	-

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	2031 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	✓	250	100.000
B - Carlton Avenue		ONE HOUR	✓	200	100.000
C - Rose Green Road W		ONE HOUR	✓	432	100.000
D - Rose Green Road N		ONE HOUR	✓	427	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	15	231	4
	B - Carlton Avenue	57	0	56	87
	C - Rose Green Road W	197	37	0	198
	D - Rose Green Road N	40	62	325	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	0	25
	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	0.68	34.30	2.0	D	184	275
A-BCD	0.01	6.35	0.0	A	6	9
A-B					14	20
A-C					210	315
D-A	0.99	260.38	3.2	F	37	55
D-BC	0.98	106.65	12.1	F	355	533
C-ABD	0.11	5.20	0.3	A	67	100
C-D					165	248
C-A					165	247

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	151	38	399	0.377	148	0.0	0.6	14.233	B
A-BCD	4	1	571	0.008	4	0.0	0.0	6.354	A
A-B	11	3			11				
A-C	173	43			173				
D-A	30	8	435	0.069	30	0.0	0.1	8.870	A
D-BC	291	73	484	0.601	286	0.0	1.4	17.643	C
C-ABD	46	12	743	0.062	46	0.0	0.1	5.161	A
C-D	140	35			140				
C-A	139	35			139				

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	180	45	369	0.487	179	0.6	0.9	18.733	C
A-BCD	6	1	585	0.010	6	0.0	0.0	6.244	A
A-B	13	3			13				
A-C	206	51			206				
D-A	36	9	335	0.107	36	0.1	0.1	12.012	B
D-BC	348	87	464	0.749	343	1.4	2.7	28.499	D
C-ABD	62	16	765	0.081	62	0.1	0.2	5.118	A
C-D	163	41			163				
C-A	163	41			163				

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	220	55	329	0.670	216	0.9	1.8	31.065	D
A-BCD	8	2	606	0.013	8	0.0	0.0	6.056	A
A-B	16	4			16				
A-C	251	63			251				
D-A	44	11	45	0.989	33	0.1	2.8	232.627	F
D-BC	426	107	437	0.976	401	2.7	9.0	71.322	F
C-ABD	90	22	799	0.113	89	0.2	0.3	5.078	A
C-D	193	48			193				
C-A	192	48			192				

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	220	55	323	0.681	220	1.8	2.0	34.299	D
A-BCD	8	2	606	0.013	8	0.0	0.0	6.025	A
A-B	16	4			16				
A-C	251	63			251				
D-A	44	11	52	0.843	42	2.8	3.2	260.381	F
D-BC	426	107	436	0.977	414	9.0	12.1	106.652	F
C-ABD	91	23	794	0.114	91	0.3	0.3	5.123	A
C-D	193	48			193				
C-A	192	48			192				

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	180	45	360	0.499	184	2.0	1.0	20.792	C
A-BCD	6	1	585	0.010	6	0.0	0.0	6.165	A
A-B	13	3			13				
A-C	206	51			206				
D-A	36	9	254	0.141	48	3.2	0.2	18.453	C
D-BC	348	87	464	0.751	382	12.1	3.5	54.056	F
C-ABD	63	16	758	0.083	63	0.3	0.2	5.197	A
C-D	163	41			163				
C-A	162	41			162				

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	151	38	396	0.380	152	1.0	0.6	14.870	B
A-BCD	4	1	571	0.008	4	0.0	0.0	6.316	A
A-B	11	3			11				
A-C	173	43			173				
D-A	30	8	422	0.071	30	0.2	0.1	9.200	A
D-BC	291	73	484	0.602	299	3.5	1.6	20.168	C
C-ABD	47	12	741	0.063	47	0.2	0.1	5.195	A
C-D	140	35			140				
C-A	139	35			139				

2031 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	53.94	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream D-BC

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	2031 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	✓	236	100.000
B - Carlton Avenue		ONE HOUR	✓	146	100.000
C - Rose Green Road W		ONE HOUR	✓	532	100.000
D - Rose Green Road N		ONE HOUR	✓	487	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	38	192	6
	B - Carlton Avenue	43	0	47	56
	C - Rose Green Road W	271	38	0	223
	D - Rose Green Road N	98	55	334	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	0.50	22.57	1.0	C	134	201
A-BCD	0.02	5.59	0.0	A	8	12
A-B					34	52
A-C					174	261
D-A	1.02	208.38	6.1	F	90	135
D-BC	1.01	132.09	15.5	F	357	535
C-ABD	0.13	4.86	0.3	A	79	119
C-D					184	277
C-A					224	336

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	110	27	399	0.275	108	0.0	0.4	12.319	B
A-BCD	6	2	650	0.009	6	0.0	0.0	5.589	A
A-B	28	7			28				
A-C	143	36			143				
D-A	74	18	444	0.166	73	0.0	0.2	9.692	A
D-BC	293	73	479	0.612	287	0.0	1.5	18.234	C
C-ABD	54	13	798	0.067	53	0.0	0.1	4.832	A
C-D	157	39			157				
C-A	190	48			190				

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	131	33	369	0.356	131	0.4	0.5	15.073	C
A-BCD	8	2	656	0.012	8	0.0	0.0	5.554	A
A-B	34	8			34				
A-C	171	43			171				
D-A	88	22	345	0.256	88	0.2	0.3	13.962	B
D-BC	350	87	457	0.766	344	1.5	2.9	30.530	D
C-ABD	74	18	832	0.088	73	0.1	0.2	4.748	A
C-D	183	46			183				
C-A	222	55			222				

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	161	40	327	0.492	159	0.5	0.9	21.313	C
A-BCD	11	3	665	0.016	11	0.0	0.0	5.499	A
A-B	41	10			41				
A-C	208	52			208				
D-A	108	27	106	1.022	89	0.3	5.0	152.927	F
D-BC	428	107	425	1.007	397	2.9	10.8	82.376	F
C-ABD	110	27	882	0.125	109	0.2	0.3	4.665	A
C-D	215	54			215				
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	161	40	320	0.503	161	0.9	1.0	22.569	C
A-BCD	11	3	665	0.016	11	0.0	0.0	5.503	A
A-B	41	10			41				
A-C	208	52			208				
D-A	108	27	115	0.936	104	5.0	6.1	208.377	F
D-BC	428	107	424	1.009	410	10.8	15.5	132.095	F
C-ABD	111	28	877	0.127	111	0.3	0.3	4.708	A
C-D	214	54			214				
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	131	33	357	0.368	133	1.0	0.6	16.180	C
A-BCD	8	2	655	0.012	8	0.0	0.0	5.561	A
A-B	34	8			34				
A-C	171	43			171				
D-A	88	22	240	0.367	110	6.1	0.6	31.982	D
D-BC	350	87	455	0.768	396	15.5	4.0	74.000	F
C-ABD	75	19	822	0.091	75	0.3	0.2	4.829	A
C-D	182	46			182				
C-A	221	55			221				

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	110	27	396	0.278	111	0.6	0.4	12.670	B
A-BCD	6	2	650	0.010	6	0.0	0.0	5.594	A
A-B	28	7			28				
A-C	143	36			143				
D-A	74	18	430	0.172	75	0.6	0.2	10.210	B
D-BC	293	73	478	0.612	302	4.0	1.7	21.371	C
C-ABD	54	14	796	0.068	54	0.2	0.1	4.860	A
C-D	156	39			156				
C-A	190	48			190				

2031 Base + Committed +ALL 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	49.97	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream D-BC

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
D9	2031 Base + Committed +ALL 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	✓	258	100.000
B - Carlton Avenue		ONE HOUR	✓	189	100.000
C - Rose Green Road W		ONE HOUR	✓	515	100.000
D - Rose Green Road N		ONE HOUR	✓	422	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	15	240	3
	B - Carlton Avenue	54	0	53	82
	C - Rose Green Road W	243	35	0	237
	D - Rose Green Road N	38	58	326	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	0	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	0	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	0.67	35.10	1.9	E	173	260
A-BCD	0.01	6.66	0.0	A	5	7
A-B					14	20
A-C					218	327
D-A	1.02	287.52	3.4	F	35	52
D-BC	1.01	131.65	15.2	F	352	529
C-ABD	0.12	4.90	0.3	A	72	108
C-D					198	297
C-A					203	304

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	142	36	390	0.365	140	0.0	0.6	14.263	B
A-BCD	3	1	544	0.006	3	0.0	0.0	6.657	A
A-B	11	3			11				
A-C	180	45			180				
D-A	29	7	424	0.067	28	0.0	0.1	9.093	A
D-BC	289	72	473	0.611	283	0.0	1.5	18.429	C
C-ABD	49	12	788	0.062	48	0.0	0.1	4.867	A
C-D	167	42			167				
C-A	172	43			172				

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	170	42	359	0.473	169	0.6	0.9	18.801	C
A-BCD	5	1	559	0.008	5	0.0	0.0	6.532	A
A-B	13	3			13				
A-C	214	53			214				
D-A	34	9	314	0.109	34	0.1	0.1	12.828	B
D-BC	345	86	451	0.766	340	1.5	2.9	30.876	D
C-ABD	67	17	819	0.081	67	0.1	0.2	4.783	A
C-D	196	49			196				
C-A	201	50			201				

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	208	52	315	0.660	204	0.9	1.8	31.453	D
A-BCD	6	2	582	0.011	6	0.0	0.0	6.310	A
A-B	16	4			16				
A-C	261	65			261				
D-A	42	10	41	1.022	31	0.1	2.9	253.231	F
D-BC	423	106	420	1.006	392	2.9	10.7	82.625	F
C-ABD	99	25	866	0.115	99	0.2	0.3	4.694	A
C-D	231	58			231				
C-A	237	59			237				

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	208	52	309	0.674	207	1.8	1.9	35.100	E
A-BCD	6	2	581	0.011	6	0.0	0.0	6.261	A
A-B	16	4			16				
A-C	261	65			261				
D-A	42	10	48	0.869	40	2.9	3.4	287.522	F
D-BC	423	106	420	1.007	405	10.7	15.2	131.651	F
C-ABD	100	25	862	0.117	100	0.3	0.3	4.737	A
C-D	230	58			230				
C-A	236	59			236				

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	170	42	347	0.489	174	1.9	1.0	21.158	C
A-BCD	5	1	559	0.008	5	0.0	0.0	6.419	A
A-B	13	3			13				
A-C	214	53			214				
D-A	34	9	195	0.176	47	3.4	0.2	26.325	D
D-BC	345	86	450	0.767	390	15.2	4.0	73.543	F
C-ABD	68	17	810	0.084	68	0.3	0.2	4.863	A
C-D	195	49			195				
C-A	200	50			200				

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	142	36	387	0.368	144	1.0	0.6	14.911	B
A-BCD	4	1	544	0.006	4	0.0	0.0	6.601	A
A-B	11	3			11				
A-C	180	45			180				
D-A	29	7	408	0.070	29	0.2	0.1	9.515	A
D-BC	289	72	473	0.612	298	4.0	1.7	21.623	C
C-ABD	49	12	785	0.063	49	0.2	0.1	4.896	A
C-D	167	42			167				
C-A	171	43			171				

2031 Base + Committed + ALL 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	73.13	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	Stream D-BC

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
D10	2031 Base + Committed + ALL 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	✓	269	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	550	100.000
D - Rose Green Road N		ONE HOUR	✓	496	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	227	6
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	280	36	0	234
	D - Rose Green Road N	91	51	354	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	0	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	0.50	23.66	0.9	C	124	186
A-BCD	0.02	5.46	0.0	A	9	13
A-B					33	49
A-C					206	308
D-A	1.09	284.03	7.3	F	84	125
D-BC	1.07	188.49	23.9	F	372	557
C-ABD	0.13	4.84	0.3	A	79	118
C-D					194	291
C-A					232	348

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	389	0.262	100	0.0	0.3	12.429	B
A-BCD	6	2	666	0.010	6	0.0	0.0	5.456	A
A-B	27	7			27				
A-C	169	42			169				
D-A	69	17	428	0.160	68	0.0	0.2	9.972	A
D-BC	305	76	473	0.644	298	0.0	1.7	19.852	C
C-ABD	52	13	802	0.065	52	0.0	0.1	4.797	A
C-D	165	41			165				
C-A	197	49			197				

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	356	0.341	121	0.3	0.5	15.273	C
A-BCD	8	2	675	0.012	8	0.0	0.0	5.397	A
A-B	32	8			32				
A-C	202	50			202				
D-A	82	20	305	0.268	81	0.2	0.4	16.047	C
D-BC	364	91	450	0.809	357	1.7	3.5	35.907	E
C-ABD	73	18	837	0.087	72	0.1	0.2	4.709	A
C-D	192	48			192				
C-A	230	57			230				

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	310	0.479	147	0.5	0.9	21.876	C
A-BCD	11	3	690	0.017	11	0.0	0.0	5.308	A
A-B	39	10			39				
A-C	246	61			246				
D-A	100	25	92	1.086	79	0.4	5.6	183.410	F
D-BC	446	111	418	1.067	400	3.5	15.1	105.990	F
C-ABD	110	27	889	0.123	109	0.2	0.3	4.621	A
C-D	226	56			226				
C-A	270	68			270				

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	300	0.495	148	0.9	0.9	23.662	C
A-BCD	11	3	689	0.017	11	0.0	0.0	5.310	A
A-B	39	10			39				
A-C	246	61			246				
D-A	100	25	101	0.992	93	5.6	7.3	284.032	F
D-BC	446	111	417	1.069	411	15.1	23.9	188.494	F
C-ABD	112	28	882	0.127	112	0.3	0.3	4.680	A
C-D	225	56			225				
C-A	269	67			269				

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	337	0.361	123	0.9	0.6	16.956	C
A-BCD	8	2	675	0.012	8	0.0	0.0	5.401	A
A-B	32	8			32				
A-C	202	50			202				
D-A	82	20	108	0.757	94	7.3	4.3	217.695	F
D-BC	364	91	448	0.812	432	23.9	7.0	140.945	F
C-ABD	75	19	822	0.091	75	0.3	0.2	4.829	A
C-D	191	48			191				
C-A	229	57			229				

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	382	0.266	102	0.6	0.4	12.895	B
A-BCD	6	2	666	0.010	6	0.0	0.0	5.460	A
A-B	27	7			27				
A-C	169	42			169				
D-A	69	17	401	0.171	85	4.3	0.2	11.997	B
D-BC	305	76	473	0.645	325	7.0	1.9	27.159	D
C-ABD	53	13	797	0.066	53	0.2	0.1	4.841	A
C-D	164	41			164				
C-A	197	49			197				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Sefter Road-Hook Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\20170523 Revised Models & Flows
Report generation date: 23/05/2017 12:02:28

»2031 Base + Committed Development, AM
»2031 Base + Committed Development, PM
»2031 Base + Committed + ALL Development, AM
»2031 Base + Committed + ALL Development, PM
»2031 Base + Committed + ALL Development (SENSITIVITY), AM
»2031 Base + Committed + ALL Development (SENSITIVITY), 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
	2031 Base + Committed Development													
Stream B-C	0.0	7.42	0.02	A	3.22	A	51 % [Stream B-A]	0.0	6.79	0.01	A	2.48	A	57 % [Stream B-A]
Stream B-A	0.7	13.62	0.42	B				0.6	13.08	0.38	B			
Stream C-AB	0.0	7.82	0.02	A				0.2	5.39	0.10	A			
	2031 Base + Committed + ALL Development													
Stream B-C	0.0	8.55	0.02	A	5.10	A	23 % [Stream B-A]	0.0	7.27	0.02	A	3.02	A	39 % [Stream B-A]
Stream B-A	1.3	18.72	0.58	C				0.8	15.31	0.46	C			
Stream C-AB	0.0	7.30	0.02	A				0.2	5.46	0.10	A			
	2031 Base + Committed + ALL Development (SENSITIVITY)													
Stream B-C	0.0	0.00	0.00	A	4.52	A	31 % [Stream B-A]	0.0	0.00	0.00	A	2.88	A	43 % [Stream B-A]
Stream B-A	1.2	16.70	0.55	C				0.8	14.64	0.45	B			
Stream C-AB	0.0	7.31	0.02	A				0.2	5.46	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	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing 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	2031 Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Committed Development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	15	✓
D11	2031 Base + Committed + ALL Development (SENSITIVITY)	AM	ONE HOUR	07:45	09:15	15	✓
D12	2031 Base + Committed + ALL Development (SENSITIVITY)	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

2031 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	3.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	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	7.20			90.0	✓	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	5.70	3.98	3.68	✓	2.00	47	39

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	591	0.102	0.258	0.162	0.368
1	B-C	677	0.098	0.248	-	-
1	C-B	626	0.230	0.230	-	-

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	2031 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	✓	494	100.000
B - Hook Lane		ONE HOUR	✓	184	100.000
C - Sefter Road NW		ONE HOUR	✓	106	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	297
	B - Hook Lane	175	0	9
	C - Sefter Road NW	99	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	29	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	7.42	0.0	A	8	12
B-A	0.42	13.62	0.7	B	161	241
C-AB	0.02	7.82	0.0	A	8	12
C-A					89	134
A-B					181	271
A-C					273	409

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	563	0.012	7	0.0	0.0	6.473	A
B-A	132	33	497	0.265	130	0.0	0.4	9.774	A
C-AB	6	2	475	0.013	6	0.0	0.0	7.676	A
C-A	74	18			74				
A-B	148	37			148				
A-C	224	56			224				

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	537	0.015	8	0.0	0.0	6.808	A
B-A	157	39	480	0.328	157	0.4	0.5	11.111	B
C-AB	8	2	474	0.016	8	0.0	0.0	7.746	A
C-A	88	22			88				
A-B	177	44			177				
A-C	267	67			267				

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	496	0.020	10	0.0	0.0	7.409	A
B-A	193	48	457	0.422	192	0.5	0.7	13.532	B
C-AB	10	3	472	0.021	10	0.0	0.0	7.817	A
C-A	107	27			107				
A-B	217	54			217				
A-C	327	82			327				

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	495	0.020	10	0.0	0.0	7.418	A
B-A	193	48	457	0.422	193	0.7	0.7	13.623	B
C-AB	10	3	473	0.021	10	0.0	0.0	7.785	A
C-A	107	27			107				
A-B	217	54			217				
A-C	327	82			327				

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	536	0.015	8	0.0	0.0	6.820	A
B-A	157	39	480	0.328	158	0.7	0.5	11.209	B
C-AB	8	2	474	0.016	8	0.0	0.0	7.677	A
C-A	88	22			88				
A-B	177	44			177				
A-C	267	67			267				

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	6.484	A
B-A	132	33	497	0.265	132	0.5	0.4	9.877	A
C-AB	6	2	475	0.013	6	0.0	0.0	7.646	A
C-A	74	18			74				
A-B	148	37			148				
A-C	224	56			224				

2031 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	2.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	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	2031 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	✓	444	100.000
B - Hook Lane		ONE HOUR	✓	157	100.000
C - Sefter Road NW		ONE HOUR	✓	350	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	313	131
	B - Hook Lane	151	0	6
	C - Sefter Road NW	312	38	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	1	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	6.79	0.0	A	6	8
B-A	0.38	13.08	0.6	B	139	208
C-AB	0.10	5.39	0.2	A	58	88
C-A					263	394
A-B					287	431
A-C					120	180

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	5	1	590	0.008	4	0.0	0.0	6.149	A
B-A	114	28	487	0.233	112	0.0	0.3	9.584	A
C-AB	43	11	712	0.060	42	0.0	0.1	5.379	A
C-A	221	55			221				
A-B	236	59			236				
A-C	99	25			99				

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	5	1	569	0.009	5	0.0	0.0	6.381	A
B-A	136	34	468	0.290	135	0.3	0.4	10.815	B
C-AB	56	14	731	0.076	55	0.1	0.1	5.333	A
C-A	259	65			259				
A-B	281	70			281				
A-C	118	29			118				

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	7	2	537	0.012	7	0.0	0.0	6.784	A
B-A	166	42	442	0.377	165	0.4	0.6	13.005	B
C-AB	77	19	758	0.101	77	0.1	0.2	5.286	A
C-A	309	77			309				
A-B	345	86			345				
A-C	144	36			144				

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	7	2	537	0.012	7	0.0	0.0	6.790	A
B-A	166	42	441	0.377	166	0.6	0.6	13.078	B
C-AB	77	19	758	0.101	77	0.2	0.2	5.290	A
C-A	308	77			308				
A-B	345	86			345				
A-C	144	36			144				

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	5	1	569	0.009	5	0.0	0.0	6.390	A
B-A	136	34	468	0.290	136	0.6	0.4	10.892	B
C-AB	56	14	731	0.076	56	0.2	0.1	5.342	A
C-A	259	65			259				

