

Appendix 1

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

DATE: 15/11/18

TO: Milestone Transport Planning FAO: Tony Wares
FROM: Stephen Gee
Stephen.gee@westsussex.gov.uk
SUBJECT: PRE-89-18
Residential-led development for 600 units accessed from the A259 Goring Street. The development will also include improvement to the car parking facilities at Goring-by-Sea railway station to provide additional facilities.
Chatsmore Farm, Goring Street, Goring-by-Sea, BN12 5BW

RECOMMENDATION:

Advice	<input checked="" type="checkbox"/>	Modification	<input type="checkbox"/>	More information	<input type="checkbox"/>
Objection	<input type="checkbox"/>	No objection	<input type="checkbox"/>	Refusal	<input type="checkbox"/>

The Highways Authority has been consulted for pre-application advice in regard to the proposed residential development at Chatsmore Farm, Goring Street, Goring-by-Sea, BN12 5BW. We currently operate a scheme of charging for detailed highways and transport pre-application advice to enable this service to be provided to a consistent and high standard. Please find further information on our charging procedure at the link below:

<https://www.westsussex.gov.uk/preapphighways>

A pre application scoping note dated October 2018 was provided in advance of a meeting with Milestone Transport Planning and Persimmon Homes.

Background

The site is located to the south and west of the A259 with Goring Crossways to the sites north east boundary and Goring by Sea Station to the south east. The site is wholly within Worthing Borough Councils boundary but borders Arun District. The application is for approximately 600 units. An indicative plan was included within the scoping note which showed a relocated rugby club however at this point it was confirmed that this did not form part of the proposals.

Planning Policy framework

Emerging Local Plan

It was confirmed at the meeting that the application site would only include the site within Worthing District at this time. It is noted that the site is not allocated for development within the plan. A copy of the plan is available at <https://www.adur-worthing.gov.uk/worthing-local-plan/about/>

It should be noted that the Planning policy framework should not include reference to the Adur Local Plan

Worthing Local Plan Transport Study

In support of the Local Plan, a transport study has been undertaken to assess the cumulative impacts of development, the site has been included within the options presented albeit at a smaller scale. A copy of the document can be found at <https://www.adur-worthing.gov.uk/planning-policy/worthing-background-studies-and-info/infrastructure-transport/>

The TA should also consider the West Sussex Walking and Cycling Strategy <https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-walking-and-cycling-strategy-2016-2026/>

Access

A signalised junction would be provided onto the A259 Goring Street. It is proposed to close the access to Goring Street from the A259 to vehicular traffic and permanently reinstate the shared footway/cycleway. Vehicle access to residential properties on Goring Street and the railway station will then utilise the proposed access.

It is recommended that consultation is undertaken with effected stakeholders prior to the submission of an application.

The primary access road will be provided with a carriageway width of 6.75m and flanked by a 3.0m shared footway/cycleway along one side and a 2m footway along the other side of the carriageway

Swept Paths, stage 1 safety audit and designer's response will be provided as part of the planning application.

Sustainable Transport

Walk – The scoping note identifies a number of local facilities within walking distance of the site. A review/audit of the routes to key facilities would identify any improvements that are required.

Cycle – The site is located close to a number of cycle routes and roads that are suitable for cycle.

Public Transport

Bus – The scoping note identifies a number of local bus stops and services that any future residents could make use of, the consideration of improvements to key stops including waiting facilities and RTPPI should be considered to encourage residents to travel by bus.

Rail – The site is well located with Goring-by-Sea railway station located to the south east corner of the site. The station benefits from 3 services in each direction providing connects to locations such as Worthing, Brighton. London Victoria, Littlehampton, Chichester and Southampton.

Railway Station

As part of the development, it is proposed to improve the existing car parking facilities at Goring-by-Sea railway station. It is suggested that the level of parking is determined by a parking survey and in discussion with Southern. I happy to agree the extent of the survey required.

Trip generation/distribution/assignment

Trip Generation

Whilst I do not fully agree with the parameters utilised (with regard to the size of units selected) the outputs provided are acceptable.

Trip distribution has been based on 2011 census journey to work information as is accepted. Confirmation on the assignment method utilised should be provided within the TA, although at first glance would appear suitable.

As discussed at the meeting a plan showing the total number of trips should be provided before I can confirm the extent of Junction modelling required (discussed below)

Junction modelling

In addition to the plan showing which junctions are to be surveyed I would anticipate that the A27/A280 Junctions would require surveying and modelling, this can be confirmed by the provision of a plan showing total numbers of trips.

Committed Development

A list of developments is contained within the Worthing Local Plan Transport Study. It should be noted that Arun application ref A/40/18 does not appear in the list and should be considered due to its impact (and mitigation proposed) at A280/A27/ Titnore Lane Future Year scenarios of 2024 (5 years post application) and 2033 (End of emerging Worthing Local Plan) were identified as appropriate.

Mitigation

A259/ Goring Crossroads – It should be noted that the Transport Study that has been produced to support the local plan provides a high level scheme for the junction, A range of sensitivity tests have been provided which include/exclude the site (albeit at a lower number of dwellings)

The application would be required to develop a scheme that can accommodate both the development and that to come forward through the local plan. I have also began the process of requesting the model files via Worthing District Council.

Parking

Parking and Cycle parking will be provided in line with WSCC standards. The WSCC parking calculator should be utilised to assess the likely demand.

The design of parking provision to the south east corner of the site would need to be careful designed to avoid attracting additional vehicles / ensuring sufficient parking is available for the residential use.

Rights of Way

The scoping note details that the existing rights of way will be retained. These include 2121 east west

2121-1 Footpath to Ferring Lane

During the course of discussions the benefit of a bridleway (thus allowing cycling) being provided to the north west corner of the site was discussed and seen to have a positive impact on the site and would reduce and potential misuse of footpath 2121-1 by cyclists.

PIA assessment

The cordon proposed appears acceptable. Reference should also be made to the data provided within Worthing Local Plan Transport Study which has also considered the PIA on the wider network.

Travel Plan

It was confirmed that the application would require a residential travel plan.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated

- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of proposed Highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of proposed highway works and designers response, including amended plans and a 'Design Audit' of proposed highway works including identified departures from standards
- A 'Transport Statement', including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

[Manual for Streets](#) and [Manual for Streets 2](#)

DMRB supplementary documents TD/93:

<http://www.standardsforhighways.co.uk/ha/standards/dmr/vol6/section1.htm>

Local Design Guide:

<https://www.westsussex.gov.uk/preappphhighways> – available under Additional Information

WSCC car parking standards:

<https://www.westsussex.gov.uk/preappphhighways> – available under Additional Information

Stephen Gee

STRATEGIC PLANNING

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Milestone Transport Planning FAO: Tony Wares
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	6 January 2020
LOCATION:	Chatsmore Farm, A259 Goring Street, Goring-by-Sea, BN12 5BW
SUBJECT:	Internal Reference: PRE-119-19 Residential-led mixed-use development comprising the erection of 465 residential units (Use Class C3) of mixed type, size and tenure together with associated refuse / cycle storage and car parking; a local centre with commercial retail (Use Class A1) and a crèche (Use Class D1) on the ground floor, car parking facilities for Goring rail station and extensive areas of soft landscaping and public open space on land at Chatsmore Farm, Goring-by-Sea in West Sussex.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Chatsmore Farm, A259 Goring Street, Goring-by-Sea, BN12 5BW.

This response provides a secondary set of comments following the provision of a draft Transport Assessment ref 18-122 Working draft. Initial pre application discussions were undertaken in October 2018.

Access

Vehicle

A three arm roundabout junction is proposed, the junction of the A259 Goring Street and the minor Goring Street would be closed and a realigned link provided. The existing A259 Goring Street / The Strand junction would be amended to Left in Left Out. At present the main concern over the suitability of the access is in relation

to the queuing back of the A259 Goring Street/Goring Way junction to the south which is considered further below.

Ped/cycles

The existing public rights of way that runs east-west along the south boundary of the site and north south between the site will be retained. Surface improvements would be expected and consideration of upgrade to bridleway status considered to allow use by cyclists.

An additional pedestrian (and cyclist?) access point will be provided to the north-west of the development. The existing public right of way (path number 2121_1) connecting to Ferring Lane, will be upgraded to facilitate increased pedestrian movements to access the bus stops located along the A259.

The access point to the north west should be shown to be within the control of the applicant on a plan.

Modelling parameters

Residential

The trip generation, distribution and assignment are acceptable. The development would be anticipated to generate 285 AM peak and 291 PM peak two way trips.

Commercial / Retail trip rates.

No allowance has been made for the commercial retail and a crèche, whilst it is recognised that these are unlikely to generate significant new trips, they may create linked and pass by trips and as such should be provided, any discounts agreed and included within the modelling.

Consented Development

For consistency it would also be helpful to include the 175 dwellings at Land South of Water Lane and the allocation of 250 dwellings at Worthing Rugby Club on Roundstone Lane, as well as those dwellings within the various consented sites at Roundstone Lane which were not occupied by September 2018, when traffic surveys were undertaken. The developments at Roundstone Lane would of course directly contribute to traffic levels at Goring Crossways and other junctions on the A259 and A2032.

TEMPRO

The averaging of a single Arun ward and the whole of the Worthing local authority is not accepted. As the impact of one single ward in Arun compared to numerous in Worthing that impact the local highway network has an uneven influence.

Reassignment

The TA includes the assumption that 50% of vehicles that currently turn right out of The Strand onto the A259 would redistribute to utilise alternative north south links to the A2032 Littlehampton Road such as Limbrick Lane, The Avenue and The Boulevard. It should be confirmed that these vehicles have been added to the vehicle flows at the Goring Crossways roundabout.

Modelling

Amended modelling should be provided taking into account the revised consented developments, TEMPRO, commercial trip rates and reassignment. Additionally the tables in the TA should include the arm delay and to assist in the assessment should be renumbered to read in a clockwise manner starting at 12, (the same approach as undertaken by the survey company).

The application should not rely on the Local Plan mitigation as being fully sufficient for a development on the same site which has these key differences in scale and in the consequences of the network change proposed at A259 Goring St / The Strand.

I have not undertaken a full review of the modelling inputs including geometry – Drawings of the measurements undertaken would assist in any future assessment.

Site Access

The site access appears to operate satisfactorily in the modelling provided, however, when considering the delays of adjoining roundabouts it is apparent that the queuing back from the A259 Goring Street/ Goring Way junction would adversely affect its operation.

The Strand / A259 Goring Street (Left In- Left-Out Only)

The junction modelling provided indicates that the junction appears to operate satisfactorily in the modelling provided, however, when considering the delays of adjoining roundabouts it is apparent that the queuing back from the A259 Goring Street/ Goring Way junction would adversely affect its operation.

A259 / A2032 / Titnore Lane (Goring Crossways)

The junction has been modelled with the improvement of the Worthing Local Plan improvement scheme, the base modelling identifies that even with the improvement

the junction is forecasted to operate close or over capacity in the 2024 base and 2033 base. The development exacerbates the queues and delays on the A259 Littlehampton Road approach by 47 PCUS and by 1min 20 seconds.

It is noted the Arcady output includes a 2018 base scenario. It is assumed that this has been undertaken with the proposed local plan scheme included.

A259 Goring Street/ Goring Way

The queue length surveys from the 2018 surveys do not appear to correlate with the queues within the base year. Further consideration/information is required.

From the modelling provided queues increase on the A259 North Arm by an additional 46 vehicles and result in an increased delay of 3 minutes per vehicle (5 mins to 8 mins)

A259/Ferring Lane

Further information should be provided to the queues recorded between 8.20 and 8.50 on the A259 West, as these do not replicate those provided within the modelling.

Further junction modelling required

It is requested that the A280/Titnore Lane/A27 junction is tested as the development would add 65 AM and 67 PM peak two way trips through the junction. The impacts of mitigation contained within the Land North of Water Lane A/40/17 should be assessed.

Mitigation

Based on the information provided to date mitigation proposals should be developed for the Goring Street / Goring Way and additional mitigation on the Goring Crossway over and above the local plan scheme.

Parking

The development proposals include the provision of a 73 space car park for Goring rail station, the size of the car park has been calculated using the car parking stress surveys undertaken. It is understood that the car park would also serve the commercial elements of the development.

Consideration should be given the management of the station car park and any pricing regime.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
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- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

I have provided, below, some standard guidance relating to road design and current standards.