A-B	281	70			281				
A-C	118	29			118				

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	5	1	589	0.008	5	0.0	0.0	6.156	A
B-A	114	28	487	0.234	114	0.4	0.3	9.671	A
C-AB	43	11	712	0.060	43	0.1	0.1	5.386	A
C-A	221	55			221				
A-B	236	59			236				
A-C	99	25			99				

2031 Base + Committed + ALL 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	5.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	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
D9	2031 Base + Committed + ALL 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	✓	511	100.000
B - Hook Lane		ONE HOUR	✓	247	100.000
C - Sefter Road NW		ONE HOUR	✓	138	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	217	294
	B - Hook Lane	238	0	9
	C - Sefter Road NW	130	8	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	0	0	0
	C - Sefter Road NW	1	25	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	8.55	0.0	A	8	12
B-A	0.58	18.72	1.3	C	218	328
C-AB	0.02	7.30	0.0	A	10	15
C-A					117	175
A-B					199	299
A-C					270	405

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	541	0.013	7	0.0	0.0	6.734	A
B-A	179	45	497	0.360	177	0.0	0.6	11.169	B
C-AB	7	2	503	0.015	7	0.0	0.0	7.258	A
C-A	96	24			96				
A-B	163	41			163				
A-C	221	55			221				

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	503	0.016	8	0.0	0.0	7.271	A
B-A	214	53	479	0.447	213	0.6	0.8	13.481	B
C-AB	9	2	505	0.019	9	0.0	0.0	7.288	A
C-A	115	29			115				
A-B	195	49			195				
A-C	264	66			264				

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	433	0.023	10	0.0	0.0	8.505	A
B-A	262	66	454	0.577	260	0.8	1.3	18.354	C
C-AB	12	3	507	0.024	12	0.0	0.0	7.303	A
C-A	140	35			140				
A-B	239	60			239				
A-C	324	81			324				

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	431	0.023	10	0.0	0.0	8.552	A
B-A	262	66	454	0.577	262	1.3	1.3	18.716	C
C-AB	12	3	507	0.024	12	0.0	0.0	7.273	A
C-A	140	35			140				
A-B	239	60			239				
A-C	324	81			324				

08:45 - 09:00

	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-C	8	2	501	0.016	8	0.0	0.0	7.307	A
B-A	214	53	479	0.447	216	1.3	0.8	13.788	B
C-AB	9	2	505	0.019	9	0.0	0.0	7.220	A
C-A	115	29			115				
A-B	195	49			195				
A-C	264	66			264				

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	540	0.013	7	0.0	0.0	6.756	A
B-A	179	45	497	0.360	180	0.8	0.6	11.396	B
C-AB	7	2	504	0.015	8	0.0	0.0	7.228	A
C-A	96	24			96				
A-B	163	41			163				
A-C	221	55			221				

2031 Base + Committed + ALL 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	3.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	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
D10	2031 Base + Committed + ALL 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	✓	506	100.000
B - Hook Lane		ONE HOUR	✓	186	100.000
C - Sefter Road NW		ONE HOUR	✓	344	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	353	153
	B - Hook Lane	179	0	7
	C - Sefter Road NW	308	36	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	1	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	0.02	7.27	0.0	A	6	10
B-A	0.46	15.31	0.8	C	164	246
C-AB	0.10	5.46	0.2	A	56	83
C-A					260	390
A-B					324	486
A-C					140	211

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	5	1	574	0.009	5	0.0	0.0	6.328	A
B-A	135	34	481	0.280	133	0.0	0.4	10.320	B
C-AB	41	10	700	0.058	40	0.0	0.1	5.456	A
C-A	218	55			218				
A-B	266	66			266				
A-C	115	29			115				

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	6	2	548	0.011	6	0.0	0.0	6.644	A
B-A	161	40	460	0.350	160	0.4	0.5	11.979	B
C-AB	53	13	717	0.074	53	0.1	0.1	5.422	A
C-A	256	64			256				
A-B	317	79			317				
A-C	138	34			138				

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	8	2	504	0.015	8	0.0	0.0	7.256	A
B-A	197	49	432	0.456	196	0.5	0.8	15.158	C
C-AB	73	18	742	0.099	73	0.1	0.2	5.385	A
C-A	305	76			305				
A-B	389	97			389				
A-C	168	42			168				

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	8	2	503	0.015	8	0.0	0.0	7.270	A
B-A	197	49	432	0.456	197	0.8	0.8	15.307	C
C-AB	73	18	742	0.099	73	0.2	0.2	5.390	A
C-A	305	76			305				
A-B	389	97			389				
A-C	168	42			168				

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-C	6	2	547	0.012	6	0.0	0.0	6.656	A
B-A	161	40	460	0.350	162	0.8	0.5	12.122	B
C-AB	53	13	717	0.074	53	0.2	0.1	5.429	A
C-A	256	64			256				
A-B	317	79			317				
A-C	138	34			138				

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	5	1	573	0.009	5	0.0	0.0	6.339	A
B-A	135	34	480	0.281	135	0.5	0.4	10.453	B
C-AB	41	10	700	0.058	41	0.1	0.1	5.465	A
C-A	218	55			218				
A-B	266	66			266				
A-C	115	29			115				

2031 Base + Committed + ALL Development (SENSITIVITY), 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	4.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	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
D11	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	512	100.000
B - Hook Lane		ONE HOUR	✓	238	100.000
C - Sefter Road NW		ONE HOUR	✓	138	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	357	155
	B - Hook Lane	238	0	0
	C - Sefter Road NW	130	8	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	3
	B - Hook Lane	0	0	0
	C - Sefter Road NW	1	25	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	0.00	0.00	0.0	A	0	0
B-A	0.55	16.70	1.2	C	218	328
C-AB	0.02	7.31	0.0	A	10	15
C-A					117	175
A-B					328	491
A-C					142	213

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	0	0	566	0.000	0	0.0	0.0	0.000	A
B-A	179	45	513	0.349	177	0.0	0.5	10.648	B
C-AB	7	2	503	0.015	7	0.0	0.0	7.261	A
C-A	96	24			96				
A-B	269	67			269				
A-C	117	29			117				

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	0	0	543	0.000	0	0.0	0.0	0.000	A
B-A	214	53	498	0.430	213	0.5	0.7	12.595	B
C-AB	9	2	505	0.019	9	0.0	0.0	7.293	A
C-A	115	29			115				
A-B	321	80			321				
A-C	139	35			139				

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	0	0	511	0.000	0	0.0	0.0	0.000	A
B-A	262	66	477	0.549	260	0.7	1.2	16.453	C
C-AB	12	3	507	0.024	12	0.0	0.0	7.308	A
C-A	140	35			140				
A-B	393	98			393				
A-C	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-C	0	0	511	0.000	0	0.0	0.0	0.000	A
B-A	262	66	477	0.549	262	1.2	1.2	16.700	C
C-AB	12	3	507	0.024	12	0.0	0.0	7.278	A
C-A	140	35			140				
A-B	393	98			393				
A-C	171	43			171				

08:45 - 09:00

	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-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	214	53	498	0.430	216	1.2	0.8	12.824	B
C-AB	9	2	505	0.019	9	0.0	0.0	7.225	A
C-A	115	29			115				
A-B	321	80			321				
A-C	139	35			139				

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	0	0	565	0.000	0	0.0	0.0	0.000	A
B-A	179	45	513	0.349	180	0.8	0.5	10.841	B
C-AB	7	2	503	0.015	8	0.0	0.0	7.232	A
C-A	96	24			96				
A-B	269	67			269				
A-C	117	29			117				

2031 Base + Committed + ALL Development (SENSITIVITY), 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	2.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	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
D12	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	508	100.000
B - Hook Lane		ONE HOUR	✓	179	100.000
C - Sefter Road NW		ONE HOUR	✓	344	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	415	93
	B - Hook Lane	179	0	0
	C - Sefter Road NW	308	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	0	2
	B - Hook Lane	1	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	0.00	0.00	0.0	A	0	0
B-A	0.45	14.64	0.8	B	164	246
C-AB	0.10	5.46	0.2	A	56	83
C-A					260	390
A-B					381	571
A-C					85	128

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	0	0	585	0.000	0	0.0	0.0	0.000	A
B-A	135	34	488	0.276	133	0.0	0.4	10.110	B
C-AB	41	10	700	0.058	40	0.0	0.1	5.452	A
C-A	218	55			218				
A-B	312	78			312				
A-C	70	18			70				

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	0	0	565	0.000	0	0.0	0.0	0.000	A
B-A	161	40	469	0.343	160	0.4	0.5	11.644	B
C-AB	53	13	718	0.074	53	0.1	0.1	5.416	A
C-A	256	64			256				
A-B	373	93			373				
A-C	84	21			84				

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	0	0	538	0.000	0	0.0	0.0	0.000	A
B-A	197	49	443	0.445	196	0.5	0.8	14.513	B
C-AB	73	18	743	0.099	73	0.1	0.2	5.378	A
C-A	306	76			306				
A-B	457	114			457				
A-C	102	26			102				

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	0	0	537	0.000	0	0.0	0.0	0.000	A
B-A	197	49	443	0.445	197	0.8	0.8	14.637	B
C-AB	73	18	743	0.099	73	0.2	0.2	5.385	A
C-A	305	76			305				
A-B	457	114			457				
A-C	102	26			102				

18:00 - 18:15

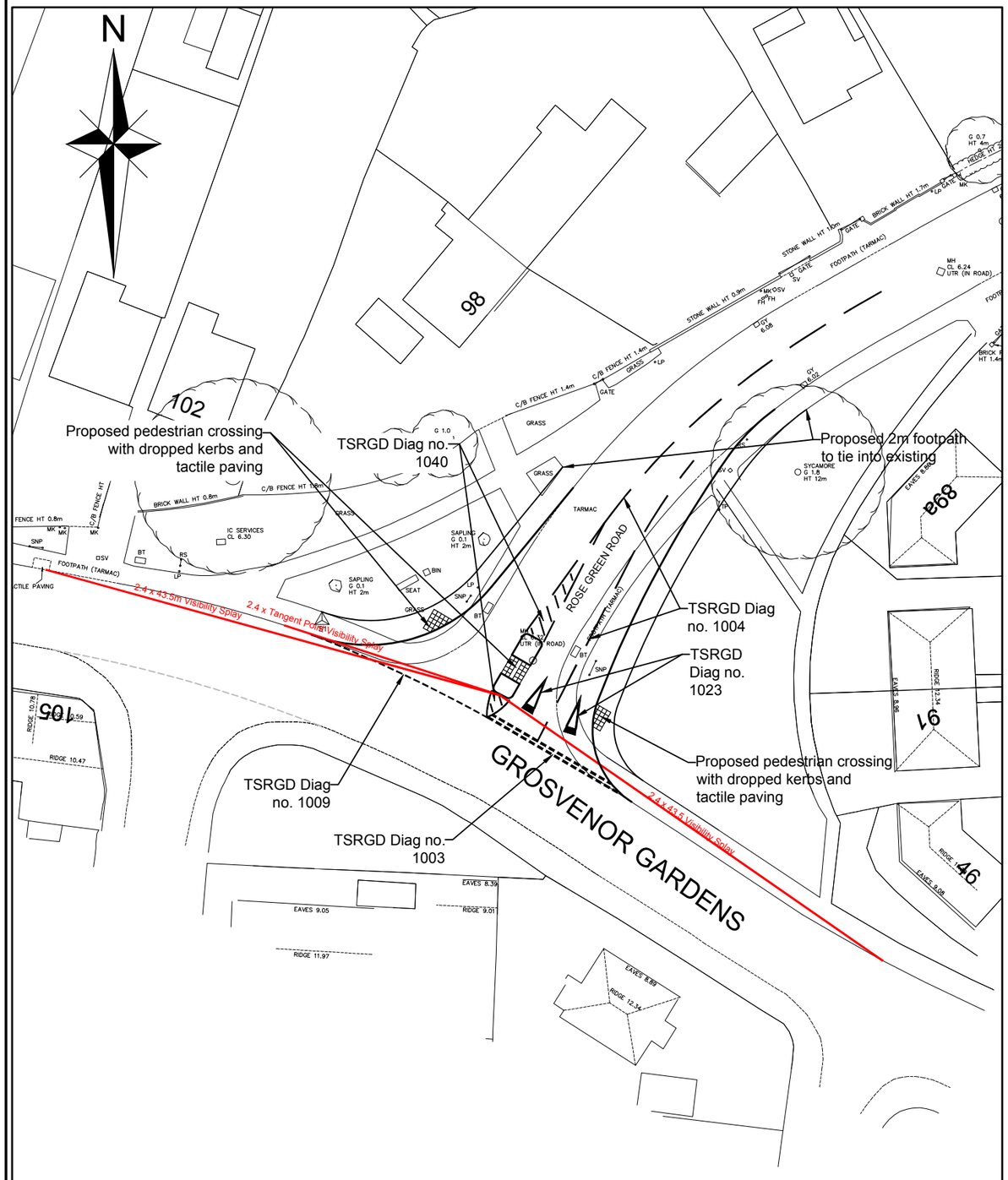
	Total	Junction							

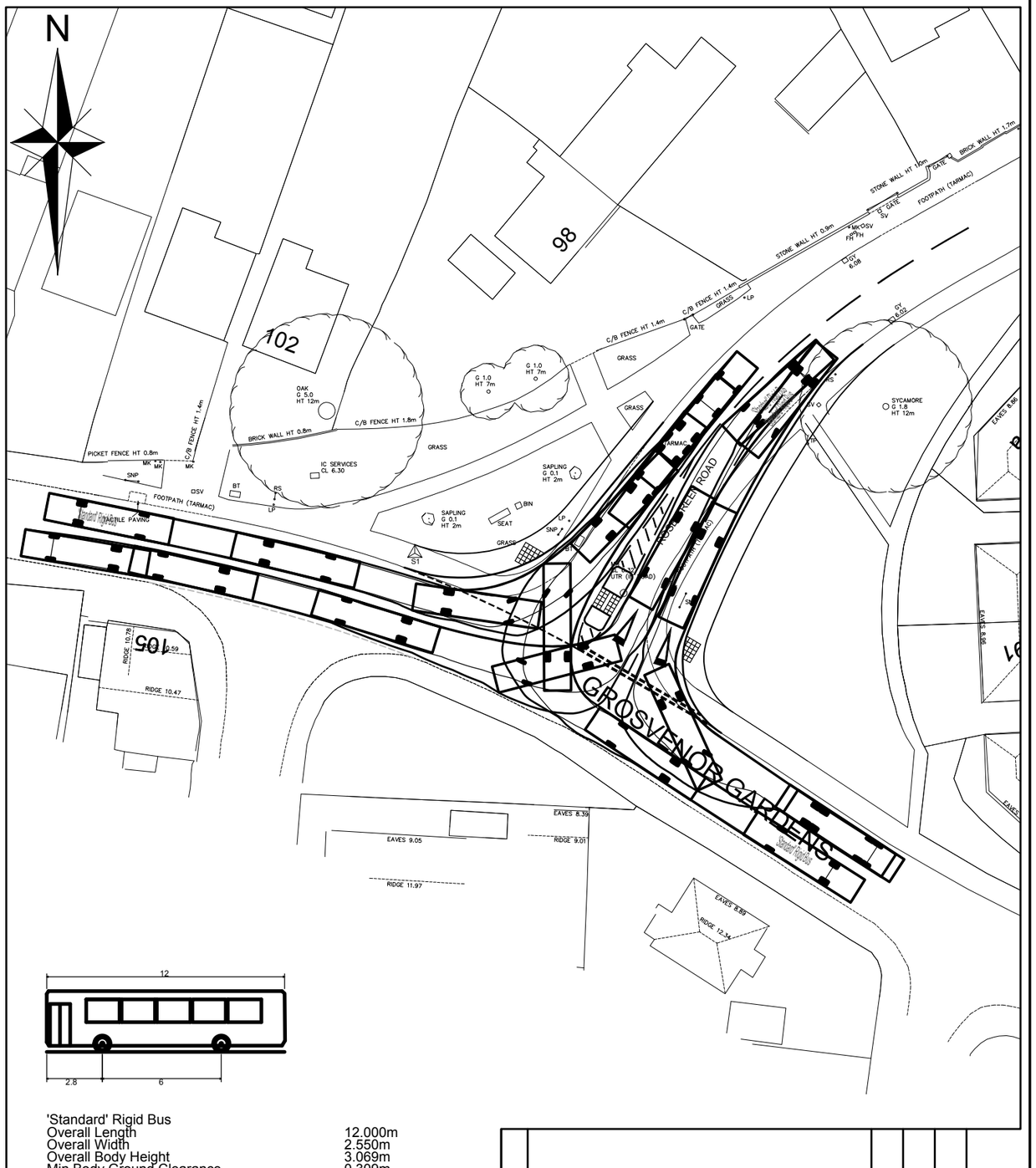
Stream	Demand (Veh/hr)	Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	565	0.000	0	0.0	0.0	0.000	A
B-A	161	40	469	0.343	162	0.8	0.5	11.770	B
C-AB	53	13	718	0.074	53	0.2	0.1	5.422	A
C-A	256	64			256				
A-B	373	93			373				
A-C	84	21			84				

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	0	0	584	0.000	0	0.0	0.0	0.000	A
B-A	135	34	488	0.276	135	0.5	0.4	10.234	B
C-AB	41	10	701	0.058	41	0.1	0.1	5.461	A
C-A	218	55			218				
A-B	312	78			312				
A-C	70	18			70				

APPENDIX H – OFF SITE MITIGATION MEASURES AND ANALYSIS





'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	10.771m

Rev	Amendments	Drn	Chk	App	Date
A	Tracking updated with 12m bus	PL	TMS	GAC	Feb 17

Consulting Engineers Ltd

Issued by
☒ Offices 8 & 9, Aldershot Enterprise Centre, Mandora House, Louise Margaret Road, Aldershot, Hampshire GU11 2PW, 01252 939000
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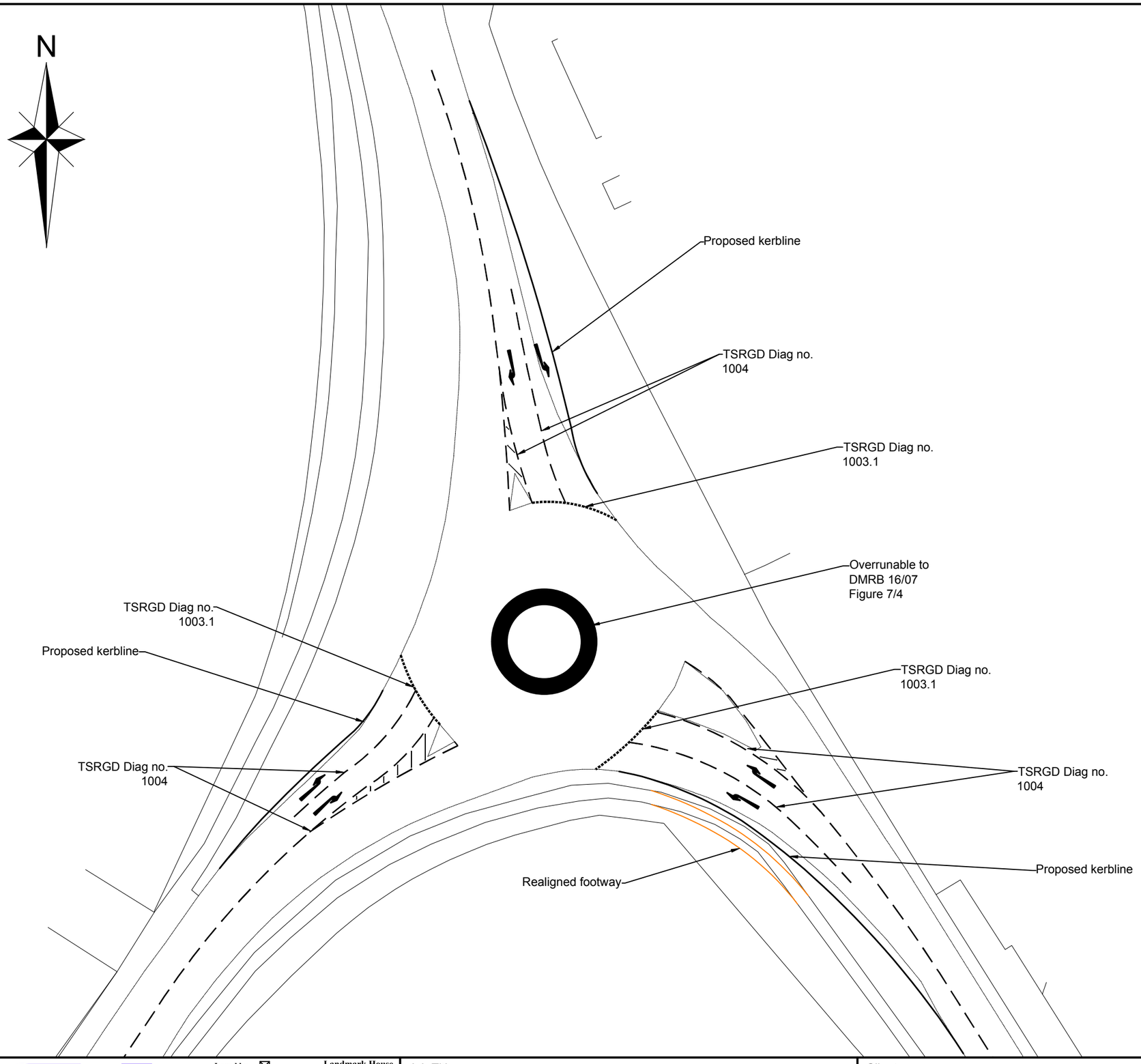
Job Title: Land at Sefter Road, Bognor Regis