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- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents TD/93:

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section1/td993.pdf>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to

the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Stephen Gee
Planning Services

Appendix 2



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction:

CLASSIFICATION	PCU
P/CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

TIME	From A								To A								TOTAL
	BIKE	MCYCLE	CAR	LOV	OVH	OV2	BUS	POU	BIKE	MCYCLE	CAR	LOV	OVH	OV2	BUS	POU	
07:00 - 07:15	3	1	133	45	2	1	0	1843	0	2	255	20	5	3	0	3482	348
07:15 - 07:30	0	0	181	33	1	0	0	2174	0	4	320	10	0	1	1	2483	281
07:30 - 07:45	0	0	256	56	11	2	0	2863	3	7	315	12	0	1	1	4467	467
07:45 - 08:00	2	0	180	40	5	1	1	2246	2	7	350	15	0	3	0	4714	470
Hourly Total	5	0	590	134	19	4	1	7327	4	20	1230	57	0	6	2	10212	1021
08:00 - 08:15	4	1	237	43	3	0	2	2197	2	4	359	32	0	0	1	4003	405
08:15 - 08:30	2	0	212	33	4	1	0	2249	2	1	217	23	0	1	1	2613	266
08:30 - 08:45	0	0	216	25	0	1	0	2193	0	3	285	14	0	1	1	2394	237
08:45 - 09:00	0	0	267	31	12	0	2	2884	0	1	300	40	4	2	0	3518	347
Hourly Total	6	1	726	132	20	2	4	9523	5	9	1156	109	0	3	3	12133	1214
09:00 - 09:15	0	0	260	30	5	2	1	2819	0	0	271	10	0	1	0	3100	307
09:15 - 09:30	1	0	258	40	5	1	0	2772	0	4	287	47	13	1	1	3364	353
09:30 - 09:45	0	0	264	30	0	1	1	2784	0	2	285	27	0	0	0	3356	336
09:45 - 10:00	0	0	215	28	0	2	1	2255	0	2	277	33	0	1	0	2568	251
Hourly Total	1	0	997	140	24	6	3	11930	0	11	1120	120	0	2	1	13221	1320
Session Total	20	10	2699	454	70	15	4	3120	17	40	2700	492	10	17	0	4027	4206
10:00 - 10:15	0	2	201	25	0	1	0	2081	0	1	278	26	0	1	0	2377	238
10:15 - 10:30	1	0	258	34	4	1	1	2847	0	3	255	20	0	1	1	3136	316
10:30 - 10:45	0	0	256	44	5	0	0	2865	0	7	306	32	0	0	0	3214	340
10:45 - 11:00	1	0	259	36	10	1	1	2857	0	4	270	25	0	0	0	3246	328
Hourly Total	2	2	1174	139	22	3	2	1370	0	15	1329	83	0	2	2	1299	1324
11:00 - 11:15	1	0	261	33	2	1	0	2817	1	0	270	25	0	1	0	3084	304
11:15 - 11:30	1	0	264	34	3	0	0	2843	0	0	300	27	0	0	1	2970	296
11:30 - 11:45	1	0	255	35	2	0	0	2813	0	2	252	41	0	1	0	2918	285
11:45 - 12:00	1	0	255	35	0	0	1	2846	0	0	301	50	0	0	0	3072	298
Hourly Total	4	0	1035	137	5	1	1	11307	1	2	1123	143	0	2	1	12171	1210
12:00 - 12:15	2	0	256	30	3	0	2	2861	2	0	260	20	0	0	0	3249	327
12:15 - 12:30	4	0	218	20	4	0	0	2468	0	2	301	10	0	0	0	2880	281
12:30 - 12:45	1	0	211	27	3	0	0	2349	0	0	320	20	0	0	0	2669	264
12:45 - 13:00	0	0	223	16	2	1	1	2275	0	1	216	25	0	0	0	2495	247
Hourly Total	7	0	1104	93	12	1	3	12217	3	3	1397	131	0	0	1	13811	1380
13:00 - 13:15	1	0	274	22	2	1	0	2819	0	0	280	20	0	1	0	3099	306
13:15 - 13:30	2	0	254	18	2	0	1	2790	0	3	265	19	0	1	1	2937	294
13:30 - 13:45	1	0	253	21	0	1	1	2783	0	0	250	18	0	0	1	2890	285
13:45 - 14:00	1	0	243	19	1	0	2	2789	0	1	261	25	1	1	0	2880	280
Hourly Total	5	0	1024	80	5	2	4	11281	0	4	1056	82	0	3	2	11921	1190
Session Total	10	0	4435	440	90	7	10	5025	10	10	4611	552	0	7	4	5204	5204

TIME	From B									To B									
	BIKICLE	MCYCLE	CAR	LOV	OGV1	OGV2	BUS	POU	TOTAL	BIKICLE	MCYCLE	CAR	LOV	OGV1	OGV2	BUS	POU	TOTAL	
07:00 - 07:15	0	0	4	0	0	0	0	4.0	4	0	0	2	1	0	0	0	0	3.0	3
07:15 - 07:30	0	0	4	1	2	0	0	8.0	7	0	0	4	0	1	0	0	0	5.0	5
07:30 - 07:45	0	0	3	0	0	0	0	3.0	3	0	0	0	1	0	0	0	0	4.0	4
07:45 - 08:00	0	0	3	2	2	0	0	8.0	7	0	0	3	4	1	0	0	0	8.0	8
Hourly Total	0	0	14	3	4	0	0	23	21	0	0	15	5	1	0	0	0	38	38
08:00 - 08:15	0	1	2	1	0	0	0	3.4	4	0	0	0	4	0	0	1	0	11.0	10
08:15 - 08:30	0	0	0	2	0	0	0	3.0	3	0	0	2	2	0	0	0	0	4.0	4
08:30 - 08:45	0	0	3	0	0	0	0	3.0	3	0	0	11	0	0	0	0	0	20.0	19
08:45 - 09:00	0	0	3	1	0	0	0	3.4	4	0	0	17	2	1	0	0	0	28.0	26
Hourly Total	0	1	10	3	0	0	0	10	10	0	0	30	6	1	0	0	0	68	67
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	1	2	0	0	0	3.0	3	0	1	10	2	0	0	0	0	12.0	13
09:30 - 09:45	0	0	0	1	0	0	0	1.0	1	0	0	3	4	1	0	0	0	14.0	14
09:45 - 10:00	0	0	0	1	1	0	0	2.0	2	0	0	12	3	1	0	0	0	18.0	18
Hourly Total	0	0	1	4	1	0	0	2.0	2	0	1	15	7	1	0	0	0	32	32
Session Total	0	1	25	11	5	0	0	70	68	0	1	91	34	2	0	0	1	140	138
10:00 - 10:15	0	0	0	2	0	0	0	0.0	0	0	0	10	0	0	0	0	0	10.0	10
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	0	0	10	2	1	0	0	0	13.0	13
10:30 - 10:45	0	0	11	0	0	0	0	11.0	11	0	0	11	0	0	0	0	0	16.0	16
10:45 - 11:00	0	0	2	3	0	0	0	0.0	0	0	0	23	0	0	0	0	0	28.0	28
Hourly Total	0	0	13	5	0	0	0	12	12	0	0	54	2	1	0	0	0	77	77
11:00 - 11:15	0	0	0	1	0	0	0	1.0	1	0	0	10	0	0	0	0	0	11.0	11
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	0	0	10.0	10
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0	0	0	10	1	1	0	0	0	12.0	12
11:45 - 12:00	0	0	10	0	0	0	0	10.0	10	0	0	25	3	0	0	0	0	38.0	38
Hourly Total	0	0	10	1	0	0	0	11	11	0	0	55	4	1	0	0	0	63	63
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	0	0	10.0	10
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	0	0	10.0	10
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	0	0	10.0	10
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	0	0	10.0	10
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	40	40
Session Total	1	1	36	16	5	0	0	114	113	2	2	200	39	3	0	0	1	305	305

TIME	From C								To C								TOTAL	
	BIKICLE	MCYCLE	CAR	LOV	OGV1	OGV2	BUS	PCU	BIKICLE	MCYCLE	CAR	LOV	OGV1	OGV2	BUS	PCU		
07:00 - 07:15	0	2	205	20	5	3	0	3462	244	3	1	125	44	2	1	0	1853	186
07:15 - 07:30	0	4	204	18	5	1	1	2343	261	0	5	101	24	2	0	0	2483	222
07:30 - 07:45	3	7	275	32	8	1	1	1467	487	5	3	203	55	10	2	0	2734	276
07:45 - 08:00	1	7	289	35	5	3	0	4714	470	2	6	180	26	6	1	1	2341	234
Hourly Total	4	20	873	103	26	8	2	1122	1262	10	15	509	129	20	4	1	731	732
08:00 - 08:15	1	4	259	32	8	0	1	1816	485	4	2	204	40	3	0	1	2521	256
08:15 - 08:30	2	1	217	21	8	1	1	1673	263	2	3	211	20	4	1	0	2054	206
08:30 - 08:45	5	5	285	24	6	1	1	2343	261	0	4	226	25	5	1	0	2553	247
08:45 - 09:00	0	1	260	40	4	2	0	2519	267	0	1	250	20	11	0	2	3063	302
Hourly Total	8	11	981	117	26	4	3	1122	1262	6	10	645	105	23	2	2	102	102
09:00 - 09:15	0	5	271	38	3	1	0	1318	317	0	2	228	14	5	2	1	2063	202
09:15 - 09:30	0	4	287	47	13	1	1	2084	263	1	2	217	40	5	1	0	2074	206
09:30 - 09:45	0	3	266	37	3	2	0	1716	263	0	1	243	25	8	1	1	2053	202
09:45 - 10:00	0	2	277	33	8	1	0	1551	261	0	1	202	25	5	2	1	2045	204
Hourly Total	0	11	1120	156	27	5	1	1122	1262	2	6	677	132	23	6	5	102	102
Session Total	7	40	3700	489	79	17	4	4407	4366	23	31	2459	431	67	13	7	3060	3059
10:00 - 10:15	0	1	278	28	4	1	0	1677	264	0	2	261	27	6	1	0	2061	207
10:15 - 10:30	0	3	268	30	4	1	1	2182	261	1	3	225	26	3	1	1	2123	206
10:30 - 10:45	0	7	266	32	5	0	0	1363	260	0	0	258	38	5	0	0	2045	202
10:45 - 11:00	0	4	279	35	6	0	0	2046	264	1	3	260	24	10	1	1	2477	243
Hourly Total	0	15	1391	146	21	2	1	1120	1262	2	8	1007	133	24	3	2	1071	1070
11:00 - 11:15	1	4	278	35	5	1	0	2046	264	0	4	270	21	2	1	0	2153	216
11:15 - 11:30	1	4	262	27	5	0	1	2763	270	1	4	270	21	4	0	0	2668	266
11:30 - 11:45	0	2	262	41	3	1	0	2418	260	0	7	220	20	4	0	0	2458	240
11:45 - 12:00	0	5	261	32	3	0	0	1675	260	1	6	265	14	0	0	1	2024	207
Hourly Total	2	16	1323	166	16	1	1	1120	1262	4	21	1120	130	10	1	1	102	102
12:00 - 12:15	0	2	264	38	3	0	0	1568	267	2	2	278	20	3	0	2	2107	212
12:15 - 12:30	0	2	261	38	0	0	0	1588	261	4	5	205	22	3	0	0	2043	209
12:30 - 12:45	0	4	260	30	4	0	1	2023	263	1	3	267	26	3	0	0	2063	206
12:45 - 13:00	1	2	216	25	3	0	0	1565	267	0	4	218	13	2	1	1	2023	209
Hourly Total	1	10	1029	131	10	1	1	1120	1262	7	19	1096	81	11	1	3	102	102
13:00 - 13:15	1	2	266	32	2	1	0	2019	260	1	6	257	19	2	1	0	2051	206
13:15 - 13:30	2	2	266	14	2	1	1	2037	264	2	4	256	18	2	0	1	2018	203
13:30 - 13:45	0	5	259	18	0	0	1	2019	263	1	0	244	22	0	1	1	2705	260
13:45 - 14:00	0	1	261	25	1	1	0	2182	260	2	6	240	19	0	0	2	2048	207
Hourly Total	3	11	1074	94	5	3	2	1120	1262	6	16	973	78	4	2	4	1071	1065
Session Total	10	60	6011	802	122	27	5	6266	6262	37	66	4267	430	109	27	10	4820	4848



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (East) A259 Littlehampton Road / B - Ferring Lane / C - (West) A259 Littlehampton Road



Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination			
		A	B	C	Total
Arm Origin	A	0	440	7693	8133
	B	0	0	183	183
	C	9700	0	0	9700
	Total	9700	440	7876	