Drawing Title: J4 - Rose Green Road / Grosvenor Gardens Proposed Junction Layout

Client: Taylor Wimpey Strategic Land

Scale	Date	Designed
1:500@A3	Oct 16	BL
Drawn	Checked	Approved
BL	TMS	GAC
Job No	Drawing No	Rev
12-018	12-018-036	A

ARUN DISTRICT COUNCIL P/6/17/OUT



Rev	Amendments	Drn	Chk	App	Date

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☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford Kent ME20 6SN, 01732 448120

Job Title: Land at Sefter Road, Bognor Regis

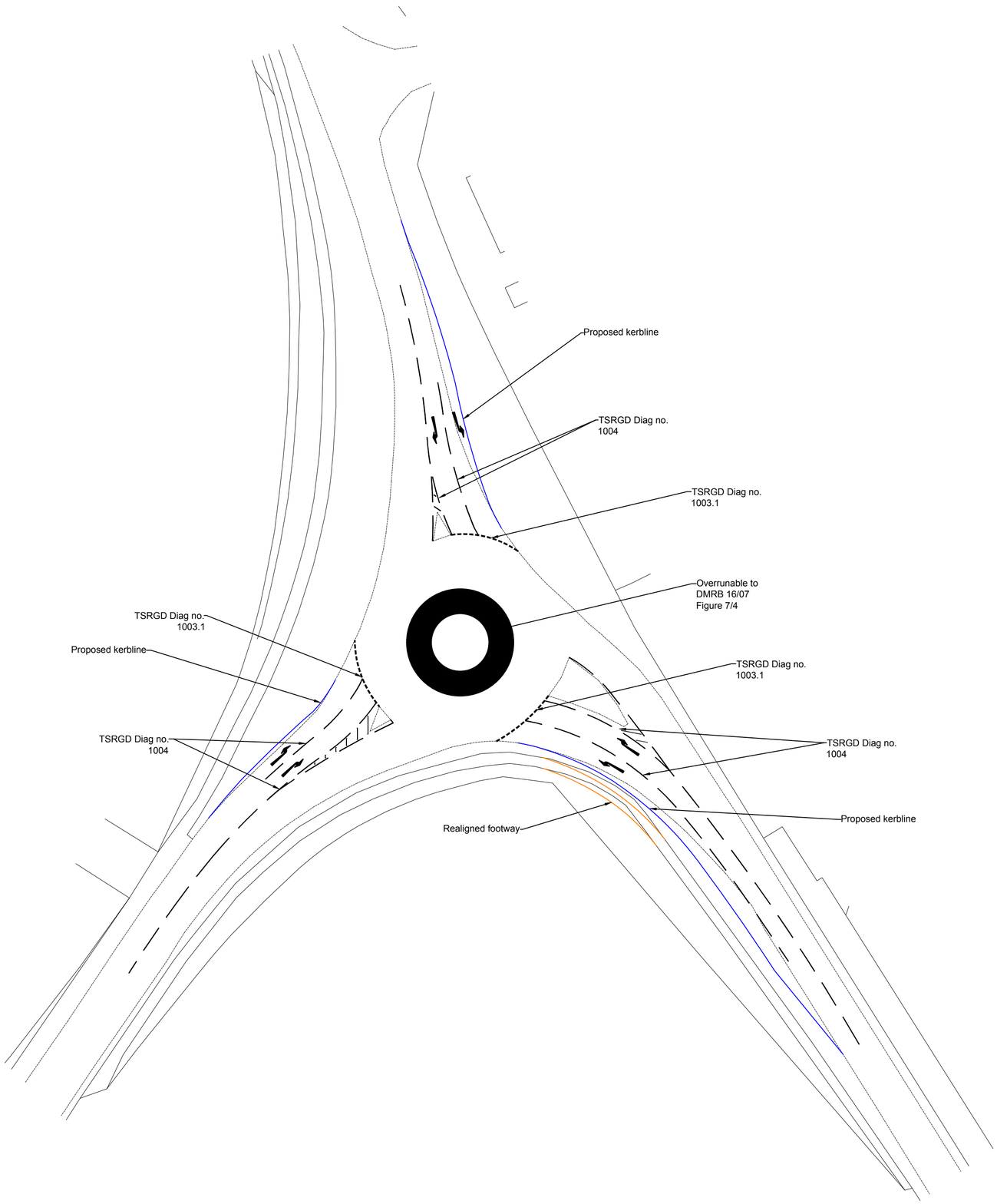
Drawing Title: J8 - B2166 / B2145 Roundabout Proposed Junction Layout

Client: Taylor Wimpey Strategic Land

Scale	Date	Designed
1:500@A3	Apr 17	PL
Drawn	Checked	Approved
PL	TMS	GAC
Job No	Drawing No	Rev
12-018	12-018-045	-

ARUN DISTRICT COUNCIL P/6/17/OUT

N



NOTES

Rev	Amendments	Drn	Chk	App	Date
B	Minor amendments.	PL	TMS	GAC	Aug 17
A	Line markings corrected.	PL	TMS	GAC	Jul 17

Consulting Engineers Ltd

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Job Title

Land at Sefter Road
Bognor Regis

Drawing Title

Proposed Junction 8
B2166 / B2145 Modification

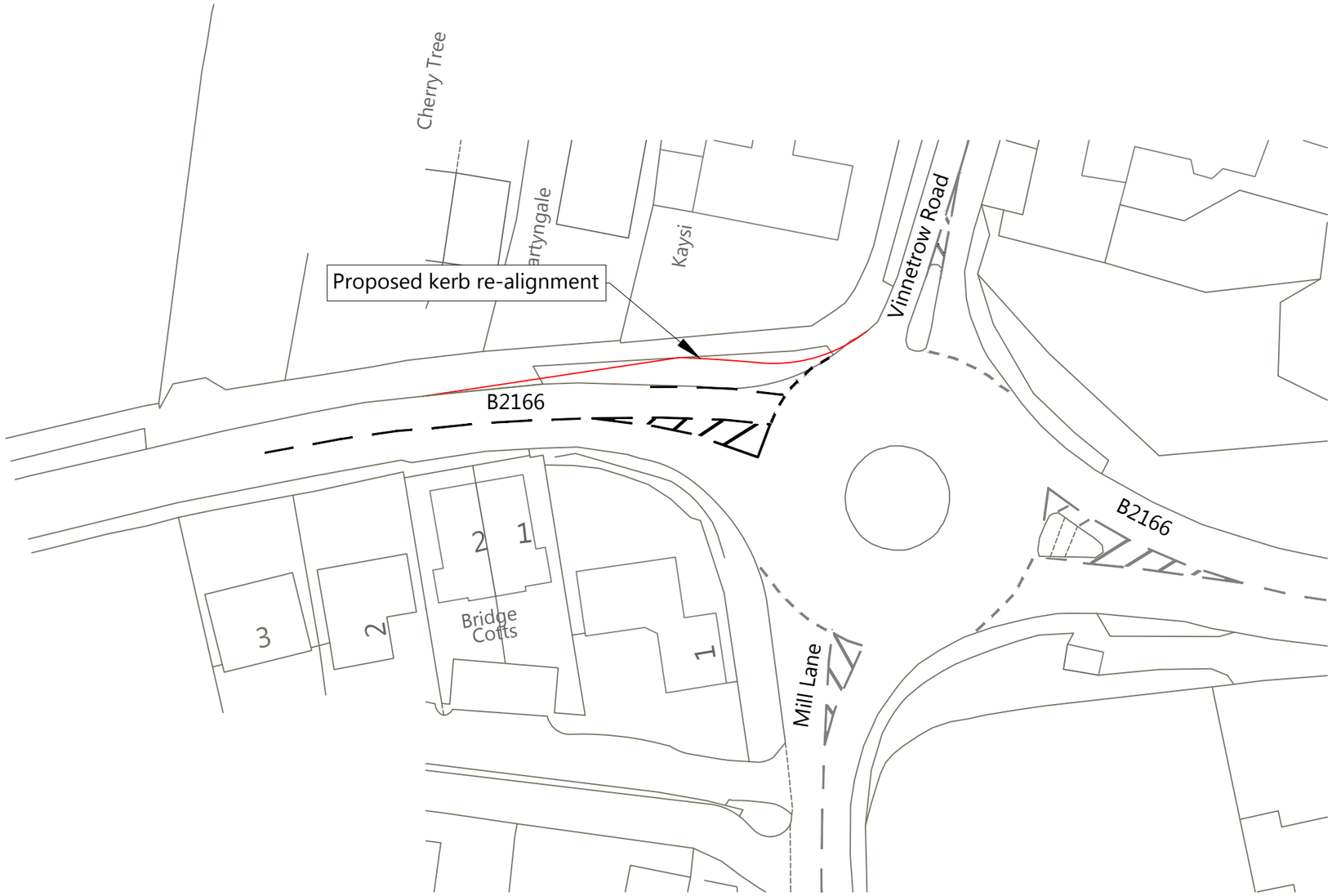
Client

Taylor Wimpey
Strategic Land

Scale	Date	Designed
1:500@A2	Aug 17	PL
Drawn	**Checked**	**Approved**
PL	TMS	GAC

Job No	Drawing No	Rev
12-018	12-018-045	B

ARUN DISTRICT COUNCIL PI/6/17/OUT



NOTES:

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ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	14	1:500 @ A3

Highgate*Transportation*

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Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217

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TITLE:

PROPOSED MITIGATION WORKS - B2166 VINNETROW ROAD

DATE:	DRAWN BY:	CHECKED:
17/03/17	FB	DT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN No Mitigation - With Development\Proposed Improvements
Report generation date: 18/08/2017 11:50:45

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - B2145 North	1.0	1.8	5.45	0.50	A	30.32	D	-5 % [3 - B2145 ASouth]	9.0	49.5	26.79	0.91	D	14.36	B	2 % [1 - B2145 North]
2 - B2166	4.9	23.7	11.96	0.84	B				1.5	2.0	5.14	0.61	A			
3 - B2145 ASouth	21.3	77.2	74.36	1.00	F				2.1	3.5	8.07	0.68	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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - B2166 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	30.32	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	3 - B2145 ASouth

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	B2145 ASouth	

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	3.13	7.10	21.0	36.4	30.0	17.8	
2 - B2166	2.83	7.86	52.8	24.4	30.0	16.8	
3 - B2145 ASouth	3.58	6.70	15.1	32.9	30.0	10.6	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.700	1808
2 - B2166	0.764	2136
3 - B2145 ASouth	0.705	1797

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	2031 Base + Committed (SATURN FLOWS)	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		✓	609	100.000
2 - B2166		✓	1388	100.000
3 - B2145 ASouth		✓	938	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			

		1 - B2145 North	2 - B2166	3 - B2145 ASouth
From	1 - B2145 North	0	299	310
	2 - B2166	944	0	444
	3 - B2145 ASouth	407	531	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 ASouth
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - B2145 ASouth	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	0.50	5.45	1.0	1.8	A
2 - B2166	0.84	11.96	4.9	23.7	B
3 - B2145 ASouth	1.00	74.36	21.3	77.2	F

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	458	397	1447	0.317	457	0.5	3.628	A
2 - B2166	1045	232	1914	0.546	1040	1.2	4.097	A
3 - B2145 ASouth	706	707	1271	0.556	701	1.2	6.270	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	547	475	1395	0.392	547	0.6	4.239	A
2 - B2166	1248	278	1877	0.665	1245	1.9	5.664	A
3 - B2145 ASouth	843	847	1172	0.719	838	2.5	10.632	B

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	671	557	1340	0.500	669	1.0	5.352	A
2 - B2166	1528	341	1827	0.836	1517	4.8	11.216	B
3 - B2145 ASouth	1033	1032	1041	0.992	983	14.9	43.935	E

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	671	570	1331	0.504	670	1.0	5.447	A
2 - B2166	1528	341	1827	0.837	1528	4.9	11.962	B
3 - B2145 ASouth	1033	1039	1036	0.997	1007	21.3	74.362	F

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	547	519	1365	0.401	549	0.7	4.415	A
2 - B2166	1248	279	1876	0.665	1259	2.0	5.941	A
3 - B2145 ASouth	843	857	1165	0.724	917	2.8	18.742	C

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	458	403	1443	0.318	459	0.5	3.661	A
2 - B2166	1045	234	1913	0.546	1048	1.2	4.178	A
3 - B2145 ASouth	706	713	1267	0.557	712	1.3	6.557	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	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2 - B2166	1.19	0.56	1.05	1.47	1.47			N/A	N/A
3 - B2145 ASouth	1.23	0.29	1.16	1.76	1.96			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	0.64	0.10	0.83	1.37	1.43			N/A	N/A
2 - B2166	1.95	0.04	0.45	5.26	8.78			N/A	N/A
3 - B2145 ASouth	2.46	0.05	0.48	6.78	11.19			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	0.99	0.03	0.26	0.99	0.99			N/A	N/A
2 - B2166	4.75	0.03	0.32	6.78	23.68			N/A	N/A
3 - B2145 ASouth	14.87	0.32	8.21	36.75	49.96			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	1.01	0.03	0.27	1.01	1.84			N/A	N/A
2 - B2166	4.92	0.03	0.28	4.92	13.14			N/A	N/A
3 - B2145 ASouth	21.27	0.27	10.38	55.35	77.23			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	0.67	0.40	0.97	1.39	1.45			N/A	N/A
2 - B2166	2.02	0.05	0.58	5.37	8.40			N/A	N/A
3 - B2145 ASouth	2.76	0.04	0.37	7.11	14.57			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	0.47	0.04	0.39	1.22	1.36			N/A	N/A
2 - B2166	1.22	0.04	0.36	2.98	5.87			N/A	N/A
3 - B2145 ASouth	1.28	0.03	0.28	1.28	4.82			N/A	N/A

2031 Base + Committed (SATURN FLOWS), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - B2166 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	14.36	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	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	2031 Base + Committed (SATURN FLOWS)	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		✓	1166	100.000
2 - B2166		✓	978	100.000
3 - B2145 ASouth		✓	878	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 ASouth
From	1 - B2145 North	0	787	379
	2 - B2166	458	0	520
	3 - B2145 ASouth	394	484	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 ASouth
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - B2145 ASouth	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	0.91	26.79	9.0	49.5	D
2 - B2166	0.61	5.14	1.5	2.0	A
3 - B2145 ASouth	0.68	8.07	2.1	3.5	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	878	363	1524	0.576	872	1.3	5.485	A
2 - B2166	736	284	1879	0.392	734	0.6	3.137	A
3 - B2145 ASouth	661	344	1527	0.433	658	0.8	4.127	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	1048	434	1474	0.711	1044	2.4	8.282	A
2 - B2166	879	339	1836	0.479	878	0.9	3.754	A
3 - B2145 ASouth	789	411	1479	0.534	788	1.1	5.197	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	1284	531	1408	0.912	1261	8.0	21.759	C
2 - B2166	1077	410	1782	0.604	1074	1.5	5.067	A
3 - B2145 ASouth	967	503	1413	0.684	963	2.1	7.926	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	1284	533	1407	0.913	1280	9.0	26.791	D
2 - B2166	1077	416	1778	0.606	1077	1.5	5.135	A
3 - B2145 ASouth	967	504	1412	0.684	967	2.1	8.070	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	1048	437	1472	0.712	1074	2.6	9.580	A
2 - B2166	879	349	1829	0.481	882	0.9	3.808	A
3 - B2145 ASouth	789	413	1478	0.534	793	1.2	5.288	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	878	365	1522	0.577	883	1.4	5.673	A
2 - B2166	736	287	1876	0.392	737	0.6	3.162	A
3 - B2145 ASouth	661	345	1526	0.433	663	0.8	4.176	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	1.34	0.56	1.24	1.72	1.89			N/A	N/A
2 - B2166	0.64	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 ASouth	0.76	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 - B2145 North	2.39	0.05	0.48	6.54	10.70			N/A	N/A
2 - B2166	0.91	0.07	0.79	1.61	1.98			N/A	N/A
3 - B2145 ASouth	1.13	0.06	0.77	2.37	3.31			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	8.05	0.05	0.53	23.20	41.36			N/A	N/A
2 - B2166	1.51	0.03	0.26	1.51	1.51			N/A	N/A
3 - B2145 ASouth	2.11	0.03	0.27	2.11	3.50			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	8.97	0.04	0.37	20.62	49.51			N/A	N/A

2 - B2166	1.52	0.03	0.26	1.52	1.52			N/A	N/A
3 - B2145 ASouth	2.14	0.03	0.27	2.14	2.14			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	2.55	0.04	0.42	7.00	12.61			N/A	N/A
2 - B2166	0.93	0.28	0.99	1.31	1.31			N/A	N/A
3 - B2145 ASouth	1.16	0.09	0.99	1.98	2.72			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	1.38	0.03	0.31	2.41	7.05			N/A	N/A
2 - B2166	0.65	0.07	0.71	1.37	1.45			N/A	N/A
3 - B2145 ASouth	0.77	0.05	0.48	1.53	2.06			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - With Development\Proposed Improvements
Report generation date: 18/08/2017 11:53:45

»2031 Base + Committed (SATURN FLOWS), AM
»2031 Base + Committed (SATURN FLOWS), 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
	2031 Base + Committed (SATURN FLOWS)															
1 - B2145 North	1.6	1.9	7.13	0.62	A	19.67	C	-2 % [3 - B2145 Sth]	37.1	103.6	90.25	1.03	F	42.63	E	-7 % [1 - B2145 North]
2 - B2166	2.9	7.7	8.20	0.75	A				1.0	1.5	4.28	0.50	A			
3 - B2145 Sth	12.4	63.2	42.59	0.95	E				1.7	2.6	6.50	0.64	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	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	2031 Base + Committed (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Committed (SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed (SATURN FLOWS), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - B2166 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	19.67	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	3 - B2145 Sth

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	B2145 Sth	

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	3.13	7.10	21.0	36.4	30.0	17.8	
2 - B2166	2.83	7.86	52.8	24.4	30.0	16.8	
3 - B2145 Sth	3.58	6.70	15.1	32.9	30.0	10.6	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 North	0.700	1808
2 - B2166	0.764	2136
3 - B2145 Sth	0.705	1797

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	2031 Base + Committed (SATURN FLOWS)	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		✓	746	100.000
2 - B2166		✓	1175	100.000
3 - B2145 Sth		✓	1014	100.000

Origin-Destination Data

Demand (Veh/hr)

	To

		1 - B2145 North	2 - B2166	3 - B2145 Sth
From	1 - B2145 North	0	328	418
	2 - B2166	759	0	416
	3 - B2145 Sth	487	527	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 Sth
From	1 - B2145 North	0	4	7
	2 - B2166	2	0	1
	3 - B2145 Sth	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	0.62	7.13	1.6	1.9	A
2 - B2166	0.75	8.20	2.9	7.7	A
3 - B2145 Sth	0.95	42.59	12.4	63.2	E

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	562	394	1447	0.388	559	0.6	4.043	A
2 - B2166	885	313	1850	0.478	881	0.9	3.702	A
3 - B2145 Sth	763	569	1368	0.558	758	1.2	5.860	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	671	471	1395	0.481	669	0.9	4.951	A
2 - B2166	1056	375	1800	0.587	1054	1.4	4.815	A
3 - B2145 Sth	912	681	1289	0.707	907	2.3	9.328	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	821	564	1334	0.616	819	1.6	6.956	A
2 - B2166	1294	459	1733	0.747	1288	2.8	7.988	A
3 - B2145 Sth	1116	832	1182	0.945	1085	10.2	30.378	D

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	821	576	1326	0.620	821	1.6	7.133	A
2 - B2166	1294	460	1732	0.747	1293	2.9	8.205	A
3 - B2145 Sth	1116	836	1179	0.947	1108	12.4	42.593	E

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	671	494	1380	0.486	673	1.0	5.111	A
2 - B2166	1056	377	1798	0.587	1062	1.4	4.927	A
3 - B2145 Sth	912	686	1285	0.709	951	2.5	11.980	B

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	562	399	1444	0.389	563	0.6	4.093	A
2 - B2166	885	315	1848	0.479	887	0.9	3.754	A

3 - B2145 Sth	763	573	1365	0.559	768	1.3	6.080	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	0.63	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166	0.91	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 Sth	1.24	0.53	1.17	1.66	1.86			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	0.92	0.08	0.84	1.54	1.91			N/A	N/A
2 - B2166	1.40	0.05	0.49	3.51	5.40			N/A	N/A
3 - B2145 Sth	2.34	0.05	0.48	6.40	10.49			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	1.57	0.03	0.27	1.57	1.57			N/A	N/A
2 - B2166	2.85	0.03	0.28	2.85	7.70			N/A	N/A
3 - B2145 Sth	10.24	0.08	2.26	29.30	45.03			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	1.61	0.03	0.27	1.61	1.61			N/A	N/A
2 - B2166	2.90	0.03	0.27	2.90	2.90			N/A	N/A
3 - B2145 Sth	12.40	0.06	1.11	36.28	63.17			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	0.96	0.14	0.97	1.29	1.68			N/A	N/A
2 - B2166	1.44	0.07	1.00	3.01	4.23			N/A	N/A
3 - B2145 Sth	2.53	0.04	0.39	6.75	12.92			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	0.64	0.05	0.58	1.08	1.08			N/A	N/A
2 - B2166	0.93	0.04	0.43	2.11	3.33			N/A	N/A
3 - B2145 Sth	1.29	0.03	0.30	1.41	5.91			N/A	N/A

2031 Base + Committed (SATURN FLOWS), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - B2166 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	42.63	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	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	2031 Base + Committed (SATURN FLOWS)	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		✓	1275	100.000
2 - B2166		✓	757	100.000
3 - B2145 Sth		✓	886	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2145 North	2 - B2166	3 - B2145 Sth
From	1 - B2145 North	0	752	523
	2 - B2166	313	0	444
	3 - B2145 Sth	349	537	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2145 North	2 - B2166	3 - B2145 Sth
From	1 - B2145 North	0	2	2
	2 - B2166	3	0	1
	3 - B2145 Sth	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	1.03	90.25	37.1	103.6	F
2 - B2166	0.50	4.28	1.0	1.5	A
3 - B2145 Sth	0.64	6.50	1.7	2.6	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	960	403	1496	0.642	953	1.8	6.543	A
2 - B2166	570	391	1799	0.317	568	0.5	2.921	A
3 - B2145 Sth	667	235	1608	0.415	664	0.7	3.804	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	1146	482	1442	0.795	1139	3.7	11.592	B
2 - B2166	681	467	1741	0.391	680	0.6	3.392	A
3 - B2145 Sth	796	281	1575	0.506	795	1.0	4.611	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	1404	590	1368	1.026	1323	23.8	48.489	E
2 - B2166	833	543	1683	0.495	832	1.0	4.226	A
3 - B2145 Sth	976	344	1529	0.638	973	1.7	6.431	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	1404	591	1367	1.027	1351	37.1	90.254	F
2 - B2166	833	554	1674	0.498	833	1.0	4.282	A
3 - B2145 Sth	976	345	1529	0.638	975	1.7	6.499	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	1146	484	1440	0.796	1277	4.3	35.257	E
2 - B2166	681	524	1697	0.401	682	0.7	3.552	A
3 - B2145 Sth	796	282	1574	0.506	799	1.0	4.663	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	960	405	1494	0.642	970	1.8	6.986	A
2 - B2166	570	398	1794	0.318	571	0.5	2.947	A
3 - B2145 Sth	667	236	1607	0.415	668	0.7	3.840	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	1.75	0.24	1.49	2.91	3.70			N/A	N/A
2 - B2166	0.46	0.00	0.00	0.46	0.46			N/A	N/A
3 - B2145 Sth	0.70	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 - B2145 North	3.66	0.05	0.77	10.28	16.59			N/A	N/A
2 - B2166	0.64	0.09	0.80	1.36	1.43			N/A	N/A
3 - B2145 Sth	1.01	0.07	0.82	1.86	2.58			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	23.78	1.36	17.13	51.83	66.31			N/A	N/A
2 - B2166	0.97	0.03	0.26	0.97	0.97			N/A	N/A
3 - B2145 Sth	1.73	0.03	0.27	1.73	1.73			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	37.06	2.39	26.95	81.06	103.64			N/A	N/A
2 - B2166	0.99	0.03	0.27	0.99	1.49			N/A	N/A
3 - B2145 Sth	1.74	0.03	0.27	1.74	1.74			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	4.30	0.04	0.41	11.68	22.64			N/A	N/A
2 - B2166	0.67	0.55	1.00	1.40	1.45			N/A	N/A
3 - B2145 Sth	1.03	0.13	1.01	1.56	1.86			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	1.83	0.03	0.29	1.83	7.30			N/A	N/A
2 - B2166	0.47	0.00	0.00	0.47	0.47			N/A	N/A
3 - B2145 Sth	0.71	0.06	0.64	1.48	1.52			N/A	N/A

GM
TRAFFIC CONSULTANTS

LAND AT SEFTER ROAD

BOGNOR REGIS

J 8

B2166/B2145 ROUNDABOUT

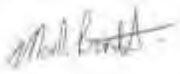
PROPOSED JUNCTION LAYOUT

STAGE 1 ROAD SAFETY AUDIT

AUGUST 2017

GM
Traffic Consultants Ltd
Registered in England No. 07100121.
Registered Office: 7 Bournemouth Rd, Chandlers Ford Eastleigh, Hants, SO53 3DA

ARUN DISTRICT COUNCIL P/6/17/OUT

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	**Mark Barrett**	**Ian Medd**		**14 August 2017**
Designer's Response	**Tom Martindale - Sheldon**	**Tom Martindale – Sheldon of C&A Consulting Engineers**		**15 August 2017**
Authority's Response				
Audit Response				

Client:
C & A Consulting Engineers

Engineer:
GM
Traffic Consultants

Date: 14 August 2017

ARUN DISTRICT COUNCIL P/6/17/OUT

TABLE OF CONTENTS

1.0 INTRODUCTION 3
2.0 ITEMS CONSIDERED 4
3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT 5
4.0 AUDITOR STATEMENT 6

APPENDIX A Location Plan

APPENDIX B Designers Response

APPENDIX B Local Highway Authority Response

ARUN DISTRICT COUNCIL P/6/17/OUT

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed junction layout at B2166 / B2145 roundabout in Bognor Regis. The works are associated with a residential development on land at Sefter Road in Bognor Regis.

1.1.2 Minor widening to increase the length of the two lane approaches is proposed on all three arms. An over-runnable apron is also proposed around the central island.

1.1.3 The RSA was carried out at the request of C & A Consulting Engineers.

1.1.4 GM Traffic Consultants Ltd carried out the Audit between 11th August and 14th August 2017. The Auditors were:

Mark Barrett Highways England Cert. of Comp

Ian Medd MCIHT FSoRSA

1.1.5 The Audit Team are independent of the project design team and has had no other involvement with the design of this project.

1.1.6 The report has been prepared in compliance with Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Audit Team have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Audit Team accept no responsibility for the design or construction of the scheme.

1.1.8 This Stage 1 RSA report consisted of a site visit. The site visit was carried out on Monday 14th August 2017 at 16:00. Traffic was moderate and weather cloudy with sunny intervals and dry.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The Audit Team would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

ARUN DISTRICT COUNCIL P/6/17/OUT

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
12-018-045	B	Proposed Junction 8 B2166/B2145 Modification
12-018-049	-	Proposed Junction 8 B2166/B2145 Tracking
-	B	WSCC - MFS - DMRB Compliant Design Checklist B2166 B2145

2.2 The personal injury accident record for the five year period ending 30 June 2016. The records have identified one collision at the roundabout involving a southbound motorcycle failing to stop for a stationary vehicle waiting to enter the roundabout. This resulted in serious injuries to the rider.

2.3 The Audit Team have not been informed of any Departure from Standards.

ARUN DISTRICT COUNCIL P/6/17/OUT

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT

3.1 No issues have been raised.

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in compliance with HD 19/15.

AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd



Signed: ……

TEL: 07787 158 834

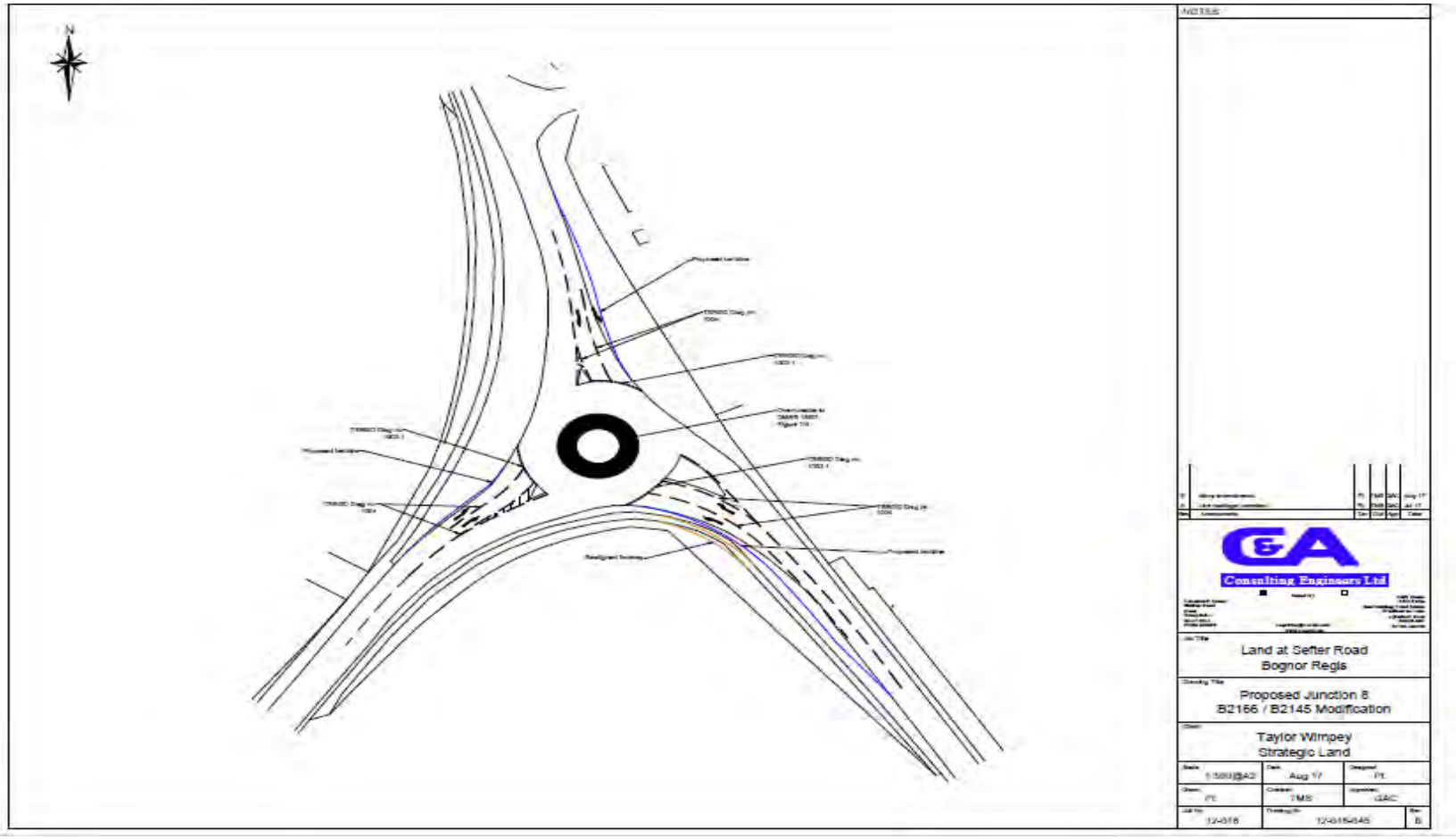
AUDIT TEAM MEMBER

Ian Medd

Signed: … 

Date: 14 August 2017

APPENDIX A: LOCATION PLAN



ARUN DISTRICT COUNCIL P/6/17/OUT

APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

Project: Land at Sefter Road, Bognor Regis - J 8 - B2166 / B2145 Roundabout - Proposed Junction Layout

Date Audit Completed: 14 August 2017

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
NO ISSUES HAVE BEEN RAISED			

Designer



15/08/2017

Tom Martindale-Sheldon

Principal Transport Planner / C&A Consulting Engineers

APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Road Safety Audit for Land at Sefter Road, Bognor Regis

J 8 - B2166 / B2145 Roundabout - Proposed Junction Layout

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

ARUN DISTRICT COUNCIL P/6/17/OUT

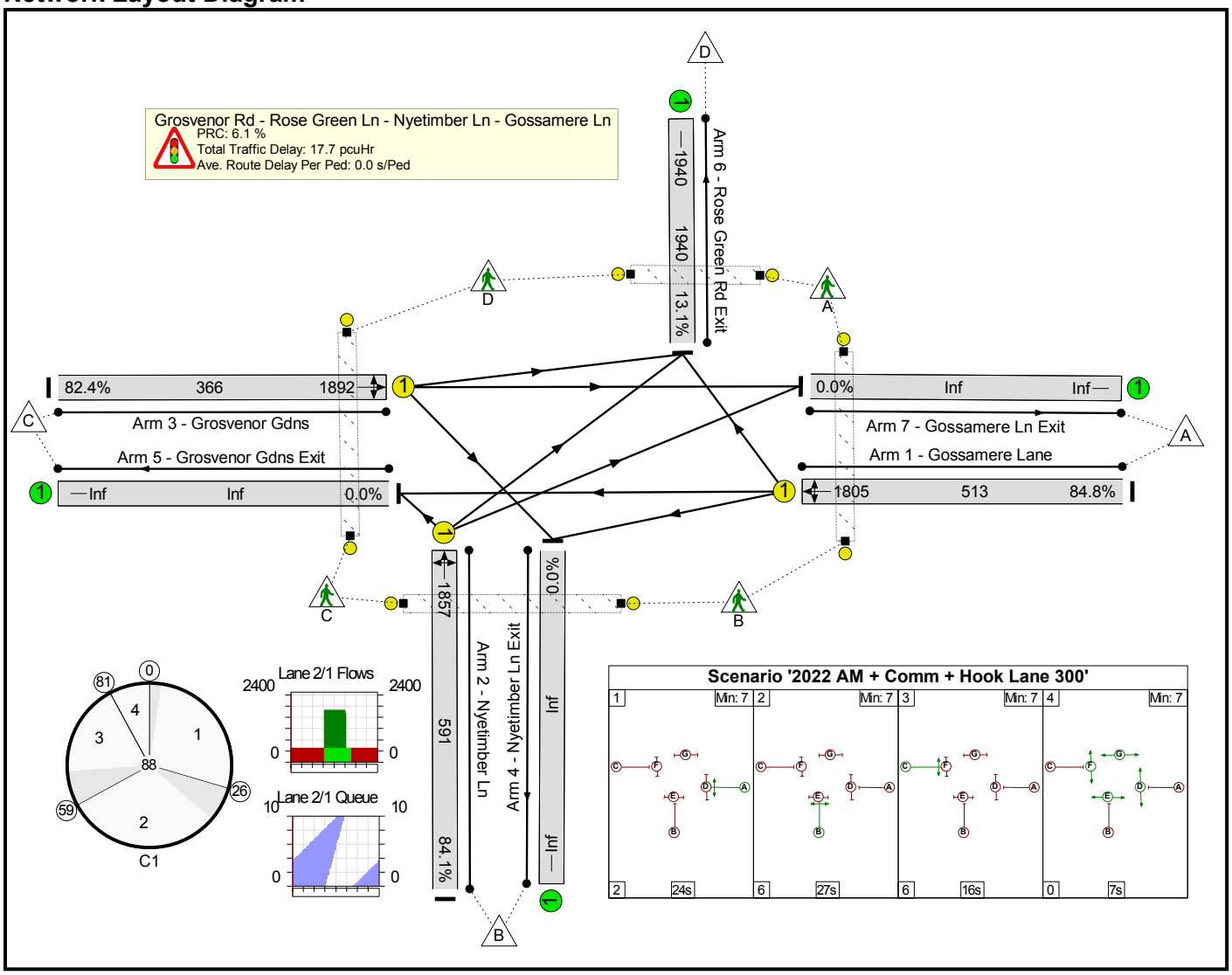
Basic Results Summary

User and Project Details

Project:	**12-018 Sefter Road, Bognor Regis**
Title:	**Rose Green Rd, Gossamer Ln, Nyetimber Ln**
Location:	
File name:	Site 6 Rose Green Road - Gr Ln - N Ln 2031 Cumulative Assessment 65s Vs optimised.lsg3x
Author:	TJMS
Company:	C&A Consulting Engineers Ltd
Address:	
Notes:	

Scenario 1: '2022 AM + Comm + Hook Lane 300' (FG1: '2022 + Committed + Hook Lane 300 Dwell 80 Bed Care', Plan 1: 'With Ped Stage')

Network Layout Diagram



Basic Results Summary

Network Results

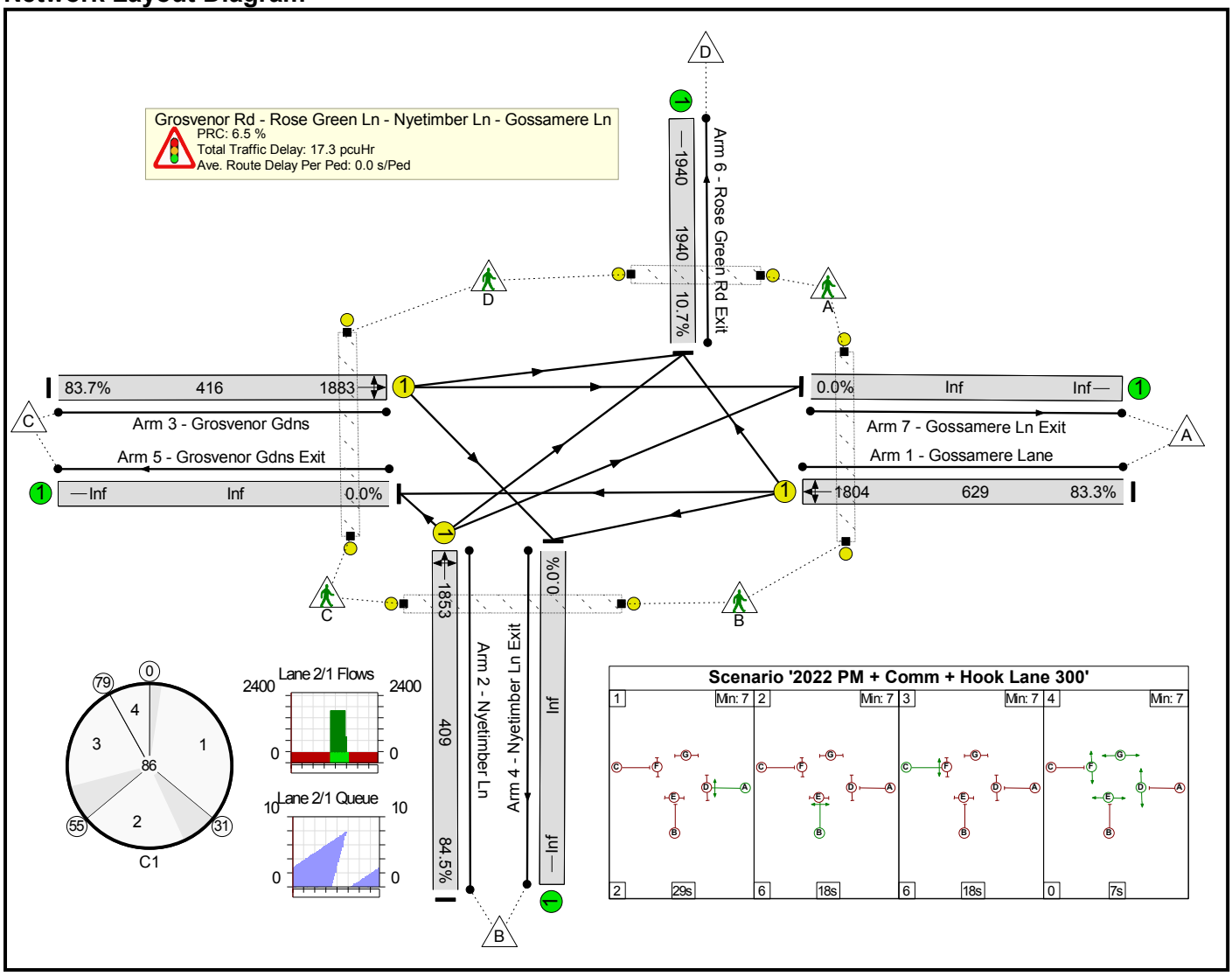
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**	**0**	**0**	**0**	**17.7**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**	**0**	**0**	**0**	**17.7**	**-**	**-**
1/1	Gossamere Lane Left Ahead Right	U	A		1	24	-	435	1805	513	84.8%	-	-	-	6.2	51.4	12.6
2/1	Nyetimber Ln Left Ahead Right	U	B		1	27	-	497	1857	591	84.1%	-	-	-	6.4	46.1	13.7
3/1	Grosvenor Gdns Right Left Ahead	U	C		1	16	-	301	1892	366	82.4%	-	-	-	5.0	60.2	9.2
6/1	Rose Green Rd Exit	U	-		-	-	-	255	1940	1940	13.1%	-	-	-	0.1	1.1	0.1
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	F		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.1 Total Delay for Signalled Lanes (pcuHr): 17.61 Cycle Time (s): 88
PRC Over All Lanes (%): 6.1 Total Delay Over All Lanes(pcuHr): 17.69