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (East) A259 Littlehampton Road / B - Ferring Lane / C - (West) A259 Littlehampton Road

Survey Period	A - (East) A259 Littlehampton Road		B - Ferring Lane	C - (West) A259 Littlehampton Road	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2
	Max	Max	Max	Max	Max
07:00 - 07:05	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0
07:15 - 07:20	0	0	1	0	0
07:20 - 07:25	0	0	1	0	0
07:25 - 07:30	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0
08:15 - 08:20	0	0	1	0	6
08:20 - 08:25	0	0	1	21	25
08:25 - 08:30	0	0	0	24	28
08:30 - 08:35	0	0	0	26	33
08:35 - 08:40	0	0	0	24	30
08:40 - 08:45	0	0	0	0	32
08:45 - 08:50	0	0	0	6	28
08:50 - 08:55	0	0	1	4	5
08:55 - 09:00	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0
09:05 - 09:10	0	0	1	0	0
09:10 - 09:15	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0
09:20 - 09:25	0	0	1	0	0
09:25 - 09:30	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0

15:00 - 15:05	0	0	0	0	0
15:05 - 15:10	0	0	1	0	0
15:10 - 15:15	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0
15:20 - 15:25	0	0	2	0	0
15:25 - 15:30	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0
15:55 - 16:00	0	0	1	0	0
16:00 - 16:05	0	0	0	0	0
16:05 - 16:10	0	0	2	0	0
16:10 - 16:15	0	0	1	0	0
16:15 - 16:20	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0
16:25 - 16:30	0	0	3	0	0
16:30 - 16:35	0	0	0	0	0
16:35 - 16:40	0	0	2	0	0
16:40 - 16:45	0	0	1	0	0
16:45 - 16:50	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0
16:55 - 17:00	0	0	1	0	0
17:00 - 17:05	0	0	0	0	0
17:05 - 17:10	0	0	2	0	0
17:10 - 17:15	0	0	1	0	0
17:15 - 17:20	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0
17:35 - 17:40	0	0	1	0	0
17:40 - 17:45	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0
17:50 - 17:55	0	0	1	0	0
17:55 - 18:00	0	0	0	0	0
18:00 - 18:05	0	0	1	0	0
18:05 - 18:10	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0
18:40 - 18:45	0	0	1	0	0
18:45 - 18:50	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0
18:55 - 19:00	0	0	1	0	0



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction:

CLASSIFICATION	PCU
P/CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A2700 Titnore Lane / B - A2032 Littlehampton Road / C - A259 Goring Street / D - A259 Littlehampton Road

Approach: A - A2700 Titnore Lane

TIME	A to B									A to C									
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	
07:00 - 07:15	0	0	3	2	0	0	0	5.0	5	0	0	27	13	4	1	0	0	45.3	45
07:15 - 07:30	0	0	7	2	0	0	0	9.0	9	0	0	46	10	6	2	0	0	69.6	64
07:30 - 07:45	0	0	12	2	0	0	0	14.0	14	0	0	49	14	3	0	0	0	67.5	66
07:45 - 08:00	0	0	5	0	0	1	0	7.3	6	0	0	46	12	0	0	0	0	58.0	58
Hourly Total	0	0	27	6	0	1	0	35	34	0	0	168	49	13	3	0	0	244	233
08:00 - 08:15	0	0	12	2	0	0	0	14.0	14	0	0	52	14	3	0	0	0	70.5	69
08:15 - 08:30	0	0	10	1	0	0	0	11.0	11	0	1	31	8	1	0	0	0	49.9	41
08:30 - 08:45	0	0	7	3	0	0	0	10.0	10	0	0	29	7	4	0	0	0	42.0	40
08:45 - 09:00	0	0	18	0	3	0	0	22.5	21	0	0	54	12	1	0	0	0	67.5	67
Hourly Total	0	0	47	6	3	0	0	58	56	0	1	166	41	9	0	0	0	221	217
09:00 - 09:15	0	0	14	5	2	0	0	22.0	21	0	0	39	4	0	1	1	0	47.3	45
09:15 - 09:30	0	0	14	2	0	0	0	16.0	16	0	0	54	8	0	1	0	0	64.3	63
09:30 - 09:45	0	0	25	3	0	0	0	28.0	28	0	0	33	6	0	0	0	0	39.0	39
09:45 - 10:00	0	0	28	6	0	0	0	34.0	34	0	2	62	11	1	0	0	0	75.3	76
Hourly Total	0	0	81	16	2	0	0	100	99	0	2	188	29	1	2	1	0	227	223
Session Total	0	0	155	28	5	1	0	193	189	0	3	522	119	23	5	1	0	692	673
15:00 - 15:15	0	2	14	1	0	2	0	30.4	19	0	1	67	11	0	0	0	0	78.4	79
15:15 - 15:30	1	0	16	1	0	0	0	17.2	18	1	2	61	16	2	0	0	0	81.0	82
15:30 - 15:45	1	0	23	1	0	0	0	34.2	25	0	0	55	16	2	0	1	0	76.0	74
15:45 - 16:00	1	0	18	3	0	0	0	21.2	22	0	1	53	12	3	0	0	0	69.9	69
Hourly Total	3	2	71	6	0	2	0	84	84	1	4	236	55	7	0	1	0	306	304
16:00 - 16:15	0	0	20	5	1	2	0	31.1	28	0	1	58	10	1	1	0	0	72.2	71
16:15 - 16:30	0	1	21	2	0	0	0	23.4	24	0	0	51	14	1	0	0	0	66.5	66
16:30 - 16:45	0	1	12	2	0	0	0	14.4	15	0	0	63	12	0	0	0	0	75.0	75
16:45 - 17:00	0	0	26	2	0	0	0	28.0	28	1	0	60	16	2	0	0	0	79.2	79
Hourly Total	0	2	79	11	1	2	0	98	95	1	1	232	52	4	1	0	0	292	291
17:00 - 17:15	0	0	17	3	1	0	0	21.5	21	0	3	62	12	1	0	0	0	86.7	86
17:15 - 17:30	1	1	15	2	0	0	0	17.6	19	0	3	67	9	0	0	0	0	77.2	79
17:30 - 17:45	0	0	19	5	0	1	0	26.3	25	0	2	72	8	0	0	0	0	80.8	82
17:45 - 18:00	0	0	23	3	0	0	0	26.0	26	0	0	64	10	0	0	0	0	74.0	74
Hourly Total	1	1	74	13	1	1	0	91	91	0	8	285	39	1	0	0	0	329	333
18:00 - 18:15	0	0	10	1	0	0	0	11.0	11	0	2	104	14	3	0	0	0	123.3	123
18:15 - 18:30	0	0	20	1	0	0	0	21.0	21	1	0	94	9	0	0	0	0	103.2	104
18:30 - 18:45	0	0	25	2	0	0	0	27.0	27	0	0	72	4	1	0	0	0	77.5	77
18:45 - 19:00	0	1	15	2	0	1	0	19.7	19	0	0	56	3	0	1	1	0	63.3	61
Hourly Total	0	1	70	6	0	1	0	78	78	1	2	326	30	4	1	1	0	367	365
Session Total	4	6	294	36	2	6	0	351	348	3	15	1079	176	16	2	2	0	1294	1293

TIME	From A									To A								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	34	15	4	1	0	57.3	84	0	0	78	15	1	0	0	94.5	94
07:15 - 07:30	0	0	59	13	6	2	0	85.6	90	0	1	77	20	1	0	0	99.9	99
07:30 - 07:45	1	0	69	21	6	0	0	99.2	97	0	0	91	31	0	1	1	126.3	124
07:45 - 08:00	0	0	56	14	0	1	0	72.3	71	1	4	74	21	3	0	0	101.3	103
Hourly Total	1	0	218	63	16	4	0	314	302	1	5	320	87	5	1	1	421	420
08:00 - 08:15	1	0	70	19	3	0	0	93.7	93	0	1	87	19	0	0	0	106.4	107
08:15 - 08:30	0	1	43	12	1	0	0	56.9	57	0	1	104	13	3	1	0	124.2	122
08:30 - 08:45	0	0	38	13	6	0	0	60.0	57	0	0	106	11	2	1	0	122.3	120
08:45 - 09:00	0	0	76	14	4	0	0	96.0	94	1	0	78	16	3	0	0	98.7	98
Hourly Total	1	1	227	58	14	0	0	306	301	1	2	375	59	8	2	0	452	447
09:00 - 09:15	0	0	58	11	3	1	1	77.8	74	0	0	92	16	3	2	0	117.1	113
09:15 - 09:30	0	0	77	12	0	1	0	91.3	90	0	2	82	13	1	0	0	97.3	98
09:30 - 09:45	0	0	64	9	2	0	0	76.0	75	0	0	78	11	2	0	1	94.0	92
09:45 - 10:00	0	2	96	18	1	0	0	116.3	117	0	2	82	9	4	0	0	97.8	97
Hourly Total	0	2	295	50	6	2	1	362	356	0	4	334	49	10	2	1	407	400
Session Total	2	3	740	171	36	6	1	882	859	2	11	1029	195	23	5	2	1280	1267
15:00 - 15:15	0	3	88	14	1	3	0	111.6	109	0	0	114	15	2	1	0	134.3	132
15:15 - 15:30	2	2	83	19	4	0	0	108.2	110	0	0	96	19	4	1	0	123.3	120
15:30 - 15:45	1	0	86	21	2	0	1	112.2	111	0	1	83	13	3	0	0	100.9	100
15:45 - 16:00	2	1	88	17	7	0	0	116.3	115	0	1	100	17	1	0	0	118.9	119
Hourly Total	5	6	345	71	14	3	1	449	445	0	2	393	64	10	2	0	476	471
16:00 - 16:15	0	1	89	19	2	3	0	118.3	114	0	2	99	15	3	1	0	121.6	120
16:15 - 16:30	1	1	84	20	1	0	0	106.1	107	0	1	105	17	1	1	0	126.2	125
16:30 - 16:45	0	1	82	17	0	0	0	99.4	100	0	0	111	20	1	0	0	132.5	132
16:45 - 17:00	1	0	98	21	2	0	0	122.2	122	1	2	104	11	3	1	0	122.8	122
Hourly Total	2	3	353	77	5	3	0	446	443	1	5	419	63	8	3	0	503	499
17:00 - 17:15	0	3	110	17	2	0	0	131.2	132	0	1	120	16	0	0	0	136.4	137
17:15 - 17:30	1	4	95	11	0	0	0	107.8	111	0	0	110	5	1	1	0	118.8	117
17:30 - 17:45	1	2	101	15	0	1	0	119.3	120	1	2	101	8	1	1	0	113.8	114
17:45 - 18:00	0	0	97	13	0	0	0	110.0	110	1	1	135	12	3	0	0	152.1	152
Hourly Total	2	9	403	56	2	1	0	468	473	2	4	466	41	5	2	0	522	520
18:00 - 18:15	0	2	127	16	3	0	0	148.3	148	0	0	93	9	0	1	0	104.3	103
18:15 - 18:30	1	0	123	11	0	0	0	134.2	135	0	0	96	6	0	0	0	102.0	102
18:30 - 18:45	0	0	102	6	1	0	0	109.5	109	0	0	73	7	0	0	0	80.0	80
18:45 - 19:00	1	1	81	6	0	2	1	94.2	92	0	1	77	12	1	0	0	90.9	91
Hourly Total	2	3	433	39	4	2	1	486	484	0	1	339	34	1	1	0	377	376
Session Total	11	21	1534	243	25	9	2	1849	1845	3	12	1617	202	24	8	0	1880	1866



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A2700 Titnore Lane / B - A2032 Littlehampton Road / C - A259 Goring Street / D - A259 Littlehampton Road