Basic Results Summary

Scenario 2: '2022 PM + Comm + Hook Lane 300' (FG2: '2022 + Committed + Hook Lane 300 Dwell 80 bed Care', Plan 1: 'With Ped Stage')

Network Layout Diagram



Basic Results Summary

Network Results

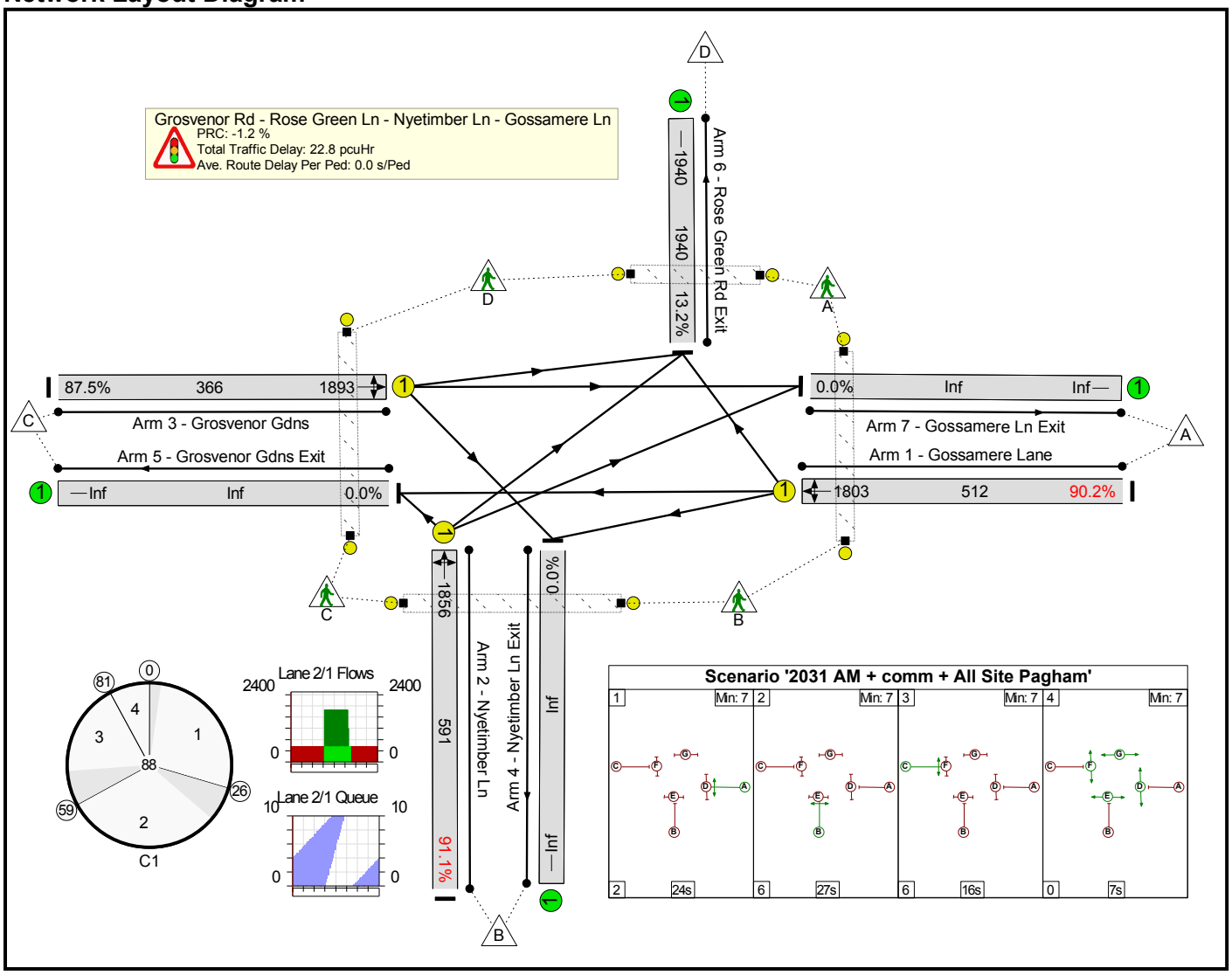
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**0**	**0**	**0**	**17.3**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**0**	**0**	**0**	**17.3**	**-**	**-**
1/1	Gossamere Lane Left Ahead Right	U	A		1	29	-	524	1804	629	83.3%	-	-	-	6.1	42.1	13.7
2/1	Nyetimber Ln Left Ahead Right	U	B		1	18	-	346	1853	409	84.5%	-	-	-	5.6	58.4	10.4
3/1	Grosvenor Gdns Right Left Ahead	U	C		1	18	-	348	1883	416	83.7%	-	-	-	5.5	56.7	10.3
6/1	Rose Green Rd Exit	U	-		-	-	-	207	1940	1940	10.7%	-	-	-	0.1	1.0	0.1
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	F		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.5 Total Delay for Signalled Lanes (pcuHr): 17.22 Cycle Time (s): 86
PRC Over All Lanes (%): 6.5 Total Delay Over All Lanes(pcuHr): 17.28

Basic Results Summary

Scenario 3: '2031 AM + comm + All Site Pagham' (FG3: '2031 AM + Comm + All Sites Pagham', Plan 1: 'With Ped Stage')

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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	-		-	-	-	-	-	-	**91.1%**	**0**	**0**	**0**	**22.8**	-	-
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	-		-	-	-	-	-	-	**91.1%**	**0**	**0**	**0**	**22.8**	-	-
1/1	Gossamere Lane Left Ahead Right	U	A		1	24	-	462	1803	512	90.2%	-	-	-	7.9	61.3	14.8
2/1	Nyetimber Ln Left Ahead Right	U	B		1	27	-	538	1856	591	91.1%	-	-	-	8.7	58.2	16.9
3/1	Grosvenor Gdns Right Left Ahead	U	C		1	16	-	320	1893	366	87.5%	-	-	-	6.1	69.2	10.6
6/1	Rose Green Rd Exit	U	-		-	-	-	257	1940	1940	13.2%	-	-	-	0.1	1.1	0.1
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	F		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	7	-	0	-	5727	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -1.2
PRC Over All Lanes (%): -1.2

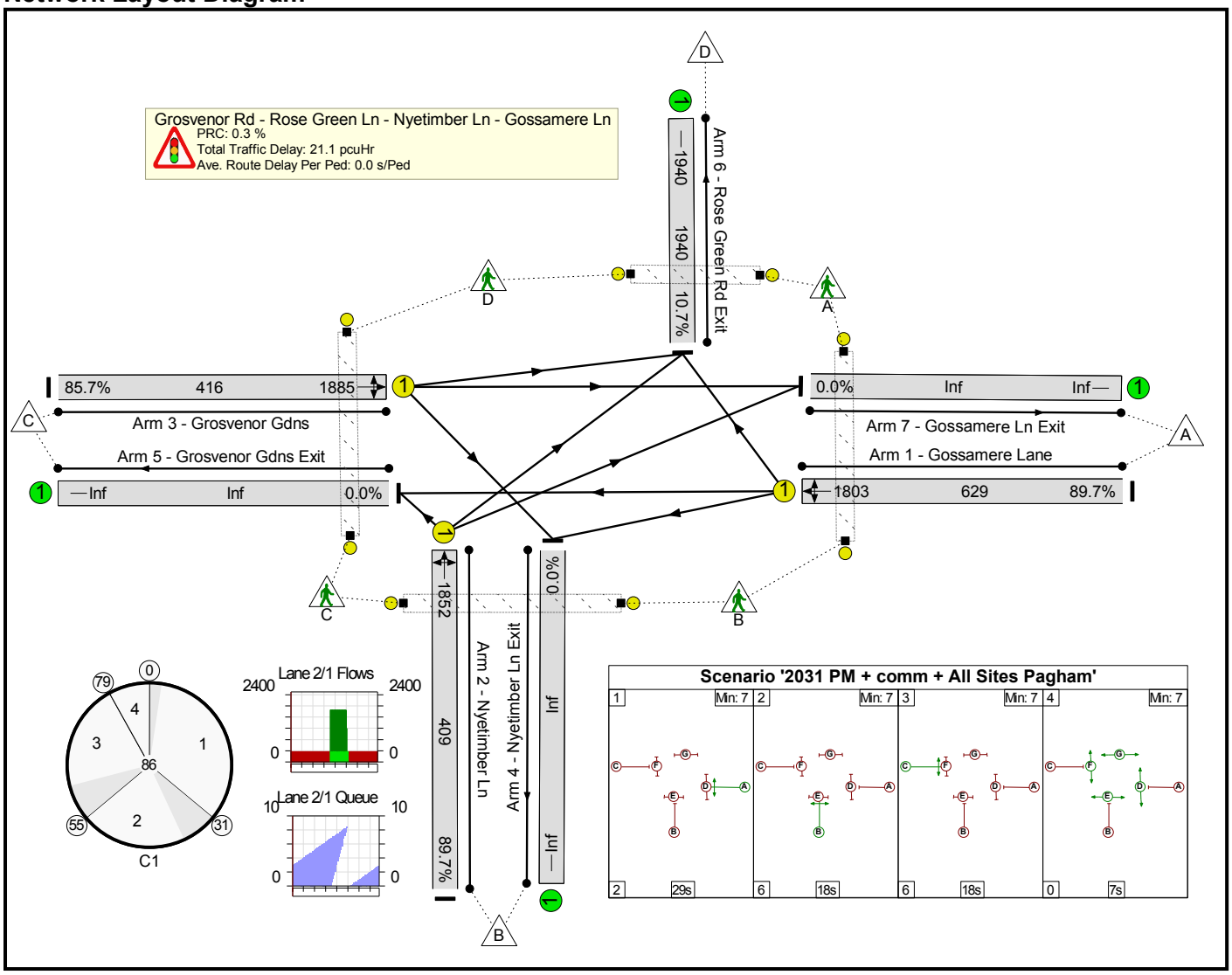
Total Delay for Signalled Lanes (pcuHr): 22.70
Total Delay Over All Lanes(pcuHr): 22.78

Cycle Time (s): 88

Basic Results Summary

Scenario 4: '2031 PM + comm + All Sites Pagham' (FG4: '2031 PM + Comm + All Sites Pagham', Plan 1: 'With Ped Stage')

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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**	**0**	**0**	**0**	**21.1**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**	**0**	**0**	**0**	**21.1**	**-**	**-**
1/1	Gossamere Lane Left Ahead Right	U	A		1	29	-	564	1803	629	89.7%	-	-	-	8.0	51.3	16.6
2/1	Nyetimber Ln Left Ahead Right	U	B		1	18	-	367	1852	409	89.7%	-	-	-	7.0	68.9	12.2
3/1	Grosvenor Gdns Right Left Ahead	U	C		1	18	-	357	1885	416	85.7%	-	-	-	5.9	59.9	10.9
6/1	Rose Green Rd Exit	U	-		-	-	-	207	1940	1940	10.7%	-	-	-	0.1	1.0	0.1
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	F		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	7	-	0	-	5860	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 0.3
PRC Over All Lanes (%): 0.3

Total Delay for Signalled Lanes (pcuHr): 21.00
Total Delay Over All Lanes(pcuHr): 21.06

Cycle Time (s): 86

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Rose Green Road-Carlton Avenue_Proposed Improve.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\20170523 Revised Models & Flows
Report generation date: 10/07/2017 09:11:35

»2031 Base + Committed Development, AM
»2031 Base + Committed Development, PM
»2031 Base + Committed +ALL Development, AM
»2031 Base + Committed + ALL 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
	2031 Base + Committed Development													
Stream B-ACD	1.9	33.31	0.67	D	20.01	C	-5 % [Stream D-BC]	1.0	21.97	0.50	C	19.91	C	-7 % [Stream D-BC]
Stream A-BCD	0.0	6.35	0.01	A				0.0	5.60	0.02	A			
Stream D-A	0.2	17.80	0.18	C				0.8	26.63	0.45	D			
Stream D-BC	5.2	47.32	0.86	E				6.1	55.46	0.88	F			
Stream C-ABD	0.3	5.18	0.11	A				0.3	4.85	0.13	A			
	2031 Base + Committed +ALL Development													
Stream B-ACD	1.9	33.83	0.66	D	21.56	C	-7 % [Stream D-BC]							
Stream A-BCD	0.0	6.66	0.01	A										
Stream D-A	0.3	25.09	0.23	D										
Stream D-BC	6.2	57.02	0.89	F										
Stream C-ABD	0.3	4.89	0.12	A										
	2031 Base + Committed + ALL Development													
Stream B-ACD								0.9	22.72	0.48	C	33.28	D	-11 % [Stream D-BC]
Stream A-BCD								0.0	5.46	0.02	A			
Stream D-A								4.3	140.79	0.96	F			
Stream D-BC								9.1	78.62	0.94	F			
Stream C-ABD								0.3	4.82	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	2031 Base + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Committed Development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2031 Base + Committed +ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Base + Committed + ALL 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

2031 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	20.01	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Stream D-BC

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	7.32			100.0	✓	0.00
C - Rose Green Road W	7.59			127.8	✓	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)	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 - Carlton Avenue	One lane	3.00								22	51
D - Rose Green Road N	One lane plus flare		10.00	7.54	6.71	6.47	6.47		5.00	70	127

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	632	-	-	-	0.231	0.231	0.231	-	0.231	-	-
1	B-AD	510	0.086	0.218	-	-	-	0.137	0.312	0.137	0.086	0.218
1	B-C	656	0.094	0.237	-	-	-	-	-	-	0.094	0.237
1	C-B	648	0.234	0.234	-	-	-	-	-	-	0.234	0.234
1	D-A	664	-	-	-	0.243	0.096	0.243	-	0.096	-	-
1	D-BC	677	0.185	0.185	0.420	0.294	0.116	0.294	-	0.116	-	-

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	2031 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	✓	250	100.000
B - Carlton Avenue		ONE HOUR	✓	200	100.000
C - Rose Green Road W		ONE HOUR	✓	432	100.000
D - Rose Green Road N		ONE HOUR	✓	427	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	15	231	4
	B - Carlton Avenue	57	0	56	87
	C - Rose Green Road W	197	37	0	198
	D - Rose Green Road N	40	62	325	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	0	25
	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	0.67	33.31	1.9	D	184	275
A-BCD	0.01	6.35	0.0	A	6	9
A-B					14	20
A-C					210	315
D-A	0.18	17.80	0.2	C	37	55
D-BC	0.86	47.32	5.2	E	355	533
C-ABD	0.11	5.18	0.3	A	66	100
C-D					165	248
C-A					165	247

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	151	38	399	0.378	148	0.0	0.6	14.245	B
A-BCD	4	1	571	0.008	4	0.0	0.0	6.354	A
A-B	11	3			11				
A-C	173	43			173				
D-A	30	8	497	0.061	30	0.0	0.1	7.704	A
D-BC	291	73	550	0.530	287	0.0	1.1	13.474	B
C-ABD	46	12	743	0.062	46	0.0	0.1	5.161	A
C-D	140	35			140				
C-A	139	35			139				

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	180	45	369	0.487	179	0.6	0.9	18.723	C
A-BCD	6	1	585	0.010	6	0.0	0.0	6.244	A
A-B	13	3			13				
A-C	206	51			206				
D-A	36	9	445	0.081	36	0.1	0.1	8.787	A
D-BC	348	87	527	0.660	345	1.1	1.8	19.421	C
C-ABD	62	16	766	0.081	62	0.1	0.2	5.118	A
C-D	163	41			163				
C-A	163	41			163				

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	220	55	329	0.669	217	0.9	1.8	30.928	D
A-BCD	8	2	606	0.013	8	0.0	0.0	6.056	A
A-B	16	4			16				
A-C	251	63			251				
D-A	44	11	279	0.158	44	0.1	0.2	15.282	C
D-BC	426	107	496	0.859	415	1.8	4.7	39.593	E
C-ABD	90	22	799	0.112	89	0.2	0.2	5.073	A
C-D	193	48			193				
C-A	192	48			192				

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	220	55	327	0.674	220	1.8	1.9	33.308	D
A-BCD	8	2	606	0.013	8	0.0	0.0	6.025	A
A-B	16	4			16				
A-C	251	63			251				
D-A	44	11	246	0.179	44	0.2	0.2	17.800	C
D-BC	426	107	495	0.860	424	4.7	5.2	47.317	E
C-ABD	90	23	797	0.113	90	0.2	0.3	5.097	A
C-D	193	48			193				
C-A	192	48			192				

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	180	45	366	0.491	184	1.9	1.0	20.132	C
A-BCD	6	1	585	0.010	6	0.0	0.0	6.164	A
A-B	13	3			13				
A-C	206	51			206				
D-A	36	9	431	0.084	36	0.2	0.1	9.147	A
D-BC	348	87	526	0.661	361	5.2	2.1	23.107	C
C-ABD	63	16	763	0.082	63	0.3	0.2	5.155	A
C-D	163	41			163				

C-A	162	41			162				

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	151	38	397	0.379	152	1.0	0.6	14.797	B
A-BCD	4	1	571	0.008	4	0.0	0.0	6.316	A
A-B	11	3			11				
A-C	173	43			173				
D-A	30	8	493	0.061	30	0.1	0.1	7.780	A
D-BC	291	73	549	0.530	295	2.1	1.2	14.339	B
C-ABD	47	12	742	0.063	47	0.2	0.1	5.184	A
C-D	140	35			140				
C-A	139	35			139				

2031 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	19.91	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	Stream D-BC

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	2031 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	✓	236	100.000
B - Carlton Avenue		ONE HOUR	✓	146	100.000
C - Rose Green Road W		ONE HOUR	✓	532	100.000
D - Rose Green Road N		ONE HOUR	✓	487	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	38	192	6
	B - Carlton Avenue	43	0	47	56
	C - Rose Green Road W	271	38	0	223
	D - Rose Green Road N	98	55	334	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	0.50	21.97	1.0	C	134	201
A-BCD	0.02	5.60	0.0	A	8	12
A-B					34	52
A-C					174	261
D-A	0.45	26.63	0.8	D	90	135
D-BC	0.88	55.46	6.1	F	357	535
C-ABD	0.13	4.85	0.3	A	79	119
C-D					185	277
C-A					224	337

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	110	27	399	0.275	108	0.0	0.4	12.327	B
A-BCD	6	2	650	0.009	6	0.0	0.0	5.589	A
A-B	28	7			28				
A-C	143	36			143				
D-A	74	18	503	0.147	73	0.0	0.2	8.354	A
D-BC	293	73	544	0.538	288	0.0	1.1	13.856	B
C-ABD	54	13	798	0.067	53	0.0	0.1	4.832	A
C-D	157	39			157				
C-A	190	48			190				

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	131	33	369	0.356	131	0.4	0.5	15.066	C
A-BCD	8	2	656	0.012	8	0.0	0.0	5.554	A
A-B	34	8			34				
A-C	171	43			171				
D-A	88	22	450	0.196	88	0.2	0.2	9.924	A
D-BC	350	87	519	0.674	346	1.1	1.9	20.472	C
C-ABD	74	18	832	0.088	73	0.1	0.2	4.745	A
C-D	183	46			183				
C-A	222	56			222				

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	161	40	327	0.491	159	0.5	0.9	21.236	C
A-BCD	11	3	665	0.016	11	0.0	0.0	5.499	A
A-B	41	10			41				
A-C	208	52			208				
D-A	108	27	280	0.385	106	0.2	0.6	20.523	C
D-BC	428	107	485	0.884	415	1.9	5.4	44.552	E
C-ABD	110	27	882	0.124	109	0.2	0.3	4.661	A
C-D	215	54			215				
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	161	40	324	0.496	161	0.9	1.0	21.975	C
A-BCD	11	3	665	0.016	11	0.0	0.0	5.505	A
A-B	41	10			41				
A-C	208	52			208				
D-A	108	27	242	0.447	107	0.6	0.8	26.635	D
D-BC	428	107	484	0.884	425	5.4	6.1	55.456	F
C-ABD	110	28	880	0.125	110	0.3	0.3	4.682	A
C-D	215	54			215				
C-A	261	65			261				

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	131	33	364	0.360	133	1.0	0.6	15.636	C
A-BCD	8	2	655	0.012	8	0.0	0.0	5.563	A
A-B	34	8			34				
A-C	171	43			171				
D-A	88	22	433	0.203	90	0.8	0.3	10.561	B
D-BC	350	87	519	0.674	365	6.1	2.2	25.499	D
C-ABD	74	19	829	0.089	75	0.3	0.2	4.780	A
C-D	182	46			182				
C-A	222	55			222				

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	110	27	397	0.277	111	0.6	0.4	12.606	B
A-BCD	6	2	650	0.010	6	0.0	0.0	5.596	A
A-B	28	7			28				
A-C	143	36			143				
D-A	74	18	499	0.148	74	0.3	0.2	8.484	A
D-BC	293	73	544	0.539	297	2.2	1.2	14.824	B
C-ABD	54	13	797	0.068	54	0.2	0.1	4.853	A
C-D	156	39			156				
C-A	190	48			190				

2031 Base + Committed +ALL 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	21.56	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	Stream D-BC

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
D9	2031 Base + Committed +ALL 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	✓	258	100.000
B - Carlton Avenue		ONE HOUR	✓	189	100.000
C - Rose Green Road W		ONE HOUR	✓	515	100.000
D - Rose Green Road N		ONE HOUR	✓	422	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	15	240	3
	B - Carlton Avenue	54	0	53	82
	C - Rose Green Road W	243	35	0	237
	D - Rose Green Road N	38	58	326	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	0	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	0	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	0.66	33.83	1.9	D	173	260
A-BCD	0.01	6.66	0.0	A	5	7
A-B					14	20
A-C					218	327
D-A	0.23	25.09	0.3	D	35	52
D-BC	0.89	57.02	6.2	F	352	529
C-ABD	0.12	4.89	0.3	A	72	108
C-D					198	297
C-A					203	304

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	142	36	390	0.365	140	0.0	0.6	14.275	B
A-BCD	3	1	544	0.006	3	0.0	0.0	6.657	A
A-B	11	3			11				
A-C	180	45			180				
D-A	29	7	487	0.059	28	0.0	0.1	7.850	A
D-BC	289	72	537	0.538	285	0.0	1.1	14.017	B
C-ABD	49	12	788	0.062	48	0.0	0.1	4.867	A
C-D	167	42			167				
C-A	172	43			172				

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	170	42	359	0.473	169	0.6	0.9	18.790	C
A-BCD	5	1	559	0.008	5	0.0	0.0	6.532	A
A-B	13	3			13				
A-C	214	53			214				
D-A	34	9	430	0.079	34	0.1	0.1	9.091	A
D-BC	345	86	512	0.674	342	1.1	1.9	20.773	C
C-ABD	67	17	820	0.081	66	0.1	0.2	4.779	A
C-D	196	49			196				
C-A	201	50			201				

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	208	52	316	0.658	205	0.9	1.8	31.299	D
A-BCD	6	2	582	0.011	6	0.0	0.0	6.310	A
A-B	16	4			16				
A-C	261	65			261				
D-A	42	10	233	0.180	41	0.1	0.2	18.771	C
D-BC	423	106	477	0.886	409	1.9	5.4	45.481	E
C-ABD	99	25	867	0.114	99	0.2	0.3	4.687	A
C-D	231	58			231				
C-A	237	59			237				

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	208	52	313	0.665	208	1.8	1.9	33.830	D
A-BCD	6	2	581	0.011	6	0.0	0.0	6.263	A
A-B	16	4			16				
A-C	261	65			261				
D-A	42	10	185	0.226	42	0.2	0.3	25.091	D
D-BC	423	106	477	0.887	420	5.4	6.2	57.022	F
C-ABD	100	25	865	0.115	100	0.3	0.3	4.710	A
C-D	231	58			231				
C-A	237	59			237				

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	170	42	355	0.479	174	1.9	1.0	20.264	C
A-BCD	5	1	559	0.008	5	0.0	0.0	6.419	A
A-B	13	3			13				
A-C	214	53			214				
D-A	34	9	410	0.083	35	0.3	0.1	9.628	A
D-BC	345	86	511	0.675	361	6.2	2.2	26.118	D
C-ABD	67	17	816	0.082	68	0.3	0.2	4.815	A
C-D	195	49			195				
C-A	200	50			200				

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	142	36	388	0.367	144	1.0	0.6	14.816	B
A-BCD	4	1	544	0.006	4	0.0	0.0	6.603	A
A-B	11	3			11				
A-C	180	45			180				
D-A	29	7	482	0.059	29	0.1	0.1	7.937	A
D-BC	289	72	537	0.539	293	2.2	1.2	15.029	C
C-ABD	49	12	786	0.062	49	0.2	0.1	4.886	A
C-D	167	42			167				
C-A	171	43			171				

2031 Base + Committed + ALL 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	33.28	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	Stream D-BC

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
D10	2031 Base + Committed + ALL 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	✓	269	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	550	100.000
D - Rose Green Road N		ONE HOUR	✓	496	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	227	6
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	280	36	0	234
	D - Rose Green Road N	91	51	354	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	0	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	0.48	22.72	0.9	C	124	186
A-BCD	0.02	5.46	0.0	A	9	13
A-B					33	49
A-C					206	308
D-A	0.96	140.79	4.3	F	84	125
D-BC	0.94	78.62	9.1	F	372	557
C-ABD	0.12	4.82	0.3	A	78	118
C-D					194	291
C-A					232	348

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	388	0.262	100	0.0	0.3	12.438	B
A-BCD	6	2	666	0.010	6	0.0	0.0	5.456	A
A-B	27	7			27				
A-C	169	42			169				
D-A	69	17	495	0.138	68	0.0	0.2	8.419	A
D-BC	305	76	538	0.567	300	0.0	1.3	14.847	B
C-ABD	52	13	802	0.065	52	0.0	0.1	4.797	A
C-D	165	41			165				
C-A	197	49			197				

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	356	0.341	121	0.3	0.5	15.268	C
A-BCD	8	2	675	0.012	8	0.0	0.0	5.397	A
A-B	32	8			32				
A-C	202	50			202				
D-A	82	20	431	0.190	82	0.2	0.2	10.303	B
D-BC	364	91	511	0.712	360	1.3	2.3	23.134	C
C-ABD	72	18	838	0.087	72	0.1	0.2	4.707	A
C-D	192	48			192				
C-A	230	57			230				

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	311	0.478	147	0.5	0.9	21.757	C
A-BCD	11	3	690	0.017	11	0.0	0.0	5.308	A
A-B	39	10			39				
A-C	246	61			246				
D-A	100	25	188	0.533	97	0.2	1.0	38.273	E
D-BC	446	111	476	0.938	426	2.3	7.4	56.799	F
C-ABD	109	27	890	0.123	109	0.2	0.3	4.615	A
C-D	226	56			226				
C-A	270	68			270				

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	307	0.485	148	0.9	0.9	22.721	C
A-BCD	11	3	689	0.017	11	0.0	0.0	5.312	A
A-B	39	10			39				
A-C	246	61			246				
D-A	100	25	104	0.960	87	1.0	4.3	140.787	F
D-BC	446	111	475	0.938	439	7.4	9.1	78.622	F
C-ABD	110	28	887	0.125	110	0.3	0.3	4.645	A
C-D	225	56			225				
C-A	270	67			270				

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	349	0.348	123	0.9	0.5	16.011	C
A-BCD	8	2	675	0.012	8	0.0	0.0	5.400	A
A-B	32	8			32				
A-C	202	50			202				
D-A	82	20	397	0.206	98	4.3	0.3	12.661	B
D-BC	364	91	511	0.712	390	9.1	2.7	34.310	D
C-ABD	73	18	832	0.088	74	0.3	0.2	4.753	A
C-D	192	48			192				
C-A	229	57			229				

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	386	0.263	102	0.5	0.4	12.731	B
A-BCD	6	2	666	0.010	6	0.0	0.0	5.459	A
A-B	27	7			27				
A-C	169	42			169				
D-A	69	17	489	0.140	69	0.3	0.2	8.567	A
D-BC	305	76	537	0.568	310	2.7	1.4	16.218	C
C-ABD	53	13	801	0.066	53	0.2	0.1	4.819	A
C-D	164	41			164				
C-A	197	49			197				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road B2166.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 SATURN With Mitigation - With Development\Proposed Improvements
Report generation date: 18/08/2017 16:00:06

»2031 Base + Mitigation + Dev (SATURN FLOWS), AM
»2031 Base + Mitigation + Dev(SATURN FLOWS), PM
»CATM Flows, AM
»CATM Flows, PM
»CATM Flows + Development, AM
»CATM Flows + 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
	2031 Base + Mitigation + Dev (SATURN FLOWS)															
1 - Vinnetrow Road	0.3	1.3	5.58	0.24	A	7.30	A	25 % [2 - B2166 E]								
2 - B2166 E	2.9	9.1	9.22	0.75	A											
3 - Mill Lane	0.1	0.5	6.50	0.13	A											
4 - B2166 W	0.9	1.8	4.74	0.47	A											
	2031 Base + Mitigation + Dev(SATURN FLOWS)															
1 - Vinnetrow Road									0.5	2.4	9.29	0.35	A	8.13	A	21 % [4 - B2166 W]
2 - B2166 E									0.5	2.3	3.43	0.34	A			
3 - Mill Lane									0.1	0.5	3.68	0.05	A			
4 - B2166 W									3.3	12.8	10.22	0.77	B			
	CATM Flows															
1 - Vinnetrow Road	0.1	0.5	4.14	0.09	A	10.37	B	14 % [2 - B2166 E]	2.0	5.5	10.95	0.68	B	6.65	A	26 % [1 - Vinnetrow Road]
2 - B2166 E	4.8	23.6	13.19	0.83	B				1.2	1.5	4.91	0.54	A			
3 - Mill Lane	0.2	0.5	7.15	0.14	A				0.1	0.5	4.55	0.06	A			
4 - B2166 W	0.3	1.4	3.08	0.25	A				0.3	1.2	2.88	0.22	A			
	CATM Flows + Development															
1 - Vinnetrow Road	0.1	0.5	4.44	0.12	A	26.68	D	-1 % [2 - B2166 E]	3.3	16.1	16.80	0.77	C	8.79	A	12 % [1 - Vinnetrow Road]
2 - B2166 E	14.7	75.8	36.41	0.95	E				1.5	2.0	5.78	0.61	A			
3 - Mill Lane	0.2	0.5	9.17	0.17	A				0.1	0.5	4.95	0.07	A			
4 - B2166 W	0.4	1.6	3.27	0.30	A				0.4	1.6	3.21	0.30	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	10/11/2016
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	2031 Base + Mitigation + Dev (SATURN FLOWS)	AM	ONE HOUR	07:30	09:00	15
D2	2031 Base + Mitigation + Dev(SATURN FLOWS)	PM	ONE HOUR	16:30	18:00	15
D3	CATM Flows	AM	ONE HOUR	07:30	09:00	15
D4	CATM Flows	PM	ONE HOUR	16:30	18:00	15
D5	CATM Flows + Development	AM	ONE HOUR	07:30	09:00	15
D6	CATM Flows + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Mitigation + Dev (SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	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	30.0	
3 - Mill Lane	3.00	7.00	8.0	20.0	30.0	30.0	
4 - B2166 W	3.50	6.00	18.0	15.0	30.0	17.0	

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	0.649	1633
3 - Mill Lane	0.591	1375
4 - B2166 W	0.653	1631

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	2031 Base + Mitigation + Dev (SATURN FLOWS)	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		✓	184	100.000
2 - B2166 E		✓	1051	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	623	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	90	7	87
	2 - B2166 E	151	0	5	895
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	81	526	16	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	0.24	5.58	0.3	1.3	A
2 - B2166 E	0.75	9.22	2.9	9.1	A
3 - Mill Lane	0.13	6.50	0.1	0.5	A
4 - B2166 W	0.47	4.74	0.9	1.8	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	139	415	957	0.145	138	0.2	4.391	A
2 - B2166 E	791	82	1572	0.503	787	1.0	4.563	A
3 - Mill Lane	54	849	870	0.062	54	0.1	4.408	A
4 - B2166 W	469	136	1486	0.316	467	0.5	3.526	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	165	497	911	0.182	165	0.2	4.826	A
2 - B2166 E	945	99	1562	0.605	943	1.5	5.800	A
3 - Mill Lane	65	1016	771	0.084	65	0.1	5.098	A
4 - B2166 W	560	163	1469	0.381	559	0.6	3.956	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	203	609	848	0.239	202	0.3	5.569	A
2 - B2166 E	1157	121	1547	0.748	1152	2.9	8.985	A
3 - Mill Lane	79	1242	637	0.125	79	0.1	6.456	A
4 - B2166 W	686	200	1445	0.475	685	0.9	4.726	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	203	610	848	0.239	203	0.3	5.579	A
2 - B2166 E	1157	121	1547	0.748	1157	2.9	9.219	A
3 - Mill Lane	79	1247	633	0.125	79	0.1	6.495	A
4 - B2166 W	686	200	1445	0.475	686	0.9	4.742	A

08:30 - 08:45

	Total Demand	Circulating flow	Capacity		Throughput	End queue		

Arm	(Veh/hr)	(Veh/hr)	(Veh/hr)	RFC	(Veh/hr)	(Veh)	Delay (s)	LOS
1 - Vinnetrow Road	165	499	910	0.182	166	0.2	4.840	A
2 - B2166 E	945	99	1561	0.605	950	1.6	5.944	A
3 - Mill Lane	65	1024	766	0.084	65	0.1	5.136	A
4 - B2166 W	560	164	1468	0.381	561	0.6	3.975	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	139	418	956	0.145	139	0.2	4.408	A
2 - B2166 E	791	83	1572	0.503	793	1.0	4.638	A
3 - Mill Lane	54	855	867	0.063	54	0.1	4.434	A
4 - B2166 W	469	137	1486	0.316	470	0.5	3.544	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	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - B2166 E	1.00	0.55	1.00	1.40	1.45			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.46	0.00	0.00	0.46	0.46			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - B2166 E	1.51	0.05	0.66	3.70	5.55			N/A	N/A
3 - Mill Lane	0.09	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.61	0.10	0.83	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	0.31	0.03	0.25	0.46	0.48			N/A	N/A
2 - B2166 E	2.86	0.03	0.28	2.86	9.12			N/A	N/A
3 - Mill Lane	0.14	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.89	0.03	0.26	0.89	0.89			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	0.31	0.03	0.31	1.08	1.35			N/A	N/A
2 - B2166 E	2.91	0.03	0.27	2.91	2.91			N/A	N/A
3 - Mill Lane	0.14	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.90	0.03	0.27	0.90	1.75			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - B2166 E	1.56	0.07	0.96	3.54	4.96			N/A	N/A
3 - Mill Lane	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - B2166 W	0.62	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	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - B2166 E	1.02	0.04	0.43	2.47	3.86			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.46	0.00	0.00	0.46	0.46			N/A	N/A

2031 Base + Mitigation + Dev(SATURN FLOWS), 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	21	4 - B2166 W

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	2031 Base + Mitigation + Dev(SATURN FLOWS)	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		✓	188	100.000
2 - B2166 E		✓	481	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	1090	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	172	14	2
	2 - B2166 E	57	0	8	416
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	105	971	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	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	0.35	9.29	0.5	2.4	A
2 - B2166 E	0.34	3.43	0.5	2.3	A
3 - Mill Lane	0.05	3.68	0.1	0.5	A
4 - B2166 W	0.77	10.22	3.3	12.8	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	142	752	794	0.178	141	0.2	5.504	A
2 - B2166 E	362	22	1586	0.228	361	0.3	2.936	A
3 - Mill Lane	37	356	1129	0.033	37	0.0	3.294	A
4 - B2166 W	821	62	1570	0.523	816	1.1	4.748	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	169	900	710	0.238	169	0.3	6.647	A
2 - B2166 E	432	27	1583	0.273	432	0.4	3.128	A
3 - Mill Lane	44	427	1088	0.040	44	0.0	3.447	A
4 - B2166 W	980	74	1562	0.627	978	1.7	6.132	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	207	1100	597	0.347	206	0.5	9.182	A
2 - B2166 E	530	33	1579	0.335	529	0.5	3.426	A
3 - Mill Lane	54	522	1032	0.052	54	0.1	3.681	A
4 - B2166 W	1200	90	1551	0.774	1194	3.3	9.889	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 - Vinnetrow Road	207	1105	594	0.348	207	0.5	9.294	A
2 - B2166 E	530	33	1579	0.335	530	0.5	3.429	A
3 - Mill Lane	54	523	1031	0.052	54	0.1	3.682	A
4 - B2166 W	1200	90	1551	0.774	1200	3.3	10.221	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	169	908	705	0.240	170	0.3	6.731	A
2 - B2166 E	432	27	1583	0.273	433	0.4	3.133	A
3 - Mill Lane	44	428	1087	0.041	44	0.0	3.449	A
4 - B2166 W	980	74	1562	0.627	986	1.7	6.322	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	142	758	790	0.179	142	0.2	5.554	A
2 - B2166 E	362	23	1586	0.228	362	0.3	2.945	A
3 - Mill Lane	37	358	1128	0.033	37	0.0	3.300	A
4 - B2166 W	821	62	1570	0.523	823	1.1	4.833	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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - B2166 E	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.08	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	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - B2166 E	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - Mill Lane	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	1.65	0.05	0.60	4.19	6.42			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	0.52	0.03	0.26	0.52	0.52			N/A	N/A
2 - B2166 E	0.50	0.03	0.25	0.50	0.50			N/A	N/A
3 - Mill Lane	0.05	0.03	0.26	0.46	0.49			N/A	N/A
4 - B2166 W	3.26	0.03	0.29	3.26	12.80			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	0.53	0.03	0.31	1.48	2.39			N/A	N/A
2 - B2166 E	0.50	0.03	0.30	1.37	2.29			N/A	N/A
3 - Mill Lane	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - B2166 W	3.34	0.03	0.27	3.34	4.40			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	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - B2166 E	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	1.71	0.06	0.86	4.15	6.08			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - B2166 E	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3 - Mill Lane	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4 - B2166 W	1.11	0.04	0.41	2.78	4.64			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.37	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	2 - B2166 E

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)
D3	CATM Flows	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		✓	80	100.000
2 - B2166 E		✓	1223	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	360	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	73	7	0
	2 - B2166 E	0	0	5	1218
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	0	344	16	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	0.09	4.14	0.1	0.5	A
2 - B2166 E	0.83	13.19	4.8	23.6	B
3 - Mill Lane	0.14	7.15	0.2	0.5	A
4 - B2166 W	0.25	3.08	0.3	1.4	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	60	279	1030	0.058	60	0.1	3.709	A
2 - B2166 E	921	17	1622	0.568	916	1.3	5.059	A
3 - Mill Lane	54	912	836	0.065	54	0.1	4.603	A
4 - B2166 W	271	23	1570	0.173	270	0.2	2.767	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	72	334	1000	0.072	72	0.1	3.880	A
2 - B2166 E	1099	21	1620	0.679	1096	2.1	6.833	A
3 - Mill Lane	65	1092	729	0.089	65	0.1	5.415	A
4 - B2166 W	324	28	1567	0.206	323	0.3	2.893	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	88	409	958	0.092	88	0.1	4.139	A
2 - B2166 E	1347	25	1617	0.833	1336	4.6	12.395	B
3 - Mill Lane	79	1331	588	0.135	79	0.2	7.069	A
4 - B2166 W	396	34	1564	0.254	396	0.3	3.083	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	88	410	957	0.092	88	0.1	4.140	A
2 - B2166 E	1347	25	1617	0.833	1346	4.8	13.189	B
3 - Mill Lane	79	1340	582	0.136	79	0.2	7.153	A
4 - B2166 W	396	34	1563	0.254	396	0.3	3.083	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	72	335	999	0.072	72	0.1	3.883	A
2 - B2166 E	1099	21	1620	0.679	1110	2.2	7.196	A
3 - Mill Lane	65	1105	721	0.090	65	0.1	5.487	A
4 - B2166 W	324	28	1567	0.206	324	0.3	2.897	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	60	280	1030	0.058	60	0.1	3.715	A
2 - B2166 E	921	17	1622	0.568	924	1.3	5.180	A
3 - Mill Lane	54	920	831	0.065	54	0.1	4.636	A
4 - B2166 W	271	23	1570	0.173	271	0.2	2.771	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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	1.30	0.56	1.11	1.45	1.73			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.21	0.00	0.00	0.21	0.21			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	0.08	0.03	0.25	0.45	0.48			N/A	N/A
2 - B2166 E	2.06	0.05	0.50	5.54	8.80			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.26	0.00	0.00	0.26	0.26			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	0.10	0.03	0.26	0.47	0.49			N/A	N/A
2 - B2166 E	4.61	0.03	0.32	7.27	23.59			N/A	N/A
3 - Mill Lane	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.34	0.03	0.25	0.45	0.48			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	4.78	0.03	0.29	4.78	13.88			N/A	N/A
3 - Mill Lane	0.16	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.34	0.03	0.32	1.14	1.40			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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	2.16	0.05	0.52	5.80	9.21			N/A	N/A
3 - Mill Lane	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - B2166 W	0.26	0.00	0.00	0.26	0.26			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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B2166 E	1.33	0.04	0.36	3.35	6.47			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.21	0.00	0.00	0.21	0.21			N/A	N/A