Approach: B - A2032 Littlehampton Road

TIME	B to C									B to D								
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	26	3	1	0	0	30.5	30	3	1	90	31	0	0	0	122.0	125
07:15 - 07:30	1	0	27	7	0	0	1	36.2	36	1	3	108	23	0	0	0	132.4	135
07:30 - 07:45	0	0	35	7	0	0	0	42.0	42	2	3	122	36	1	1	0	162.4	164
07:45 - 08:00	0	3	52	14	1	0	0	68.7	70	2	4	104	25	0	0	1	133.0	136
Hourly Total	1	3	140	31	2	0	1	177	178	8	11	424	114	1	1	1	550	560
08:00 - 08:15	0	0	39	1	0	1	0	42.3	41	2	2	123	23	3	0	1	153.7	154
08:15 - 08:30	1	1	14	0	1	0	0	16.1	17	1	1	111	21	2	0	0	135.6	136
08:30 - 08:45	0	0	43	8	0	0	0	51.0	51	0	3	122	15	3	1	0	145.0	144
08:45 - 09:00	0	0	55	5	0	0	0	60.0	60	0	1	188	16	6	0	2	217.4	213
Hourly Total	1	1	151	14	1	1	0	169	169	3	7	544	75	14	1	3	652	647
09:00 - 09:15	0	0	64	2	3	0	1	72.5	70	0	3	143	23	4	0	1	178.2	174
09:15 - 09:30	0	1	32	8	3	0	0	44.9	44	2	2	146	18	3	0	0	171.7	173
09:30 - 09:45	0	1	39	3	4	0	0	48.4	47	1	0	136	26	4	1	1	171.5	168
09:45 - 10:00	0	0	22	6	2	0	0	31.0	30	0	2	106	18	1	0	1	178.3	178
Hourly Total	0	2	157	19	12	0	1	197	191	3	7	562	85	12	1	3	697	693
Session Total	2	6	448	64	15	1	2	543	538	14	25	1550	274	27	3	7	1899	1900
15:00 - 15:15	0	0	25	0	0	0	0	25.0	25	0	1	184	23	3	0	0	211.9	211
15:15 - 15:30	1	0	37	4	6	0	0	50.2	48	1	3	153	21	1	1	0	178.2	180
15:30 - 15:45	0	4	33	2	2	0	0	39.6	41	0	0	145	26	2	0	0	174.0	173
15:45 - 16:00	1	3	39	8	0	0	0	48.4	51	0	0	173	19	3	1	1	200.8	197
Hourly Total	2	7	134	14	8	0	0	163	165	1	4	655	89	9	2	1	767	761
16:00 - 16:15	1	2	43	3	1	0	0	48.5	50	0	4	169	14	0	0	0	184.6	187
16:15 - 16:30	0	0	51	3	0	0	0	54.0	54	0	4	184	17	1	0	0	204.1	206
16:30 - 16:45	0	0	68	3	1	0	0	72.5	72	2	7	186	17	1	0	0	207.7	213
16:45 - 17:00	0	0	47	3	0	0	0	50.0	50	1	3	190	18	0	0	1	211.4	213
Hourly Total	1	2	209	12	2	0	0	225	226	3	18	729	66	2	0	1	808	819
17:00 - 17:15	0	1	44	0	0	0	0	44.4	45	1	3	174	17	0	0	1	194.4	195
17:15 - 17:30	1	2	72	4	0	0	0	77.0	79	0	5	189	15	4	0	0	212.0	213
17:30 - 17:45	1	1	52	2	1	0	0	56.1	57	0	0	145	15	0	0	0	160.0	160
17:45 - 18:00	1	1	63	7	0	0	0	73.6	72	0	3	137	7	0	0	1	147.2	148
Hourly Total	3	5	231	13	1	0	0	249	253	1	11	645	54	4	0	2	713	717
18:00 - 18:15	2	0	56	5	0	0	0	61.4	63	0	2	141	13	0	0	0	154.8	156
18:15 - 18:30	0	1	47	0	0	0	0	47.4	48	0	2	136	13	0	0	1	151.8	152
18:30 - 18:45	0	0	23	1	0	0	0	24.0	24	0	3	151	9	0	0	0	161.2	163
18:45 - 19:00	0	1	48	4	1	0	0	53.9	54	0	3	139	12	0	0	1	154.2	155
Hourly Total	2	2	174	10	1	0	0	187	189	0	10	567	47	0	0	2	622	626
Session Total	8	16	748	49	12	0	0	824	833	5	43	2596	256	15	2	6	2910	2923

B to A									B to B								
PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	8	4	0	0	0	12.0	12	0	0	2	0	0	0	0	2.0	2
0	0	14	6	0	0	0	20.0	20	0	0	1	0	0	0	0	1.0	1
0	0	6	5	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
0	1	4	3	1	0	0	8.9	9	0	0	0	0	0	0	0	0.0	0
0	1	32	18	1	0	0	52	52	0	0	3	0	0	0	0	3	3
0	0	10	6	0	0	0	16.0	16	0	0	1	0	0	0	0	1.0	1
0	0	23	2	1	0	0	26.5	26	0	0	0	0	0	0	0	0.0	0
0	0	20	2	1	0	0	23.5	23	0	0	1	0	0	0	0	1.0	1
0	0	16	3	3	0	0	23.5	22	0	0	0	0	0	0	0	0.0	0
0	0	69	13	5	0	0	90	87	0	0	1	1	0	0	0	2	2
0	0	22	5	0	0	0	27.0	27	0	0	0	1	0	0	0	1.0	1
0	0	20	3	0	0	0	23.0	23	0	0	1	1	0	0	0	2.0	2
0	0	35	2	0	0	0	37.0	37	0	0	3	0	0	0	0	3.0	3
0	2	42	1	0	0	0	43.8	45	0	0	1	0	0	0	0	1.0	1
0	2	119	11	0	0	0	131	132	0	0	5	2	0	0	0	7	7
0	3	220	42	6	0	0	273	271	0	0	9	3	0	0	0	12	12
0	0	30	0	0	0	0	30.0	30	0	0	2	0	0	0	0	2.0	2
0	0	15	1	0	0	0	16.0	16	0	0	0	1	0	0	0	1.0	1
0	0	18	0	0	0	0	18.0	18	0	0	5	0	0	0	0	5.0	5
0	0	15	2	0	0	0	17.0	17	0	0	4	0	0	0	0	4.0	4
0	0	78	3	0	0	0	81	81	0	0	11	1	0	0	0	12	12
0	0	14	3	0	0	0	17.0	17	0	0	2	3	0	0	0	5.0	5
0	0	16	1	0	1	0	19.3	18	0	0	3	0	0	0	0	3.0	3
0	0	19	2	0	0	0	21.0	21	0	0	2	2	0	0	0	4.0	4
0	0	17	0	2	0	0	20.0	19	0	0	2	2	0	0	0	4.0	4
0	0	66	6	2	1	0	77	75	0	0	9	7	0	0	0	16	16
0	0	12	0	0	0	0	12.0	12	0	0	2	0	0	0	0	2.0	2
0	0	9	0	0	0	0	9.0	9	0	0	1	0	0	0	0	1.0	1
0	0	23	2	0	0	0	25.0	25	0	0	4	0	0	0	0	4.0	4
0	0	29	0	0	0	0	29.0	29	0	0	4	0	0	0	0	4.0	4
0	0	73	2	0	0	0	75	75	0	0	11	0	0	0	0	11	11
0	0	21	2	0	0	0	23.0	23	0	0	2	2	0	0	0	4.0	4
0	0	24	0	0	0	0	24.0	24	0	0	1	0	0	0	0	1.0	1
0	0	23	5	0	0	0	28.0	28	0	0	8	0	0	0	0	8.0	8
0	0	14	0	1	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
0	0	82	7	1	0	0	91	90	0	0	11	2	0	0	0	13	13
0	0	299	18	3	1	0	324	321	0	0	42	10	0	0	0	52	52

TIME	From B									To B								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	3	1	126	38	1	0	0	166.5	169	2	2	199	35	5	0	0	246.7	247
07:15 - 07:30	2	3	150	36	0	0	1	189.6	192	1	2	212	40	3	1	0	259.8	259
07:30 - 07:45	2	3	163	47	1	1	0	215.4	217	0	2	232	26	6	0	0	267.8	266
07:45 - 08:00	2	8	160	42	2	0	1	216.6	215	1	4	271	28	3	1	0	307.6	308
Hourly Total	9	15	599	163	4	1	2	782	793	4	10	914	133	17	2	0	1083	1080
08:00 - 08:15	2	2	172	31	3	1	1	213.0	212	2	2	253	28	6	0	0	291.2	291
08:15 - 08:30	2	2	148	23	4	0	0	178.2	179	8	1	239	18	4	0	1	267.0	271
08:30 - 08:45	0	3	186	25	4	1	0	220.5	219	0	4	239	29	5	0	1	278.1	278
08:45 - 09:00	0	1	259	24	9	0	2	300.9	295	1	2	299	27	5	2	0	338.1	336
Hourly Total	4	8	765	103	20	2	3	913	905	11	9	1030	102	20	2	2	1177	1176
09:00 - 09:15	0	3	229	31	7	0	2	275.7	272	0	4	256	29	2	2	0	294.2	293
09:15 - 09:30	2	3	201	30	6	0	0	241.6	242	1	4	219	36	9	1	1	274.6	271
09:30 - 09:45	1	1	212	31	8	1	1	299.9	295	0	3	244	27	1	1	0	276.0	276
09:45 - 10:00	0	4	221	25	3	0	1	254.1	254	0	2	242	38	4	2	0	291.4	288
Hourly Total	3	11	863	117	24	1	4	1021	1023	1	13	961	130	16	6	1	1136	1128
Session Total	16	34	2227	383	48	4	9	2726	2721	16	32	2905	365	53	10	3	3396	3384
15:00 - 15:15	0	1	241	23	3	0	0	268.9	268	0	8	241	24	4	2	0	278.8	279
15:15 - 15:30	2	3	206	27	7	1	0	246.4	245	2	2	211	36	7	0	1	260.7	259
15:30 - 15:45	0	4	201	28	4	0	0	236.6	237	1	6	223	23	3	0	0	253.1	256
15:45 - 16:00	1	3	231	29	3	1	1	270.2	269	1	4	199	30	2	0	0	233.8	236
Hourly Total	3	11	878	107	17	2	1	1023	1019	4	20	874	113	16	2	1	1027	1030
16:00 - 16:15	1	6	228	23	1	0	0	255.1	259	0	4	209	32	4	2	0	253.2	251
16:15 - 16:30	0	4	254	21	1	1	0	280.4	281	0	2	253	41	6	0	1	305.8	303
16:30 - 16:45	2	7	275	24	2	0	0	305.2	310	0	3	217	42	3	1	0	267.0	266
16:45 - 17:00	1	3	256	23	2	0	1	285.4	286	0	4	230	44	0	0	0	275.6	278
Hourly Total	4	20	1013	91	6	1	1	1126	1136	0	13	909	159	13	3	1	1102	1098
17:00 - 17:15	1	4	232	17	0	0	1	262.8	255	1	4	219	31	3	0	0	266.3	256
17:15 - 17:30	1	7	271	19	4	0	0	299.0	302	1	5	240	26	0	0	0	288.2	272
17:30 - 17:45	1	1	224	19	1	0	0	245.1	246	2	7	259	26	2	1	1	285.5	288
17:45 - 18:00	1	4	223	14	0	0	1	250.8	253	4	2	263	24	3	0	0	283.1	286
Hourly Total	4	16	960	69	5	0	2	1048	1056	8	18	981	107	8	1	1	1113	1124
18:00 - 18:15	2	2	220	22	0	0	0	243.2	246	3	4	209	24	0	0	1	237.2	241
18:15 - 18:30	0	3	208	13	0	0	1	224.2	225	1	1	217	16	1	1	1	238.4	238
18:30 - 18:45	0	3	205	15	0	0	0	221.2	223	1	4	217	20	0	0	1	240.8	243
18:45 - 19:00	0	4	201	16	2	0	1	223.6	224	1	1	231	22	1	1	0	257.4	257
Hourly Total	2	12	854	66	2	0	2	912	918	6	10	874	82	2	2	3	975	979
Session Total	13	59	3685	333	30	3	6	4109	4129	18	61	3638	461	39	8	6	4217	4231



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A2700 Titnore Lane / B - A2032 Littlehampton Road / C - A259 Goring Street / D - A259 Littlehampton Road