CATM Flows, 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	26	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)
D4	CATM Flows	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		✓	620	100.000
2 - B2166 E		✓	771	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	315	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	606	14	0
	2 - B2166 E	0	0	8	763
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	0	301	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	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	0.68	10.95	2.0	5.5	B
2 - B2166 E	0.54	4.91	1.2	1.5	A
3 - Mill Lane	0.06	4.55	0.1	0.5	A
4 - B2166 W	0.22	2.88	0.3	1.2	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 - Vinnetrow Road	467	251	1077	0.433	464	0.8	5.843	A
2 - B2166 E	580	21	1588	0.365	578	0.6	3.556	A
3 - Mill Lane	37	572	1003	0.037	37	0.0	3.726	A
4 - B2166 W	237	19	1602	0.148	236	0.2	2.634	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	557	300	1049	0.531	556	1.1	7.277	A
2 - B2166 E	693	25	1586	0.437	692	0.8	4.026	A
3 - Mill Lane	44	685	936	0.047	44	0.0	4.033	A
4 - B2166 W	283	22	1600	0.177	283	0.2	2.733	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	683	367	1011	0.675	679	2.0	10.733	B
2 - B2166 E	849	31	1582	0.537	847	1.1	4.889	A
3 - Mill Lane	54	839	846	0.064	54	0.1	4.543	A
4 - B2166 W	347	27	1596	0.217	347	0.3	2.880	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 - Vinnetrow Road	683	368	1011	0.675	682	2.0	10.954	B
2 - B2166 E	849	31	1582	0.537	849	1.2	4.909	A
3 - Mill Lane	54	840	845	0.064	54	0.1	4.547	A
4 - B2166 W	347	28	1596	0.217	347	0.3	2.880	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 - Vinnetrow Road	557	301	1049	0.531	561	1.2	7.430	A
2 - B2166 E	693	25	1586	0.437	695	0.8	4.048	A
3 - Mill Lane	44	687	935	0.047	44	0.0	4.040	A
4 - B2166 W	283	23	1600	0.177	283	0.2	2.736	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	467	252	1076	0.434	468	0.8	5.933	A
2 - B2166 E	580	21	1588	0.365	581	0.6	3.579	A
3 - Mill Lane	37	575	1001	0.037	37	0.0	3.733	A
4 - B2166 W	237	19	1602	0.148	237	0.2	2.637	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	0.76	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.57	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	0.17	0.00	0.00	0.17	0.17			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	1.11	0.08	0.92	1.98	2.77			N/A	N/A
2 - B2166 E	0.77	0.10	0.85	1.42	1.50			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.21	0.00	0.00	0.21	0.21			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	2.01	0.03	0.28	2.01	5.55			N/A	N/A
2 - B2166 E	1.14	0.03	0.26	1.14	1.14			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.28	0.03	0.25	0.45	0.48			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	2.04	0.03	0.27	2.04	2.98			N/A	N/A
2 - B2166 E	1.15	0.03	0.27	1.15	1.18			N/A	N/A
3 - Mill Lane	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - B2166 W	0.28	0.03	0.29	0.80	1.16			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	1.15	0.07	0.90	2.21	2.96			N/A	N/A
2 - B2166 E	0.78	0.48	0.97	1.40	1.45			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	0.22	0.00	0.00	0.22	0.22			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	0.05	0.45	1.62	2.36			N/A	N/A
2 - B2166 E	0.58	0.07	0.73	1.35	1.42			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	0.17	0.00	0.00	0.17	0.17			N/A	N/A

CATM Flows + 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	26.68	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	2 - B2166 E

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)
D5	CATM Flows + 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		✓	100	100.000
2 - B2166 E		✓	1401	100.000
3 - Mill Lane		✓	72	100.000
4 - B2166 W		✓	419	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	93	7	0
	2 - B2166 E	0	0	5	1396
	3 - Mill Lane	19	12	0	41
	4 - B2166 W	0	403	16	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	0.12	4.44	0.1	0.5	A
2 - B2166 E	0.95	36.41	14.7	75.8	E
3 - Mill Lane	0.17	9.17	0.2	0.5	A
4 - B2166 W	0.30	3.27	0.4	1.6	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	75	323	1005	0.075	75	0.1	3.870	A
2 - B2166 E	1055	17	1622	0.650	1047	1.8	6.189	A
3 - Mill Lane	54	1044	758	0.072	54	0.1	5.111	A
4 - B2166 W	315	23	1570	0.201	314	0.3	2.864	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	90	387	969	0.093	90	0.1	4.092	A
2 - B2166 E	1259	21	1620	0.777	1253	3.3	9.659	A
3 - Mill Lane	65	1249	637	0.102	65	0.1	6.292	A
4 - B2166 W	377	28	1567	0.240	376	0.3	3.023	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	110	474	921	0.120	110	0.1	4.440	A
2 - B2166 E	1543	25	1617	0.954	1507	12.3	26.600	D
3 - Mill Lane	79	1501	487	0.163	79	0.2	8.803	A
4 - B2166 W	461	34	1563	0.295	461	0.4	3.266	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	110	475	921	0.120	110	0.1	4.441	A
2 - B2166 E	1543	25	1617	0.954	1533	14.7	36.413	E
3 - Mill Lane	79	1528	472	0.168	79	0.2	9.171	A
4 - B2166 W	461	34	1563	0.295	461	0.4	3.266	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	90	388	969	0.093	90	0.1	4.097	A
2 - B2166 E	1259	21	1620	0.777	1303	3.7	12.804	B
3 - Mill Lane	65	1299	607	0.107	65	0.1	6.648	A
4 - B2166 W	377	28	1567	0.240	377	0.3	3.025	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	75	325	1004	0.075	75	0.1	3.875	A
2 - B2166 E	1055	17	1622	0.650	1062	1.9	6.503	A
3 - Mill Lane	54	1058	749	0.072	54	0.1	5.180	A
4 - B2166 W	315	23	1570	0.201	316	0.3	2.870	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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	1.82	0.58	1.23	2.64	2.97			N/A	N/A
3 - Mill Lane	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - B2166 W	0.25	0.00	0.00	0.25	0.25			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	3.34	0.05	0.72	9.34	15.03			N/A	N/A
3 - Mill Lane	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - B2166 W	0.32	0.00	0.00	0.32	0.32			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	0.14	0.03	0.26	0.46	0.49			N/A	N/A
2 - B2166 E	12.30	0.09	2.63	35.41	54.75			N/A	N/A
3 - Mill Lane	0.19	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.42	0.03	0.25	0.45	0.48			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	0.14	0.03	0.25	0.45	0.48			N/A	N/A
2 - B2166 E	14.68	0.06	1.11	42.88	75.81			N/A	N/A
3 - Mill Lane	0.20	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.42	0.03	0.32	1.34	1.63			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2 - B2166 E	3.67	0.04	0.43	10.17	18.75			N/A	N/A
3 - Mill Lane	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - B2166 W	0.32	0.00	0.00	0.32	0.32			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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B2166 E	1.90	0.03	0.31	3.10	9.69			N/A	N/A
3 - Mill Lane	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - B2166 W	0.25	0.00	0.00	0.25	0.25			N/A	N/A

CATM Flows + 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	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)
D6	CATM Flows + 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		✓	660	100.000
2 - B2166 E		✓	871	100.000
3 - Mill Lane		✓	49	100.000
4 - B2166 W		✓	430	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	646	14	0
	2 - B2166 E	0	0	8	863
	3 - Mill Lane	6	19	0	24
	4 - B2166 W	0	416	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	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	0.77	16.80	3.3	16.1	C
2 - B2166 E	0.61	5.78	1.5	2.0	A
3 - Mill Lane	0.07	4.95	0.1	0.5	A
4 - B2166 W	0.30	3.21	0.4	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 - Vinnetrow Road	497	337	1028	0.483	493	0.9	6.683	A
2 - B2166 E	656	21	1588	0.413	653	0.7	3.837	A
3 - Mill Lane	37	647	959	0.038	37	0.0	3.904	A
4 - B2166 W	324	19	1602	0.202	323	0.3	2.809	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	593	403	991	0.599	591	1.5	8.961	A
2 - B2166 E	783	25	1586	0.494	782	1.0	4.474	A
3 - Mill Lane	44	775	884	0.050	44	0.1	4.286	A
4 - B2166 W	387	22	1600	0.242	386	0.3	2.966	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	727	494	939	0.773	720	3.2	15.906	C
2 - B2166 E	959	31	1582	0.606	957	1.5	5.735	A
3 - Mill Lane	54	948	782	0.069	54	0.1	4.943	A
4 - B2166 W	473	27	1596	0.297	473	0.4	3.205	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 - Vinnetrow Road	727	494	939	0.774	726	3.3	16.804	C
2 - B2166 E	959	31	1582	0.606	959	1.5	5.777	A
3 - Mill Lane	54	950	781	0.069	54	0.1	4.952	A
4 - B2166 W	473	28	1596	0.297	473	0.4	3.205	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 - Vinnetrow Road	593	404	990	0.599	600	1.5	9.390	A
2 - B2166 E	783	25	1586	0.494	785	1.0	4.511	A
3 - Mill Lane	44	778	882	0.050	44	0.1	4.297	A
4 - B2166 W	387	23	1600	0.242	387	0.3	2.968	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	497	338	1028	0.484	499	0.9	6.842	A
2 - B2166 E	656	21	1588	0.413	657	0.7	3.871	A
3 - Mill Lane	37	651	957	0.039	37	0.0	3.914	A
4 - B2166 W	324	19	1602	0.202	324	0.3	2.818	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	0.92	0.55	1.00	1.40	1.45			N/A	N/A
2 - B2166 E	0.70	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	0.25	0.00	0.00	0.25	0.25			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	1.46	0.06	0.87	3.32	4.74			N/A	N/A
2 - B2166 E	0.97	0.08	0.86	1.67	2.04			N/A	N/A
3 - Mill Lane	0.05	0.03	0.25	0.45	0.48			N/A	N/A
4 - B2166 W	0.32	0.00	0.00	0.32	0.32			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	3.17	0.03	0.32	4.86	16.07			N/A	N/A
2 - B2166 E	1.51	0.03	0.26	1.51	1.51			N/A	N/A
3 - Mill Lane	0.07	0.03	0.26	0.47	0.49			N/A	N/A
4 - B2166 W	0.42	0.03	0.25	0.45	0.48			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	3.29	0.03	0.29	3.29	10.92			N/A	N/A
2 - B2166 E	1.53	0.03	0.26	1.53	1.53			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	0.03	0.32	1.34	1.65			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	1.53	0.05	0.52	3.86	5.93			N/A	N/A
2 - B2166 E	0.99	0.20	1.00	1.26	1.65			N/A	N/A
3 - Mill Lane	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - B2166 W	0.32	0.00	0.00	0.32	0.32			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	0.95	0.04	0.36	2.33	4.26			N/A	N/A
2 - B2166 E	0.71	0.07	0.74	1.00	1.00			N/A	N/A
3 - Mill Lane	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - B2166 W	0.25	0.00	0.00	0.25	0.25			N/A	N/A

APPENDIX I – PROPOSED ACCESS ARRANGEMENT – PAGHAM ROAD AND CAPACITY ANALYSIS OUTPUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Pagham Road Site Access_No Right Turn Lane.j9
Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\20170207_2031 Base and Committed and ALL Development
Report generation date: 15/03/2017 10:42:29

»2031 Base + Committed + ALL Development, AM
»2031 Base + Committed + ALL 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
	2031 Base + Committed + ALL Development													
Stream B-AC	0.2	9.61	0.15	A	0.75	A	127 % [Stream B-AC]	0.1	7.61	0.08	A	0.83	A	328 % [Stream B-AC]
Stream C-AB	0.0	5.53	0.00	A				0.0	5.60	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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Committed + ALL 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

2031 Base + Committed + ALL 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	0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	127	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	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00			200.0	✓	1.00

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	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	690	0.267	0.267	-	-

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	2031 Base + Committed + ALL 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	✓	126	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Pagham Road S		ONE HOUR	✓	604	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	99
	B - Site Access	57	0	5
	C - Pagham Road S	602	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	9.61	0.2	A	57	85
C-AB	0.00	5.53	0.0	A	2	3
C-A					552	829
A-B					25	37
A-C					91	136

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	489	0.096	46	0.0	0.1	8.132	A
C-AB	2	0.38	664	0.002	1	0.0	0.0	5.431	A
C-A	453	113			453				
A-B	20	5			20				
A-C	75	19			75				

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	469	0.119	56	0.1	0.1	8.699	A
C-AB	2	0.45	660	0.003	2	0.0	0.0	5.472	A
C-A	541	135			541				
A-B	24	6			24				
A-C	89	22			89				

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	443	0.154	68	0.1	0.2	9.602	A
C-AB	2	0.55	653	0.003	2	0.0	0.0	5.529	A
C-A	663	166			663				
A-B	30	7			30				
A-C	109	27			109				

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	443	0.154	68	0.2	0.2	9.611	A
C-AB	2	0.55	653	0.003	2	0.0	0.0	5.529	A
C-A	663	166			663				
A-B	30	7			30				
A-C	109	27			109				

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	469	0.119	56	0.2	0.1	8.710	A
C-AB	2	0.45	660	0.003	2	0.0	0.0	5.472	A
C-A	541	135			541				
A-B	24	6			24				
A-C	89	22			89				

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	489	0.096	47	0.1	0.1	8.151	A
C-AB	2	0.38	664	0.002	2	0.0	0.0	5.431	A
C-A	453	113			453				
A-B	20	5			20				
A-C	75	19			75				

2031 Base + Committed + ALL 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	0.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	328	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	2031 Base + Committed + ALL 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	✓	148	100.000
B - Site Access		ONE HOUR	✓	39	100.000
C - Pagham Road S		ONE HOUR	✓	189	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	97
	B - Site Access	36	0	3
	C - Pagham Road S	185	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	0.08	7.61	0.1	A	36	54
C-AB	0.01	5.60	0.0	A	4	6
C-A					170	255
A-B					47	70
A-C					89	134

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	538	0.055	29	0.0	0.1	7.068	A
C-AB	3	0.75	660	0.005	3	0.0	0.0	5.475	A
C-A	139	35			139				
A-B	38	10			38				
A-C	73	18			73				

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	529	0.066	35	0.1	0.1	7.288	A
C-AB	4	0.90	655	0.006	4	0.0	0.0	5.526	A
C-A	166	42			166				
A-B	46	11			46				
A-C	87	22			87				

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	516	0.083	43	0.1	0.1	7.607	A
C-AB	4	1	647	0.007	4	0.0	0.0	5.598	A
C-A	204	51			204				
A-B	56	14			56				
A-C	107	27			107				

17:30 - 17:45

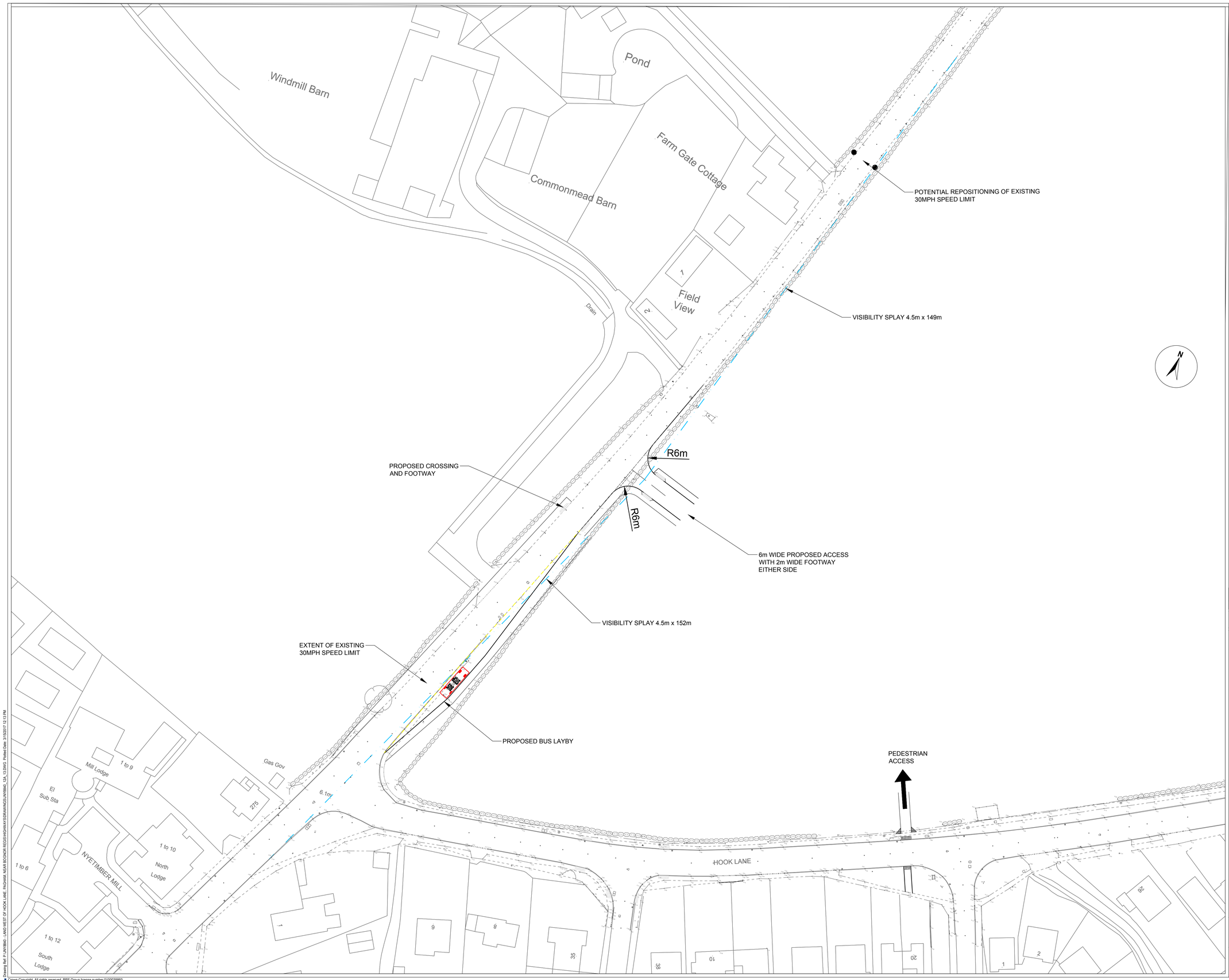
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	516	0.083	43	0.1	0.1	7.607	A
C-AB	4	1	647	0.007	4	0.0	0.0	5.598	A
C-A	204	51			204				
A-B	56	14			56				
A-C	107	27			107				

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	529	0.066	35	0.1	0.1	7.293	A
C-AB	4	0.90	655	0.006	4	0.0	0.0	5.529	A
C-A	166	42			166				
A-B	46	11			46				
A-C	87	22			87				

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	29	7	538	0.055	29	0.1	0.1	7.078	A
C-AB	3	0.75	660	0.005	3	0.0	0.0	5.477	A
C-A	139	35			139				
A-B	38	10			38				
A-C	73	18			73				



NOTES

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Rev	Description	Date	Initial	Checked
A	Tactile Paving adjusted & Hook Lane South Access removed	13/03/17	MRA	BRP

RPS

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Client: Hallam Land Management

Project: Land West of Hook Lane
Pagham

Title: PROPOSED ACCESS ARRANGEMENT PAGHAM ROAD WITHOUT RIGHT TURN LANE

Status	Drawn By	Checked by
Information	JEY	MRA
Project Number	**Scale @ A1**	**Date Created**
JNY8840	1:500	16/02/17

Drawing Number: JNY8840-12

Rev: A

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Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\BASWINGS.DWG, CIA, 1:1DVG, Plotted Date: 31/5/2017 13:13 PM

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APPENDIX J – SAFETY AUDIT REVIEW

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. JNY8840-12) which shows a revised road layout for the proposed junction on the eastern side of Pagham Road. Previous proposals included a ghosted right-turn lane facility accommodated by localised carriageway widening on the eastern side. This revised drawing shows the proposed junction without a ghosted right-turn facility.