Approach: C - A259 Goring Street

TIME	C to B									C to A								
	PCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	49	15	0	0	0	64.0	64	0	0	57	9	1	0	0	67.5	67
07:15 - 07:30	0	3	72	15	0	0	0	88.2	90	0	0	41	10	1	0	0	52.5	52
07:30 - 07:45	0	1	83	15	9	1	0	114.2	109	0	0	54	14	0	1	1	72.3	70
07:45 - 08:00	0	0	71	12	2	0	0	86.0	85	1	3	49	9	2	0	0	62.4	64
Hourly Total	0	4	275	57	11	1	0	353	348	1	3	201	42	4	1	1	254	253
08:00 - 08:15	0	0	92	14	1	0	1	109.5	108	0	0	52	13	0	0	0	78.0	78
08:15 - 08:30	0	0	114	15	0	1	0	131.3	130	0	0	67	9	1	0	0	77.4	77
08:30 - 08:45	0	1	100	9	2	0	0	112.4	112	0	0	72	8	1	0	0	81.5	81
08:45 - 09:00	0	0	92	13	3	0	0	109.5	108	1	0	53	8	0	0	0	61.2	62
Hourly Total	0	1	398	51	6	1	1	462	458	1	0	257	38	2	0	0	298	298
09:00 - 09:15	0	1	89	12	1	1	0	105.2	104	0	0	48	5	1	2	0	59.1	56
09:15 - 09:30	0	1	77	17	2	1	0	99.7	98	0	2	45	8	1	0	0	55.3	56
09:30 - 09:45	1	0	86	15	5	0	0	108.7	107	0	0	38	6	1	0	0	47.5	46
09:45 - 10:00	0	0	72	9	1	2	0	87.1	84	0	0	34	6	3	0	0	44.5	43
Hourly Total	1	2	324	53	9	4	0	401	393	0	2	169	28	6	2	1	207	201
Session Total	1	7	997	161	26	6	1	1216	1199	2	5	623	105	12	3	2	759	752
15:00 - 15:15	0	0	117	8	0	0	0	125.0	125	0	0	64	1	1	1	0	68.8	67
15:15 - 15:30	0	0	101	11	2	0	0	117.0	115	0	0	50	11	4	0	0	67.0	65
15:30 - 15:45	0	0	109	15	4	0	0	130.0	128	0	0	41	6	0	0	0	47.0	47
15:45 - 16:00	0	1	108	15	1	0	0	128.0	125	0	1	58	11	0	0	0	69.4	70
Hourly Total	0	1	435	49	7	0	1	497	493	0	1	213	29	5	1	0	252	249
16:00 - 16:15	0	1	118	16	2	0	0	137.4	137	0	0	67	10	1	1	0	80.8	79
16:15 - 16:30	0	1	94	11	2	0	0	108.4	108	0	0	61	9	1	0	0	71.5	71
16:30 - 16:45	0	2	112	11	2	0	0	126.8	127	0	0	76	11	1	0	0	88.5	88
16:45 - 17:00	0	3	93	15	0	0	0	109.2	111	1	1	63	10	0	1	0	75.9	76
Hourly Total	0	7	417	53	6	0	0	482	483	1	1	287	40	3	2	0	317	314
17:00 - 17:15	0	5	110	13	2	0	0	128.0	130	0	0	88	10	0	0	0	98.0	98
17:15 - 17:30	0	1	110	6	0	0	0	116.4	117	0	0	65	2	1	1	0	70.8	69
17:30 - 17:45	0	2	122	11	2	0	0	136.8	137	1	2	61	5	0	1	0	69.3	70
17:45 - 18:00	0	2	88	7	2	1	0	101.1	100	1	0	95	11	1	0	0	107.7	108
Hourly Total	0	10	430	37	6	1	0	482	484	2	2	309	28	2	2	0	346	345
18:00 - 18:15	0	3	124	8	1	0	0	134.7	136	0	0	47	7	0	1	0	96.9	95
18:15 - 18:30	0	0	110	4	0	0	0	114.0	114	0	0	55	2	0	0	0	57.0	57
18:30 - 18:45	0	0	109	12	0	1	1	125.3	123	0	0	42	2	0	0	0	44.0	44
18:45 - 19:00	0	3	97	5	0	0	1	105.2	106	0	1	53	9	0	0	0	62.4	63
Hourly Total	0	6	440	29	1	1	2	479	479	0	1	197	20	0	1	0	219	219
Session Total	0	24	1722	188	20	2	3	1940	1939	3	5	986	117	10	6	0	1134	1127

TIME	From C										To C									
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	141	31	2	0	0	175.0	174	0	0	162	25	7	1	0	199.8	195		
07:15 - 07:30	0	4	149	30	1	0	0	182.1	184	2	2	197	35	12	3	2	262.1	253		
07:30 - 07:45	0	1	188	40	9	2	1	248.5	241	2	3	251	48	4	1	1	310.9	310		
07:45 - 08:00	1	4	178	27	5	0	0	214.3	215	0	8	245	53	4	0	0	307.2	310		
Hourly Total	1	9	656	128	17	2	1	821	814	4	13	855	161	27	5	3	1081	1068		
08:00 - 08:15	0	1	230	39	4	0	1	277.4	275	0	2	245	32	4	1	0	298.1	298		
08:15 - 08:30	3	0	253	34	2	1	0	292.9	293	1	2	187	21	3	0	0	213.5	214		
08:30 - 08:45	0	2	254	24	3	0	0	283.3	283	0	0	200	29	6	0	1	240.0	236		
08:45 - 09:00	2	0	246	31	3	0	0	281.8	282	0	0	221	36	3	0	0	261.5	260		
Hourly Total	5	3	983	128	12	1	1	1135	1133	1	4	856	119	16	1	1	1005	998		
09:00 - 09:15	0	3	204	21	2	3	0	236.1	233	0	1	234	25	4	1	2	271.7	267		
09:15 - 09:30	1	3	187	31	3	1	0	226.2	226	0	1	210	32	5	1	0	252.2	249		
09:30 - 09:45	1	1	194	24	7	0	1	231.1	228	0	1	208	19	6	0	0	236.4	234		
09:45 - 10:00	0	0	180	22	5	2	0	214.1	209	0	3	215	27	4	0	0	249.2	249		
Hourly Total	2	7	765	96	17	6	1	906	898	0	6	867	102	19	2	2	1016	999		
Session Total	8	19	2404	354	46	9	3	2864	2843	5	23	2578	383	62	8	6	3096	3055		
15:00 - 15:15	0	5	288	21	1	1	0	314.8	316	0	1	219	24	1	1	0	247.2	246		
15:15 - 15:30	0	0	219	35	10	0	1	271.0	265	2	3	225	35	9	0	0	275.1	274		
15:30 - 15:45	0	0	204	30	6	0	0	243.0	240	1	4	217	31	5	0	1	259.3	259		
15:45 - 16:00	0	3	233	33	2	0	0	270.2	271	2	4	236	34	5	0	0	279.5	281		
Hourly Total	0	8	944	119	19	1	1	1099	1052	5	12	897	124	20	1	1	1061	1060		
16:00 - 16:15	0	1	248	35	3	1	0	290.2	285	1	4	246	25	2	1	0	278.1	279		
16:15 - 16:30	0	1	214	31	4	0	0	251.4	250	0	2	222	34	1	0	0	256.3	259		
16:30 - 16:45	0	2	237	31	3	0	0	273.3	273	0	1	237	22	1	0	0	260.9	261		
16:45 - 17:00	1	4	209	35	0	1	0	248.1	250	1	0	242	34	2	0	0	279.2	279		
Hourly Total	1	8	908	132	19	2	0	1063	1061	2	7	947	115	6	1	0	1076	1078		
17:00 - 17:15	0	5	244	31	4	0	0	283.0	284	0	5	252	27	4	0	0	287.0	288		
17:15 - 17:30	0	2	235	10	1	1	0	249.6	249	1	6	271	25	0	0	0	286.6	303		
17:30 - 17:45	1	7	228	22	2	1	0	258.3	261	2	4	245	22	1	0	0	270.5	274		
17:45 - 18:00	1	3	235	24	4	1	0	268.7	268	2	3	251	25	0	0	0	277.6	281		
Hourly Total	2	17	942	87	11	3	0	1060	1062	5	18	1019	99	5	0	0	1134	1148		
18:00 - 18:15	0	5	227	19	1	1	1	253.8	254	2	3	204	26	3	0	0	266.1	260		
18:15 - 18:30	0	0	223	10	1	0	0	234.5	234	5	3	254	15	2	0	0	274.2	279		
18:30 - 18:45	0	0	208	17	0	1	1	229.3	227	0	1	218	10	1	0	0	239.8	238		
18:45 - 19:00	1	4	205	16	1	0	1	226.3	220	0	2	221	12	1	1	1	239.6	238		
Hourly Total	1	9	863	62	3	2	3	945	943	7	9	937	65	7	1	1	1042	1047		
Session Total	4	42	3657	400	43	9	4	4167	4158	19	46	3820	403	38	3	2	4313	4331		



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A2700 Titnore Lane / B - A2032 Littlehampton Road / C - A259 Goring Street / D - A259 Littlehampton Road

Approach: D - A259 Littlehampton Road

TIME	D to A									D to B								
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	13	2	0	0	0	15.0	15	2	2	159	30	4	0	0	196.2	197
07:15 - 07:30	0	1	22	4	0	0	0	26.4	27	1	1	168	33	3	1	0	208.4	207
07:30 - 07:45	0	0	31	12	0	0	0	43.0	43	0	2	169	13	6	0	0	191.8	190
07:45 - 08:00	0	0	21	9	0	0	0	30.0	30	1	3	208	22	2	0	0	234.4	236
Hourly Total	0	1	87	27	0	0	0	114	115	4	8	704	98	15	1	0	831	830
08:00 - 08:15	0	1	12	0	0	0	0	12.4	13	2	1	168	13	3	0	0	186.3	187
08:15 - 08:30	0	1	14	2	1	1	0	20.2	19	5	1	157	7	3	0	1	171.9	174
08:30 - 08:45	0	0	14	1	0	1	0	17.3	16	0	3	149	19	5	0	1	178.7	177
08:45 - 09:00	0	0	9	5	0	0	0	14.0	14	0	2	180	17	2	2	0	205.4	203
Hourly Total	0	2	49	8	1	2	0	65	62	7	7	654	96	13	2	2	743	741
09:00 - 09:15	0	0	22	6	2	0	0	31.0	30	0	2	175	19	0	2	0	199.4	198
09:15 - 09:30	0	0	17	2	0	0	0	19.0	19	0	4	159	27	9	1	1	185.4	181
09:30 - 09:45	0	0	5	3	1	0	0	9.5	9	0	2	146	21	0	0	1	176.1	170
09:45 - 10:00	0	0	8	2	1	0	0	9.5	9	0	2	159	25	3	2	0	173.9	171
Hourly Total	0	0	50	13	4	0	0	69	67	0	10	599	92	12	6	1	729	729
Session Total	0	3	186	48	5	2	0	248	244	11	25	1957	246	40	9	3	2303	2291
15:00 - 15:15	0	0	20	14	1	0	0	35.5	35	0	1	118	11	4	0	0	135.4	134
15:15 - 15:30	0	0	31	7	0	1	0	40.3	39	1	2	127	21	3	0	1	155.5	155
15:30 - 15:45	0	1	24	7	3	0	0	35.9	35	0	6	141	13	1	0	0	157.9	161
15:45 - 16:00	0	0	27	4	1	0	0	32.5	32	0	3	110	20	1	0	0	132.7	134
Hourly Total	0	1	102	32	5	1	0	144	141	1	12	496	65	9	0	1	582	584
16:00 - 16:15	0	2	18	2	2	0	0	23.8	24	0	4	124	15	3	0	0	145.1	146
16:15 - 16:30	0	1	28	7	0	0	0	35.4	36	0	1	170	28	5	0	1	207.9	205
16:30 - 16:45	0	0	16	7	0	0	0	23.0	23	0	2	154	29	3	1	0	190.6	189
16:45 - 17:00	0	1	24	1	1	0	0	26.9	27	0	4	149	30	0	0	0	180.6	183
Hourly Total	0	4	86	17	3	0	0	110	110	0	11	597	102	11	1	1	724	723
17:00 - 17:15	0	1	20	6	0	0	0	26.4	27	1	4	154	20	0	0	0	176.8	179
17:15 - 17:30	0	0	36	3	0	0	0	39.0	39	0	3	164	22	0	0	0	187.2	189
17:30 - 17:45	0	0	17	1	1	0	0	19.5	19	2	4	191	15	2	0	1	213.0	215
17:45 - 18:00	0	1	11	1	2	0	0	15.4	15	4	1	194	15	2	0	0	203.2	206
Hourly Total	0	2	84	11	3	0	0	101	100	7	12	693	72	4	0	1	779	789
18:00 - 18:15	0	0	25	0	0	0	0	25.0	25	3	2	141	17	0	0	0	159.4	163
18:15 - 18:30	0	0	17	4	0	0	0	21.0	21	1	1	138	11	0	1	1	153.9	153
18:30 - 18:45	0	0	8	0	0	0	0	8.0	8	1	4	127	15	0	0	1	145.8	148
18:45 - 19:00	0	0	10	3	0	0	0	13.0	13	0	0	161	18	0	0	0	179.0	179
Hourly Total	0	0	60	7	0	0	0	67	67	5	7	567	61	0	1	2	638	643
Session Total	0	7	332	67	11	1	0	422	418	13	42	2353	300	24	2	5	2723	2739