Additional measures include the addition of a footway along the western side of Pagham Road with associated dropped kerbs and tactile paving indicated at its northern extent.

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.

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3.2 RSA Addendum Note - December 2016

Minor changes to the scheme proposals were the subject of comment in a RSA Addendum Note in December 2016 undertaken by Taylor Bowie Ltd.

These consisted of the relocation of a proposed traffic calming feature in Hook Lane.

4 ROAD SAFETY AUDIT ADDENDUM NOTE (2)

4.1 Safety Implications of Proposed Design Changes

Taylor Bowie Ltd has been instructed to review Drawing No. JNY8840-12 - Proposed Access Arrangement Pagham Road without Right Turn Lane with regard to the revised layout, which excludes a right-turn facility.

The Stage 1 Road Safety Audit raised concerns that the proposed right-turn facility with localised carriageway widening could potentially encourage impatient westbound drivers to utilise the facility area to overtake a slower moving vehicle. This 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.

To negate this scenario it was recommended that a small traffic island(s) should be provided on the westbound approach.

The revised proposals, without the right-turn facility and localised widening would remove this road safety concern.

Furthermore, the revised scheme drawing appears to indicate the addition of a new footway provision along the western side of Pagham Road, which was not shown on the original drawings put forward for Stage 1 Road Safety Audit. This length of proposed footway provides a link from the existing, which currently terminates opposite Hook Lane, to the proposed bus layby on the eastern side of Pagham Road for users of the western footway.

The drawing indicates that at its northern extent that dropped kerbs and tactile paving is to be provided.

Whilst this may be a drafting error at this preliminary design stage, the proposed dropped kerbs and tactile paving appear to be misaligned with the eastern dropped kerbs/tactile paving shown within the bus stop taper. Consequently, 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

It is recommended that the dropped kerbs and tactile paving should be located and aligned such that they are to the north of the bus layby and where possible in-line with DETR Guidance on the Use of Tactile Paving.

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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 and subsequent RSA Addendum Note - December 2016, that the revised proposals do not raise any additional road safety concerns.

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APPENDIX K – SENSITIVITY FLOWS AND OUTPUT CAPACITY RESULTS

Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: AM_PMHook Lane Site Access.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 Base and Committed and ALL Development (SENSITIVITY)
Report generation date: 11/07/2017 12:04:40

»2031 Base + Committed + ALL Development (SENSITIVITY), AM
»2031 Base + Committed + ALL Development (SENSITIVITY), 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
	2031 Base + Committed + ALL Development (SENSITIVITY)													
Stream B-AC	0.1	6.90	0.09	A	3.15	A	111 % [Stream C-AB]	0.0	6.69	0.05	A	1.56	A	130 % [Stream C-AB]
Stream C-AB	0.6	6.91	0.32	A				0.4	5.30	0.22	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	2031 Base + Committed + ALL Development (SENSITIVITY)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Committed + ALL Development (SENSITIVITY)	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

2031 Base + Committed + ALL Development (SENSITIVITY), 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	3.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	111	Stream C-AB

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	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	157	100.000
B - Site Access		ONE HOUR	✓	48	100.000
C - Hook Lane N		ONE HOUR	✓	365	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	11	146
	B - Site Access	5	0	43
	C - Hook Lane N	208	157	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	6.90	0.1	A	44	66
C-AB	0.32	6.91	0.6	A	195	293
C-A					140	209
A-B					10	15
A-C					134	201

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	593	0.061	36	0.0	0.1	6.453	A
C-AB	150	38	733	0.205	149	0.0	0.3	6.157	A
C-A	124	31			124				
A-B	8	2			8				
A-C	110	27			110				

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	586	0.074	43	0.1	0.1	6.634	A
C-AB	189	47	748	0.252	188	0.3	0.4	6.434	A
C-A	140	35			140				
A-B	10	2			10				
A-C	131	33			131				

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	575	0.092	53	0.1	0.1	6.897	A
C-AB	247	62	768	0.321	246	0.4	0.6	6.893	A
C-A	155	39			155				
A-B	12	3			12				
A-C	161	40			161				

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	575	0.092	53	0.1	0.1	6.897	A
C-AB	247	62	769	0.321	247	0.6	0.6	6.913	A
C-A	155	39			155				
A-B	12	3			12				
A-C	161	40			161				

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	586	0.074	43	0.1	0.1	6.637	A
C-AB	189	47	748	0.252	190	0.6	0.4	6.464	A
C-A	139	35			139				
A-B	10	2			10				
A-C	131	33			131				

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	593	0.061	36	0.1	0.1	6.461	A
C-AB	151	38	733	0.205	151	0.4	0.3	6.195	A
C-A	124	31			124				
A-B	8	2			8				
A-C	110	27			110				

2031 Base + Committed + ALL Development (SENSITIVITY), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix 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	1.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	130	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	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	172	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Hook Lane N		ONE HOUR	✓	451	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	11	161
	B - Site Access	3	0	21
	C - Hook Lane N	355	96	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	6.69	0.0	A	22	33
C-AB	0.22	5.30	0.4	A	147	221
C-A					267	400
A-B					10	15
A-C					148	222

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	585	0.031	18	0.0	0.0	6.341	A
C-AB	108	27	803	0.135	107	0.0	0.2	5.171	A
C-A	231	58			231				
A-B	8	2			8				
A-C	121	30			121				

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	577	0.037	22	0.0	0.0	6.483	A
C-AB	140	35	832	0.169	140	0.2	0.3	5.206	A
C-A	265	66			265				
A-B	10	2			10				
A-C	145	36			145				

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	564	0.047	26	0.0	0.0	6.690	A
C-AB	192	48	873	0.220	192	0.3	0.4	5.292	A
C-A	304	76			304				
A-B	12	3			12				
A-C	177	44			177				

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	564	0.047	26	0.0	0.0	6.690	A
C-AB	192	48	873	0.220	192	0.4	0.4	5.299	A
C-A	304	76			304				
A-B	12	3			12				
A-C	177	44			177				

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	577	0.037	22	0.0	0.0	6.487	A
C-AB	141	35	833	0.169	141	0.4	0.3	5.218	A
C-A	265	66			265				
A-B	10	2			10				
A-C	145	36			145				

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	18	5	585	0.031	18	0.0	0.0	6.348	A
C-AB	109	27	804	0.135	109	0.3	0.2	5.191	A
C-A	231	58			231				
A-B	8	2			8				
A-C	121	30			121				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Pagham Road-Sefter Road.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 Base and Committed and ALL Development (SENSITIVITY)
Report generation date: 11/07/2017 11:44:17

»2031 Base + Committed + ALL Development, AM
»2031 Base + Committed + ALL 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
	2031 Base + Committed + ALL Development													
Stream B-AC	9.2	112.39	0.96	F	24.24	C	-18 % [Stream B-AC]	0.5	17.90	0.34	C	1.41	A	32 % [Stream B-AC]
Stream C-AB	0.0	3.48	0.01	A				0.0	5.40	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	Existing 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	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2031 Base + Committed + ALL 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

2031 Base + Committed + ALL 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	24.24	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-18	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	2031 Base + Committed + ALL 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	✓	218	100.000
B - Sefter Road		ONE HOUR	✓	285	100.000
C - Pagham Road S		ONE HOUR	✓	802	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	95	123
	B - Sefter Road	283	0	2
	C - Pagham Road S	798	4	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	0.96	112.39	9.2	F	262	392
C-AB	0.01	3.48	0.0	A	11	17
C-A					725	1087
A-B					87	131
A-C					113	169

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	215	54	384	0.559	210	0.0	1.2	20.157	C
C-AB	7	2	1043	0.007	7	0.0	0.0	3.474	A
C-A	597	149			597				
A-B	72	18			72				
A-C	93	23			93				

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	256	64	361	0.711	252	1.2	2.2	32.029	D
C-AB	10	3	1110	0.009	10	0.0	0.0	3.271	A
C-A	711	178			711				
A-B	85	21			85				
A-C	111	28			111				

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	314	78	328	0.956	294	2.2	7.1	78.337	F
C-AB	16	4	1204	0.014	16	0.0	0.0	3.028	A
C-A	867	217			867				
A-B	105	26			105				
A-C	135	34			135				

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	314	78	328	0.956	305	7.1	9.2	112.387	F
C-AB	16	4	1204	0.014	16	0.0	0.0	3.032	A
C-A	867	217			867				
A-B	105	26			105				
A-C	135	34			135				

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	256	64	361	0.711	282	9.2	2.8	54.480	F
C-AB	10	3	1110	0.009	10	0.0	0.0	3.276	A
C-A	711	178			711				
A-B	85	21			85				
A-C	111	28			111				

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	215	54	384	0.559	220	2.8	1.3	22.721	C
C-AB	7	2	1043	0.007	7	0.0	0.0	3.480	A
C-A	597	149			597				
A-B	72	18			72				
A-C	93	23			93				

2031 Base + Committed + ALL 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	1.41	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	2031 Base + Committed + ALL 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	✓	841	100.000
B - Sefter Road		ONE HOUR	✓	94	100.000
C - Pagham Road S		ONE HOUR	✓	273	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	364	477
	B - Sefter Road	87	0	7
	C - Pagham Road S	269	4	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	0.34	17.90	0.5	C	86	129
C-AB	0.01	5.40	0.0	A	6	9
C-A					245	367
A-B					334	501
A-C					438	657

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	71	18	370	0.191	70	0.0	0.2	11.938	B
C-AB	4	1	679	0.006	4	0.0	0.0	5.334	A
C-A	201	50			201				
A-B	274	69			274				
A-C	359	90			359				

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	85	21	343	0.247	84	0.2	0.3	13.898	B
C-AB	6	1	676	0.008	6	0.0	0.0	5.360	A
C-A	240	60			240				
A-B	327	82			327				
A-C	429	107			429				

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	103	26	304	0.340	103	0.3	0.5	17.781	C
C-AB	8	2	675	0.012	8	0.0	0.0	5.386	A
C-A	293	73			293				
A-B	401	100			401				
A-C	525	131			525				

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	103	26	304	0.340	103	0.5	0.5	17.902	C
C-AB	8	2	675	0.012	8	0.0	0.0	5.398	A
C-A	293	73			293				
A-B	401	100			401				
A-C	525	131			525				

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	85	21	343	0.247	85	0.5	0.3	14.012	B
C-AB	6	1	676	0.008	6	0.0	0.0	5.382	A
C-A	240	60			240				
A-B	327	82			327				
A-C	429	107			429				

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	71	18	370	0.191	71	0.3	0.2	12.042	B
C-AB	4	1	679	0.006	4	0.0	0.0	5.345	A
C-A	201	50			201				
A-B	274	69			274				
A-C	359	90			359				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Pagham Road Site Access.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 Base and Committed and ALL Development (SENSITIVITY)
Report generation date: 11/07/2017 12:06:28

»2031 Base + Committed + ALL Development, AM
»2031 Base + Committed + ALL 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
	2031 Base + Committed + ALL Development													
Stream B-AC	1.0	16.87	0.51	C	3.63	A	31 % [Stream B-AC]	0.4	11.96	0.27	B	1.57	A	71 % [Stream B-AC]
Stream C-AB	0.0	5.53	0.00	A				0.0	6.62	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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Committed + ALL 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

2031 Base + Committed + ALL 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	3.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	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	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road S	6.00			200.0	✓	1.00

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	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	690	0.267	0.267	-	-

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	2031 Base + Committed + ALL 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	✓	125	100.000
B - Site Access		ONE HOUR	✓	202	100.000
C - Pagham Road S		ONE HOUR	✓	597	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	98
	B - Site Access	197	0	5
	C - Pagham Road S	595	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	0.51	16.87	1.0	C	185	278
C-AB	0.00	5.53	0.0	A	2	3
C-A					546	819
A-B					25	37
A-C					90	135

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	152	38	482	0.316	150	0.0	0.5	10.810	B
C-AB	2	0.38	664	0.002	1	0.0	0.0	5.429	A
C-A	448	112			448				
A-B	20	5			20				
A-C	74	18			74				

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	182	45	462	0.393	181	0.5	0.6	12.760	B
C-AB	2	0.45	660	0.003	2	0.0	0.0	5.470	A
C-A	535	134			535				
A-B	24	6			24				
A-C	88	22			88				

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	222	56	436	0.511	221	0.6	1.0	16.649	C
C-AB	2	0.55	653	0.003	2	0.0	0.0	5.527	A
C-A	655	164			655				
A-B	30	7			30				
A-C	108	27			108				

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	222	56	436	0.511	222	1.0	1.0	16.866	C
C-AB	2	0.55	653	0.003	2	0.0	0.0	5.527	A
C-A	655	164			655				
A-B	30	7			30				
A-C	108	27			108				

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	182	45	462	0.393	183	1.0	0.7	12.960	B
C-AB	2	0.45	660	0.003	2	0.0	0.0	5.472	A
C-A	535	134			535				
A-B	24	6			24				
A-C	88	22			88				

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	152	38	482	0.316	153	0.7	0.5	10.979	B
C-AB	2	0.38	664	0.002	2	0.0	0.0	5.431	A
C-A	448	112			448				
A-B	20	5			20				
A-C	74	18			74				

2031 Base + Committed + ALL 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	1.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	71	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	2031 Base + Committed + ALL 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	✓	484	100.000
B - Site Access		ONE HOUR	✓	100	100.000
C - Pagham Road S		ONE HOUR	✓	187	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	433
	B - Site Access	97	0	3
	C - Pagham Road S	183	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	0.27	11.96	0.4	B	92	138
C-AB	0.01	6.62	0.0	A	4	6
C-A					168	252
A-B					47	70
A-C					397	596

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	75	19	465	0.162	75	0.0	0.2	9.206	A
C-AB	3	0.75	592	0.005	3	0.0	0.0	6.109	A
C-A	138	34			138				
A-B	38	10			38				
A-C	326	81			326				

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	90	22	442	0.203	90	0.2	0.3	10.202	B
C-AB	4	0.90	573	0.006	4	0.0	0.0	6.316	A
C-A	165	41			165				
A-B	46	11			46				
A-C	389	97			389				

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	110	28	411	0.268	110	0.3	0.4	11.930	B
C-AB	4	1	548	0.008	4	0.0	0.0	6.625	A
C-A	201	50			201				
A-B	56	14			56				
A-C	477	119			477				

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	110	28	411	0.268	110	0.4	0.4	11.963	B
C-AB	4	1	548	0.008	4	0.0	0.0	6.625	A
C-A	201	50			201				
A-B	56	14			56				
A-C	477	119			477				

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	90	22	442	0.203	90	0.4	0.3	10.240	B
C-AB	4	0.90	574	0.006	4	0.0	0.0	6.318	A
C-A	165	41			165				
A-B	46	11			46				
A-C	389	97			389				

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	75	19	465	0.162	76	0.3	0.2	9.254	A
C-AB	3	0.75	592	0.005	3	0.0	0.0	6.111	A
C-A	138	34			138				
A-B	38	10			38				
A-C	326	81			326				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: AM_PM_Sefter Road-Hook Lane.j9
Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 Base and Committed and ALL Development (SENSITIVITY)
Report generation date: 11/07/2017 11:59:57

»2031 Base + Committed + ALL Development (SENSITIVITY), AM
»2031 Base + Committed + ALL Development (SENSITIVITY), 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
	2031 Base + Committed + ALL Development (SENSITIVITY)													
Stream B-C	0.0	0.00	0.00	A	4.65	A	30 % [Stream B-A]	0.0	0.00	0.00	A	2.94	A	42 % [Stream B-A]
Stream B-A	1.2	17.05	0.55	C				0.8	14.93	0.45	B			
Stream C-AB	0.0	7.66	0.03	A				0.2	5.47	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	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing 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	2031 Base + Committed + ALL Development (SENSITIVITY)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Committed + ALL Development (SENSITIVITY)	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

2031 Base + Committed + ALL Development (SENSITIVITY), 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	4.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	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	7.20			90.0	✓	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	5.70	3.98	3.68		2.00	47	39

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	591	0.102	0.258	0.162	0.368
1	B-C	677	0.098	0.248	-	-
1	C-B	626	0.230	0.230	-	-

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	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	512	100.000
B - Hook Lane		ONE HOUR	✓	238	100.000
C - Sefter Road NW		ONE HOUR	✓	138	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	357	155
	B - Hook Lane	238	0	0
	C - Sefter Road NW	130	8	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	0.00	0.00	0.0	A	0	0
B-A	0.55	17.05	1.2	C	218	328
C-AB	0.03	7.66	0.0	A	10	15
C-A					117	175
A-B					328	491
A-C					142	213

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	0	0	566	0.000	0	0.0	0.0	0.000	A
B-A	179	45	508	0.353	177	0.0	0.5	10.803	B
C-AB	8	2	479	0.016	7	0.0	0.0	7.639	A
C-A	96	24			96				
A-B	269	67			269				
A-C	117	29			117				

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	0	0	543	0.000	0	0.0	0.0	0.000	A
B-A	214	53	493	0.434	213	0.5	0.7	12.804	B
C-AB	10	2	481	0.020	9	0.0	0.0	7.664	A
C-A	115	29			115				
A-B	321	80			321				
A-C	139	35			139				

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	0	0	511	0.000	0	0.0	0.0	0.000	A
B-A	262	66	473	0.554	260	0.7	1.2	16.792	C
C-AB	13	3	485	0.026	12	0.0	0.0	7.662	A
C-A	139	35			139				
A-B	393	98			393				
A-C	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-C	0	0	511	0.000	0	0.0	0.0	0.000	A
B-A	262	66	473	0.554	262	1.2	1.2	17.055	C
C-AB	13	3	485	0.026	13	0.0	0.0	7.619	A
C-A	139	35			139				
A-B	393	98			393				
A-C	171	43			171				

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	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	214	53	493	0.434	216	1.2	0.8	13.049	B
C-AB	10	2	482	0.020	10	0.0	0.0	7.570	A
C-A	115	29			115				
A-B	321	80			321				
A-C	139	35			139				

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	0	0	565	0.000	0	0.0	0.0	0.000	A
B-A	179	45	508	0.353	180	0.8	0.6	11.003	B
C-AB	8	2	479	0.016	8	0.0	0.0	7.594	A
C-A	96	24			96				
A-B	269	67			269				
A-C	117	29			117				

2031 Base + Committed + ALL Development (SENSITIVITY), 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	2.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	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	2031 Base + Committed + ALL Development (SENSITIVITY)	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	✓	508	100.000
B - Hook Lane		ONE HOUR	✓	179	100.000
C - Sefter Road NW		ONE HOUR	✓	344	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	415	93
	B - Hook Lane	179	0	0
	C - Sefter Road NW	308	36	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	0.00	0.00	0.0	A	0	0
B-A	0.45	14.93	0.8	B	164	246
C-AB	0.10	5.47	0.2	A	56	83
C-A					260	390
A-B					381	571
A-C					85	128

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	0	0	584	0.000	0	0.0	0.0	0.000	A
B-A	135	34	483	0.279	133	0.0	0.4	10.256	B
C-AB	41	10	700	0.058	40	0.0	0.1	5.457	A
C-A	218	55			218				
A-B	312	78			312				
A-C	70	18			70				

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	0	0	564	0.000	0	0.0	0.0	0.000	A
B-A	161	40	464	0.347	160	0.4	0.5	11.833	B
C-AB	53	13	717	0.074	53	0.1	0.1	5.424	A
C-A	256	64			256				
A-B	373	93			373				
A-C	84	21			84				

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	0	0	537	0.000	0	0.0	0.0	0.000	A
B-A	197	49	438	0.450	196	0.5	0.8	14.796	B
C-AB	73	18	742	0.099	73	0.1	0.2	5.386	A
C-A	305	76			305				
A-B	457	114			457				
A-C	102	26			102				

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	0	0	536	0.000	0	0.0	0.0	0.000	A
B-A	197	49	438	0.450	197	0.8	0.8	14.928	B
C-AB	73	18	742	0.099	73	0.2	0.2	5.390	A
C-A	305	76			305				
A-B	457	114			457				
A-C	102	26			102				

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	0	0	564	0.000	0	0.0	0.0	0.000	A
B-A	161	40	464	0.347	162	0.8	0.5	11.967	B
C-AB	53	13	717	0.074	53	0.2	0.1	5.431	A
C-A	256	64			256				
A-B	373	93			373				
A-C	84	21			84				

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	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	135	34	483	0.279	135	0.5	0.4	10.383	B
C-AB	41	10	700	0.058	41	0.1	0.1	5.467	A
C-A	218	55			218				
A-B	312	78			312				
A-C	70	18			70				