D to C									D to D								
PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
0	0	109	9	2	0	0	121.0	126	0	0	0	0	0	1	0	2.3	1
1	2	124	18	6	1	1	156.3	153	0	0	0	0	0	0	0	0.0	0
2	3	167	27	1	1	1	201.4	202	0	0	0	0	0	0	0	0.0	0
0	5	147	27	3	0	0	180.5	182	0	0	0	0	1	2	0	6.1	3
3	10	547	81	12	2	2	660	657	0	0	0	0	1	3	0	9	4
0	2	157	18	1	0	0	177.3	178	0	0	1	1	1	0	0	2.5	2
0	0	142	13	1	0	0	156.5	156	0	0	0	1	3	0	0	5.5	4
0	0	128	14	2	0	1	147.0	145	0	0	0	0	0	0	0	0.0	0
0	0	112	19	2	0	0	134.0	133	0	0	1	1	2	0	0	5.0	4
0	2	539	64	6	0	1	615	612	0	0	1	3	6	0	0	13	10
0	1	131	19	1	0	0	151.9	152	0	0	0	1	0	0	0	1.0	1
0	0	124	16	2	0	0	143.0	142	0	0	1	0	0	0	0	1.0	1
0	0	136	10	2	0	0	149.0	148	0	0	1	0	0	0	0	1.0	1
0	1	131	10	1	0	0	142.9	143	0	0	0	0	3	0	0	4.5	3
0	2	522	55	6	0	0	597	595	0	0	0	3	3	0	0	9	6
3	14	1698	200	24	2	3	1862	1854	0	0	1	6	10	3	0	30	20
0	0	127	13	1	1	0	143.8	142	0	0	1	0	0	0	0	1.0	1
0	1	127	15	1	0	0	143.9	144	0	0	2	1	0	0	0	3.0	3
1	0	129	13	1	0	0	143.7	144	0	0	1	1	0	0	0	2.0	2
1	0	144	14	2	0	0	161.2	161	0	0	1	1	1	0	0	3.5	3
2	1	527	55	5	1	0	592	591	0	0	5	3	1	0	0	10	9
0	1	145	12	0	0	0	157.4	158	0	0	1	1	0	0	0	2.0	2
0	2	120	17	0	0	0	137.8	139	0	0	1	0	0	0	0	1.0	1
0	1	106	7	0	0	0	113.4	114	0	0	2	1	1	0	0	4.5	4
0	0	135	15	0	0	0	150.0	150	0	0	2	0	1	0	0	3.5	3
0	4	506	51	0	0	0	559	561	0	0	6	2	2	0	0	11	10
0	1	136	15	3	0	0	145.9	145	0	0	1	0	0	0	0	1.0	1
0	1	132	12	0	0	0	144.4	145	0	0	0	0	0	0	0	0.0	0
1	1	121	12	0	0	0	133.6	135	0	0	1	0	0	0	0	1.0	1
1	2	134	8	0	0	0	133.0	135	0	0	1	0	0	0	0	1.0	1
2	5	503	47	3	0	0	557	560	0	0	3	0	0	0	0	3	3
0	1	104	9	0	0	0	113.4	114	0	0	0	0	2	1	0	5.3	3
4	2	113	6	2	0	0	123.6	127	0	0	0	0	0	0	0	0.0	0
0	1	123	5	0	0	0	128.4	129	0	0	1	0	0	0	0	1.0	1
0	1	117	5	0	0	0	122.4	123	0	0	1	0	1	0	0	2.5	2
4	5	457	25	2	0	0	488	493	0	0	2	0	3	1	0	9	6
8	15	1993	178	10	1	0	2196	2205	0	0	16	5	6	1	0	33	28

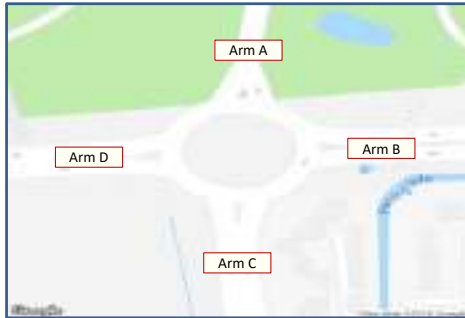
TIME	From D									To D								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	2	2	291	41	6	1	0	334.5	333	3	1	143	46	0	1	0	192.3	194
07:15 - 07:30	2	4	314	55	9	2	1	391.1	397	1	6	186	33	0	0	0	227.6	232
07:30 - 07:45	2	5	367	52	7	1	1	436.2	435	3	4	213	55	13	2	0	294.3	290
07:45 - 08:00	1	8	376	58	6	2	0	451.0	491	2	4	190	39	3	2	1	232.1	231
Hourly Total	7	19	1338	206	28	6	2	1613	1606	9	15	722	179	16	5	1	947	947
08:00 - 08:15	2	4	337	32	5	0	0	378.5	380	3	2	221	41	5	0	2	274.9	274
08:15 - 08:30	5	2	313	23	8	1	1	354.1	353	1	1	227	40	5	1	0	277.4	275
08:30 - 08:45	0	3	291	34	7	1	2	343.0	338	0	4	224	27	7	1	0	265.4	263
08:45 - 09:00	0	2	302	42	6	2	0	358.4	354	0	1	285	32	11	0	2	337.9	331
Hourly Total	7	11	1243	131	26	4	3	1433	1425	4	8	957	140	28	2	4	1196	1143
09:00 - 09:15	0	3	328	45	3	2	0	383.3	381	0	4	237	38	6	1	1	289.9	287
09:15 - 09:30	0	4	280	46	11	1	1	348.4	343	2	3	234	38	5	1	0	283.4	283
09:30 - 09:45	0	2	297	35	3	1	0	329.6	328	2	0	227	42	11	1	1	290.2	284
09:45 - 10:00	0	3	276	37	8	2	0	336.8	336	0	2	234	28	5	2	1	276.9	272
Hourly Total	0	12	1171	163	26	6	1	1393	1378	4	9	932	146	27	5	3	1142	1126
Session Total	14	42	3752	500	79	16	6	4439	4409	17	32	2611	465	71	12	8	3245	3216
10:00 - 10:15	0	1	266	38	6	1	0	315.7	312	0	1	309	33	4	1	0	350.7	348
10:15 - 10:30	1	3	287	44	4	1	1	342.7	341	1	3	262	35	5	1	1	310.2	308
10:30 - 10:45	1	7	295	34	5	0	0	339.5	342	0	0	263	46	6	0	0	318.0	315
10:45 - 10:00	1	3	282	39	5	0	0	328.9	330	1	1	299	37	9	1	1	354.4	349
Hourly Total	3	14	1130	155	20	2	1	1329	1325	2	5	1133	151	24	3	2	1333	1320
10:00 - 10:15	0	7	288	30	5	0	0	328.3	330	0	5	299	35	2	0	0	339.0	341
10:15 - 10:30	0	4	319	52	5	0	1	382.1	381	1	5	291	32	3	0	0	329.7	332
10:30 - 10:45	0	3	278	44	4	1	0	331.5	330	2	9	307	32	4	0	0	349.0	354
10:45 - 17:00	0	5	310	46	2	0	0	361.0	363	1	6	297	36	1	0	1	339.1	342
Hourly Total	0	19	1195	172	16	1	1	1403	1404	4	25	1194	135	10	0	1	1357	1369
17:00 - 17:15	1	6	301	41	3	0	0	346.1	352	1	8	295	32	2	0	1	336.4	340
17:15 - 17:30	0	4	332	37	0	0	0	376.6	373	0	6	312	21	4	0	0	341.4	343
17:30 - 17:45	3	5	330	28	3	0	1	367.1	370	1	2	278	28	2	0	0	316.0	311
17:45 - 18:00	5	4	320	24	4	0	0	352.6	357	0	5	236	14	2	1	1	259.3	259
Hourly Total	9	19	1283	130	10	0	1	1440	1452	2	21	1122	95	10	1	2	1246	1253
18:00 - 18:15	3	3	270	26	2	1	0	303.1	305	0	5	278	22	3	1	0	308.8	309
18:15 - 18:30	5	3	268	21	2	1	1	298.5	301	0	2	255	18	0	0	1	276.8	276
18:30 - 18:45	1	5	259	20	0	0	1	283.2	286	0	3	266	21	0	1	1	292.5	292
18:45 - 19:00	0	1	289	26	1	0	0	316.9	317	1	6	247	18	1	0	2	273.1	275
Hourly Total	9	12	1086	93	5	2	2	1203	1209	1	16	1046	79	4	2	4	1150	1152
Session Total	21	64	4694	550	51	5	5	5375	5390	9	67	4495	460	48	6	9	5086	5094



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A2700 Titnore Lane / B - A2032 Littlehampton Road / C - A259 Goring Street / D - A259 Littlehampton Road



Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination				
		A	B	C	D	Total
Arm Origin	A	0	537	1966	301	2804
	B	592	64	1371	4823	6850
	C	1879	1984	0	3138	7001
	D	662	5030	4059	48	9799
Total		3133	7615	7396	8310	



Goring by Sea, West Sussex: Queue Length Survey - Thursday,

Produced by Streetwise Services Ltd.

Junction: A - A2700 Titnore Lane / B - A2032 Littlehampton Road / C - A259

	A - A2700 Titnore Lane		B - A2032 Littlehampton Road	
	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	Max	Max	Max	Max
07:00 - 07:05	2	0	0	1
07:05 - 07:10	3	0	2	1
07:10 - 07:15	3	0	10	1
07:15 - 07:20	4	0	4	2
07:20 - 07:25	7	0	7	3
07:25 - 07:30	4	0	3	4
07:30 - 07:35	10	0	6	3
07:35 - 07:40	11	0	14	4
07:40 - 07:45	11	1	5	5
07:45 - 07:50	8	0	24	23
07:50 - 07:55	18	0	25	22
07:55 - 08:00	24	1	29	23
08:00 - 08:05	33	1	32	26
08:05 - 08:10	35	0	32	24
08:10 - 08:15	28	1	28	24
08:15 - 08:20	35	3	30	25
08:20 - 08:25	36	0	31	27
08:25 - 08:30	35	2	27	26
08:30 - 08:35	33	2	29	30
08:35 - 08:40	36	1	27	21
08:40 - 08:45	35	1	26	22
08:45 - 08:50	39	2	26	27
08:50 - 08:55	26	1	24	23
08:55 - 09:00	8	0	24	21

09:00 - 09:05	5	1	23	22
09:05 - 09:10	12	2	6	5
09:10 - 09:15	11	0	6	11
09:15 - 09:20	7	1	10	12
09:20 - 09:25	13	1	5	4
09:25 - 09:30	12	0	15	5
09:30 - 09:35	6	1	8	4
09:35 - 09:40	4	2	4	3
09:40 - 09:45	7	1	4	5
09:45 - 09:50	18	1	8	5
09:50 - 09:55	20	1	7	4
09:55 - 10:00	17	1	13	7
15:00 - 15:05	9	1	16	10
15:05 - 15:10	18	1	14	8
15:10 - 15:15	16	1	6	5
15:15 - 15:20	14	1	15	10
15:20 - 15:25	18	1	9	3
15:25 - 15:30	10	1	7	4
15:30 - 15:35	7	1	5	2
15:35 - 15:40	12	1	13	11
15:40 - 15:45	16	1	9	4
15:45 - 15:50	11	1	15	5
15:50 - 15:55	8	1	16	11
15:55 - 16:00	8	1	29	10
16:00 - 16:05	10	1	22	20
16:05 - 16:10	8	1	24	14
16:10 - 16:15	14	1	27	20
16:15 - 16:20	12	1	26	23
16:20 - 16:25	6	1	32	24
16:25 - 16:30	10	1	28	23
16:30 - 16:35	9	1	27	25
16:35 - 16:40	9	0	26	24
16:40 - 16:45	14	1	25	24
16:45 - 16:50	18	1	28	27
16:50 - 16:55	20	1	11	10
16:55 - 17:00	17	1	13	12

17:00 - 17:05	19	1	16	13
17:05 - 17:10	21	1	26	14
17:10 - 17:15	18	1	28	24
17:15 - 17:20	9	1	29	25
17:20 - 17:25	16	1	28	23
17:25 - 17:30	20	1	13	12
17:30 - 17:35	24	1	16	13
17:35 - 17:40	23	1	11	9
17:40 - 17:45	35	2	10	5
17:45 - 17:50	38	1	6	5
17:50 - 17:55	34	1	7	4
17:55 - 18:00	35	1	10	8
18:00 - 18:05	36	1	8	5
18:05 - 18:10	39	2	12	10
18:10 - 18:15	36	2	8	8
18:15 - 18:20	31	1	16	3
18:20 - 18:25	26	2	4	4
18:25 - 18:30	18	1	7	5
18:30 - 18:35	14	1	5	3
18:35 - 18:40	12	0	6	2
18:40 - 18:45	12	0	10	8
18:45 - 18:50	6	1	7	9
18:50 - 18:55	7	1	11	4
18:55 - 19:00	10	0	4	5

27 September 2018

9 Goring Street / D - A259 Littlehampton Road

C - A259 Goring Street		D - A259 Littlehampton Road	
Lane 1	Lane 2	Lane 1	Lane 2
Max	Max	Max	Max
5	1	3	3
7	2	10	7
5	1	5	5
6	1	7	4
13	2	7	14
3	2	4	7
6	2	12	15
7	1	4	13
16	2	12	16
7	1	14	35
3	7	23	46
3	5	14	28
7	6	32	22
7	6	30	20
13	4	29	27
9	3	45	48
10	4	47	48
10	2	45	47
12	8	46	47
5	2	47	47
9	6	16	48
11	6	46	47
7	4	36	29
28	4	29	23

19	8	33	24
5	4	24	25
10	3	11	25
5	3	10	8
10	4	16	7
7	4	6	8
6	3	4	8
10	2	4	8
5	4	10	14
13	7	12	4
11	6	13	23
3	3	4	7
14	6	6	5
16	6	6	8
19	5	10	18
17	3	7	11
9	3	10	5
13	5	6	5
12	7	5	3
7	3	3	28
10	3	5	7
17	8	4	15
12	4	3	7
23	7	9	10
19	5	4	16
16	4	6	24
24	3	2	10
26	8	8	14
28	11	12	25
27	10	15	18
25	4	8	16
22	7	6	13
26	8	28	28
22	5	19	25
11	6	11	16
15	15	5	8

23	8	30	26
27	6	14	16
29	4	11	10
16	6	7	14
7	3	4	10
9	4	13	15
12	2	7	6
7	2	12	9
9	6	5	7
20	4	6	10
12	4	6	8
7	5	8	14
11	3	8	5
12	3	4	3
12	2	2	4
8	2	4	6
10	3	7	7
7	1	2	4
6	2	3	3
6	2	2	7
10	3	6	3
8	1	7	6
7	2	7	6
10	4	5	7



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction:

CLASSIFICATION	PCU
P/CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) A259 Goring Street / B - The Strand / C - (South) A259 Goring Street

Approach: A - (North) A259 Goring Street

TIME	A to B									A to C								
	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	5	0	0	0	0	5.0	5	0	0	154	26	7	1	0	192.8	188
07:15 - 07:30	0	0	9	0	0	0	0	9.0	9	0	2	180	35	11	3	2	243.2	233
07:30 - 07:45	0	0	5	4	0	0	0	9.0	9	2	3	246	45	4	1	1	302.9	302
07:45 - 08:00	1	0	11	2	0	0	0	13.2	14	0	7	232	50	4	0	0	290.8	293
Hourly Total	1	0	30	6	0	0	0	36	37	2	12	812	156	26	5	3	1030	1016
08:00 - 08:15	0	0	6	2	0	0	0	8.0	8	2	3	241	36	4	2	0	293.2	292
08:15 - 08:30	0	0	7	0	0	0	0	7.0	7	1	2	174	21	4	0	0	202.0	202
08:30 - 08:45	1	0	11	0	0	0	0	11.2	12	0	0	194	29	6	0	1	234.0	230
08:45 - 09:00	0	0	6	1	0	0	0	7.0	7	0	0	217	35	3	0	0	256.5	255
Hourly Total	1	0	30	3	0	0	0	33	34	3	5	826	121	17	2	1	983	975
09:00 - 09:15	1	1	28	3	0	0	0	31.6	33	0	0	206	28	3	1	2	242.8	238
09:15 - 09:30	0	0	17	1	0	0	0	18.0	18	0	1	193	31	5	1	0	234.2	231
09:30 - 09:45	0	0	7	3	0	0	0	10.0	10	0	1	205	17	5	0	0	228.9	228
09:45 - 10:00	0	0	14	2	0	0	0	16.0	16	0	3	216	20	4	0	0	243.2	243
Hourly Total	1	1	66	8	0	0	0	75	77	0	5	820	94	17	2	2	961	946
Session Total	3	1	126	18	0	0	0	144	148	5	22	2458	371	60	9	6	2964	2931
15:00 - 15:15	0	0	9	0	0	0	0	9.0	9	0	1	214	28	1	1	0	246.2	245
15:15 - 15:30	1	1	24	3	0	0	0	27.6	29	2	2	201	34	6	0	0	245.2	245
15:30 - 15:45	0	0	24	3	0	0	0	27.0	27	2	2	191	31	4	1	1	233.5	232
15:45 - 16:00	0	0	18	6	0	0	0	24.0	24	2	3	220	27	5	0	0	256.1	257
Hourly Total	1	1	75	12	0	0	0	87	89	6	8	826	120	16	2	1	981	979
16:00 - 16:15	0	1	21	5	0	0	0	26.4	27	1	2	228	21	1	1	0	253.8	254
16:15 - 16:30	1	1	14	2	0	0	0	16.6	18	0	2	211	32	2	0	0	246.8	247
16:30 - 16:45	0	1	20	2	0	0	0	22.4	23	0	1	217	21	1	0	0	239.9	240
16:45 - 17:00	0	0	19	6	1	0	0	26.5	26	2	0	231	27	1	0	0	259.8	261
Hourly Total	1	3	74	15	1	0	0	92	94	3	5	887	101	5	0	0	1001	1002
17:00 - 17:15	0	0	22	4	0	0	0	26.0	26	0	5	226	26	4	0	0	260.0	261
17:15 - 17:30	0	1	21	2	0	0	0	23.4	24	1	6	256	24	0	0	0	282.6	287
17:30 - 17:45	0	0	25	1	0	0	0	26.0	26	2	5	229	21	1	0	0	253.9	258
17:45 - 18:00	0	1	27	1	0	0	0	28.4	29	2	2	228	25	0	0	0	254.2	257
Hourly Total	0	2	95	8	0	0	0	104	105	5	18	939	96	5	0	0	1051	1063
18:00 - 18:15	0	0	23	3	1	0	0	27.9	27	2	2	232	25	1	0	0	259.7	262
18:15 - 18:30	0	1	21	2	0	0	0	23.4	24	6	3	245	12	2	0	0	262.4	268
18:30 - 18:45	0	0	15	2	0	0	0	17.0	17	0	1	208	10	1	0	0	219.9	220
18:45 - 19:00	0	0	18	1	0	0	0	19.0	19	0	2	207	12	1	1	1	235.6	234
Hourly Total	0	1	77	8	1	0	0	87	87	8	8	892	59	5	1	1	968	974
Session Total	2	7	321	43	2	0	0	370	375	22	39	3544	376	31	4	2	4001	4018

TIME	From A									To A								
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	0	0	159	26	7	1	0	197.8	199	1	1	135	33	2	0	0	171.6	172
07:15 - 07:30	0	2	189	35	11	3	2	252.2	242	1	4	142	30	2	0	0	176.8	179
07:30 - 07:45	2	3	251	49	4	1	1	311.9	311	0	1	189	39	9	2	1	248.5	241
07:45 - 08:00	1	7	243	52	4	0	0	304.0	307	0	3	183	28	2	1	0	217.5	217
Hourly Total	3	12	642	162	26	5	3	1067	1053	2	9	649	130	15	3	1	815	809
08:00 - 08:15	2	3	247	38	4	2	0	297.2	295	1	1	231	39	5	1	1	253.9	250
08:15 - 08:30	1	2	181	21	4	0	0	209.0	209	0	0	248	33	2	0	0	284.0	283
08:30 - 08:45	1	0	205	29	6	0	1	245.2	242	0	2	263	25	4	0	0	294.8	294
08:45 - 09:00	0	0	223	36	3	0	0	263.5	262	2	0	248	31	2	0	0	282.4	283
Hourly Total	4	5	656	124	17	2	1	1015	1009	3	3	990	128	14	1	1	1145	1140
09:00 - 09:15	1	1	234	29	3	1	2	274.4	271	0	3	191	20	4	2	0	222.8	220
09:15 - 09:30	0	1	210	32	5	1	0	252.2	249	0	3	187	29	3	1	0	224.0	223
09:30 - 09:45	0	1	212	20	5	0	0	239.9	238	3	1	192	21	6	0	1	226.0	224
09:45 - 10:00	0	3	230	22	4	0	0	299.2	299	0	1	186	20	5	3	0	220.8	215
Hourly Total	1	6	686	103	17	2	2	1026	1017	3	8	756	90	18	6	1	893	882
Session Total	8	23	2584	389	60	9	6	3109	3079	8	20	2395	348	47	10	3	2853	2831
15:00 - 15:15	0	1	223	28	1	1	0	255.2	254	0	5	281	20	1	0	0	308.8	308
15:15 - 15:30	3	3	225	37	6	0	0	272.8	274	0	0	228	36	10	1	1	283.3	276
15:30 - 15:45	2	2	215	34	4	1	1	260.5	259	0	0	203	30	6	0	0	242.0	239
15:45 - 16:00	2	3	238	33	5	0	0	280.1	281	0	3	236	33	2	0	0	273.2	274
Hourly Total	7	9	901	132	16	2	1	1069	1068	0	8	948	119	19	2	1	1106	1097
16:00 - 16:15	1	3	249	26	1	1	0	280.2	281	0	1	252	32	3	1	0	291.2	289
16:15 - 16:30	1	3	225	34	2	0	0	263.4	265	0	3	221	29	4	0	0	257.2	257
16:30 - 16:45	0	2	237	23	1	0	0	282.3	283	0	1	235	37	3	0	0	276.9	276
16:45 - 17:00	2	0	250	33	2	0	0	286.4	287	1	4	211	33	0	1	0	268.1	266
Hourly Total	4	8	961	116	6	1	0	1022	1026	1	9	919	131	10	2	0	1074	1072
17:00 - 17:15	0	5	248	30	4	0	0	286.0	287	0	5	236	32	4	0	1	278.0	278
17:15 - 17:30	1	7	277	26	0	0	0	306.0	311	2	2	232	10	1	1	0	247.0	248
17:30 - 17:45	2	5	254	22	1	0	0	279.9	284	1	7	232	23	3	1	0	264.8	267
17:45 - 18:00	2	3	255	25	0	0	0	282.6	286	1	3	228	22	3	1	0	258.2	258
Hourly Total	5	20	1034	104	5	0	0	1155	1169	4	17	928	87	11	3	1	1049	1051
18:00 - 18:15	2	2	295	29	2	0	0	287.2	289	1	5	230	15	1	1	1	253.0	254
18:15 - 18:30	6	4	266	14	2	0	0	285.8	282	0	1	223	13	1	0	0	227.9	228
18:30 - 18:45	0	1	232	12	1	0	0	236.9	237	0	1	205	19	0	1	1	228.7	227
18:45 - 19:00	0	2	225	13	1	1	1	244.6	243	2	4	201	18	1	0	1	234.5	237
Hourly Total	8	9	969	67	6	1	1	1055	1061	3	11	899	65	3	2	3	945	946
Session Total	24	46	3869	419	33	4	2	4371	4393	8	45	3654	462	43	9	5	4174	4166



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) A259 Goring Street / B - The Strand / C - (South) A259 Goring Street

Approach: B - The Strand

TIME	B to C								B to A									
	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	1	0	7	1	0	0	0	8.2	9	0	0	8	6	0	0	0	14.0	14
07:15 - 07:30	0	0	11	1	1	0	0	13.5	13	0	0	14	0	0	0	0	14.0	14
07:30 - 07:45	0	0	10	5	0	0	1	17.0	16	0	0	9	6	0	0	0	15.0	15
07:45 - 08:00	0	0	25	7	1	0	0	33.5	33	0	0	12	6	0	0	0	18.0	18
Hourly Total	1	0	53	14	2	0	1	72	71	0	0	43	18	0	0	0	51	51
08:00 - 08:15	0	0	35	10	0	0	0	45.0	45	0	0	17	1	0	0	0	16.0	16
08:15 - 08:30	0	0	74	4	0	0	0	78.0	78	0	0	15	3	0	0	0	18.0	18
08:30 - 08:45	0	0	82	5	0	0	0	87.0	87	0	0	10	3	0	0	0	13.0	13
08:45 - 09:00	0	0	26	6	2	0	0	35.0	34	0	0	14	4	0	0	0	18.0	18
Hourly Total	0	0	217	25	2	0	0	245	244	0	0	56	11	0	0	0	67	67
09:00 - 09:15	0	0	26	2	1	0	0	29.5	29	0	0	16	2	0	0	0	18.0	18
09:15 - 09:30	0	0	23	5	0	0	0	28.0	28	0	0	8	2	0	0	0	10.0	10
09:30 - 09:45	0	0	11	2	0	0	0	13.0	13	2	0	7	1	0	0	0	8.4	10
09:45 - 10:00	0	0	16	3	0	0	0	19.0	19	0	0	7	2	0	0	0	9.0	9
Hourly Total	0	0	76	12	1	0	0	90	89	2	0	38	7	0	0	0	45	47
Session Total	1	0	346	51	5	0	1	407	404	2	0	137	36	0	0	0	173	175
15:00 - 15:15	0	0	22	1	0	0	0	23.0	23	0	0	10	0	0	0	0	10.0	10
15:15 - 15:30	0	0	10	1	0	0	0	11.0	11	0	0	2	0	0	0	0	2.0	2
15:30 - 15:45	0	0	18	3	0	0	0	21.0	21	0	0	10	3	0	0	0	13.0	13
15:45 - 16:00	0	1	20	1	0	0	0	21.4	22	0	1	6	3	0	0	0	9.4	10
Hourly Total	0	1	70	6	0	0	0	76	77	0	1	28	6	0	0	0	34	35
16:00 - 16:15	0	0	16	3	0	0	0	19.0	19	0	0	5	3	0	0	0	8.0	8
16:15 - 16:30	0	0	18	3	0	0	0	21.0	21	0	0	11	3	1	0	0	15.5	15
16:30 - 16:45	0	0	15	4	0	0	0	19.0	19	0	0	12	2	0	0	0	14.0	14
16:45 - 17:00	0	0	17	4	0	0	0	21.0	21	0	0	11	0	0	0	0	11.0	11
Hourly Total	0	0	66	14	0	0	0	80	80	0	0	39	8	1	0	0	45	45
17:00 - 17:15	0	0	16	3	0	0	0	19.0	19	0	1	8	1	0	0	0	9.4	10
17:15 - 17:30	1	0	16	3	1	0	0	20.7	21	0	0	10	0	0	0	0	10.0	10
17:30 - 17:45	0	1	25	0	0	0	0	25.4	26	0	1	11	2	0	0	0	13.4	14
17:45 - 18:00	0	0	20	1	0	0	0	21.0	21	0	1	10	0	0	0	0	10.4	11
Hourly Total	1	1	77	7	1	0	0	86	87	0	3	39	3	0	0	0	43	45
18:00 - 18:15	0	0	21	5	0	0	0	26.0	26	0	0	10	2	0	0	0	12.0	12
18:15 - 18:30	0	1	12	3	0	0	0	15.4	16	0	0	6	1	0	0	0	7.5	7
18:30 - 18:45	0	0	18	3	0	0	0	21.0	21	0	0	11	3	0	0	0	14.0	14
18:45 - 19:00	0	0	9	0	0	0	0	9.0	9	1	0	11	1	1	0	0	12.7	14
Hourly Total	0	1	60	11	0	0	0	71	72	1	0	38	7	1	0	0	47	47
Session Total	1	3	273	38	1	0	0	313	316	1	4	144	24	2	0	0	173	175

TIME	From B									To B								
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	1	0	15	7	0	0	0	22.2	23	0	0	9	1	0	0	0	10.0	10
07:15 - 07:30	0	0	25	1	1	0	0	27.5	27	0	0	15	1	0	0	0	16.0	16
07:30 - 07:45	0	0	19	11	0	0	1	32.0	31	0	0	12	6	0	0	0	18.0	18
07:45 - 08:00	0	0	37	13	1	0	0	51.5	51	1	0	19	5	0	0	0	24.2	25
Hourly Total	1	0	96	32	2	0	1	133	132	1	0	55	13	0	0	0	68	69
08:00 - 08:15	0	0	52	11	0	0	0	63.0	63	0	0	14	3	0	0	0	17.0	17
08:15 - 08:30	0	0	89	7	0	0	0	96.0	96	0	0	38	1	0	0	0	39.0	39
08:30 - 08:45	0	0	92	8	0	0	0	100.0	100	2	0	25	5	0	0	0	38.4	32
08:45 - 09:00	0	0	40	10	2	0	0	63.0	62	0	0	35	5	0	0	0	40.0	40
Hourly Total	0	0	273	36	2	0	0	312	311	2	0	102	14	0	0	0	116	118
09:00 - 09:15	0	0	42	4	1	0	0	47.5	47	1	1	46	5	0	0	0	51.6	53
09:15 - 09:30	0	0	31	7	0	0	0	38.0	38	0	0	32	4	0	0	0	36.0	36
09:30 - 09:45	2	0	18	3	0	0	0	21.4	23	0	0	24	3	0	0	0	27.0	27
09:45 - 10:00	0	0	23	5	0	0	0	28.0	28	0	0	27	5	0	0	0	32.0	32
Hourly Total	2	0	114	19	1	0	0	136	138	1	1	128	17	0	0	0	146	148
Session Total	3	0	483	87	5	0	1	580	579	4	1	286	44	0	0	0	330	335
15:00 - 15:15	0	0	32	1	0	0	0	33.0	33	0	1	43	1	1	0	0	45.9	46
15:15 - 15:30	0	0	12	1	0	0	0	13.0	13	1	1	46	6	1	0	0	54.1	55
15:30 - 15:45	0	0	28	6	0	0	0	34.0	34	0	0	48	4	0	0	0	52.0	52
15:45 - 16:00	0	2	26	4	0	0	0	36.8	32	0	1	32	10	0	0	0	42.4	43
Hourly Total	0	2	98	12	0	0	0	111	112	1	3	169	21	2	0	0	194	196
16:00 - 16:15	0	0	21	6	0	0	0	27.0	27	0	1	40	7	0	0	0	47.4	48
16:15 - 16:30	0	0	29	6	1	0	0	36.5	36	2	2	44	5	0	0	0	50.2	53
16:30 - 16:45	0	0	27	6	0	0	0	33.0	33	1	1	50	6	0	0	0	36.6	38
16:45 - 17:00	0	0	28	4	0	0	0	32.0	32	1	0	37	9	1	0	0	47.7	48
Hourly Total	0	0	105	22	1	0	0	129	128	4	4	171	27	1	0	0	203	207
17:00 - 17:15	0	1	24	4	0	0	0	28.4	29	1	0	51	11	1	0	0	63.7	64
17:15 - 17:30	1	0	26	3	1	0	0	30.7	31	0	1	51	5	0	0	0	56.4	57
17:30 - 17:45	0	2	36	2	0	0	0	38.8	40	0	2	46	8	0	0	0	54.8	56
17:45 - 18:00	0	1	30	1	0	0	0	31.4	32	0	2	54	4	0	0	0	58.8	60
Hourly Total	1	4	116	10	1	0	0	130	132	1	5	202	28	1	0	0	234	237
18:00 - 18:15	0	0	31	7	0	0	0	38.0	38	0	0	52	6	2	0	0	61.0	60
18:15 - 18:30	0	1	16	4	0	0	0	22.4	23	0	2	43	3	0	0	0	45.8	48
18:30 - 18:45	0	0	29	6	0	0	0	35.0	35	0	0	33	5	0	0	0	38.0	38
18:45 - 19:00	1	0	20	1	1	0	0	22.7	23	0	0	35	3	1	0	0	40.5	40
Hourly Total	1	1	98	18	1	0	0	118	119	0	2	164	17	3	0	0	187	186
Session Total	2	7	417	62	3	0	0	488	491	6	14	706	93	7	0	0	818	826



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) A259 Goring Street / B - The Strand / C - (South) A259 Goring Street

Approach: C - (South) A259 Goring Street

TIME	C to A									C to B								
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	1	1	127	27	2	0	0	157.6	158	0	0	4	1	0	0	0	5.8	5
07:15 - 07:30	1	4	128	30	2	0	0	162.8	165	0	0	6	1	0	0	0	7.0	7
07:30 - 07:45	0	1	180	33	9	2	1	233.5	228	0	0	7	2	0	0	0	9.0	9
07:45 - 08:00	0	3	171	22	2	1	0	199.5	199	0	0	8	3	0	0	0	11.0	11
Hourly Total	2	9	606	112	15	3	1	754	748	0	0	25	7	0	0	0	32	32
08:00 - 08:15	1	1	214	38	6	1	1	285.9	282	0	0	8	1	0	0	0	9.0	9
08:15 - 08:30	0	0	233	30	2	0	0	266.0	265	0	0	21	1	0	0	0	22.0	22
08:30 - 08:45	0	2	253	22	4	0	0	281.8	281	1	0	14	5	0	0	0	19.2	20
08:45 - 09:00	2	0	234	27	2	0	0	264.4	265	0	0	29	4	0	0	0	33.0	33
Hourly Total	3	3	934	117	14	1	1	1078	1073	1	0	72	11	0	0	0	83	84
09:00 - 09:15	0	3	175	18	4	2	0	284.8	282	0	0	18	2	0	0	0	20.0	20
09:15 - 09:30	0	3	179	27	3	1	0	214.0	213	0	0	15	3	0	0	0	18.0	18
09:30 - 09:45	1	1	185	20	6	0	1	218.6	214	0	0	17	0	0	0	0	17.0	17
09:45 - 10:00	0	1	179	18	5	3	0	211.8	206	0	0	13	3	0	0	0	16.0	16
Hourly Total	1	8	748	83	18	6	1	847	835	0	0	63	8	0	0	0	71	71
Session Total	6	20	2258	312	47	10	3	2679	2656	1	0	160	26	0	0	0	186	187
15:00 - 15:15	0	5	271	20	1	1	0	296.8	298	0	1	34	1	1	0	0	36.8	37
15:15 - 15:30	0	0	226	36	10	1	1	281.3	274	0	0	22	3	1	0	0	26.5	26
15:30 - 15:45	0	0	193	27	6	0	0	229.0	226	0	0	24	1	0	0	0	25.0	25
15:45 - 16:00	0	2	230	30	2	0	0	263.8	264	0	1	14	4	0	0	0	18.4	19
Hourly Total	0	7	920	113	19	2	1	1072	1062	0	2	94	9	2	0	0	107	107
16:00 - 16:15	0	1	247	29	3	1	0	283.2	281	0	0	19	2	0	0	0	21.0	21
16:15 - 16:30	0	3	210	26	3	0	0	241.7	242	1	1	30	3	0	0	0	33.6	35
16:30 - 16:45	0	1	223	35	3	0	0	262.9	262	1	0	30	4	0	0	0	34.2	35
16:45 - 17:00	1	4	200	33	0	1	0	237.1	239	1	0	18	3	0	0	0	21.2	22
Hourly Total	1	9	880	123	9	2	0	1026	1024	3	1	97	12	0	0	0	110	113
17:00 - 17:15	0	4	226	31	4	0	1	288.6	288	1	0	29	7	1	0	0	37.7	38
17:15 - 17:30	2	2	222	10	1	1	0	237.0	238	0	0	30	3	0	0	0	33.0	33
17:30 - 17:45	1	6	221	21	3	1	0	251.4	253	0	2	21	7	0	0	0	28.0	30
17:45 - 18:00	1	2	218	22	3	1	0	247.8	247	0	1	27	3	0	0	0	30.4	31
Hourly Total	4	14	889	84	11	3	1	1006	1006	1	3	107	20	1	0	0	130	132
18:00 - 18:15	1	5	220	13	1	1	1	241.0	242	0	0	29	3	1	0	0	33.5	33
18:15 - 18:30	0	1	217	12	1	0	0	230.9	231	0	1	22	1	0	0	0	23.4	24
18:30 - 18:45	0	1	194	16	0	1	1	214.7	213	0	0	18	3	0	0	0	21.0	21
18:45 - 19:00	1	4	190	17	0	0	1	210.8	213	0	0	18	2	1	0	0	21.5	21
Hourly Total	2	11	821	58	2	2	3	897	899	0	1	87	9	2	0	0	99	99
Session Total	7	41	3910	378	41	9	5	4001	3991	4	7	385	50	5	0	0	446	451

TIME	From C									To C								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	1	1	131	28	2	0	0	162.6	163	1	0	161	27	7	1	0	261.0	197
07:15 - 07:30	1	4	134	31	2	0	0	169.8	172	0	2	191	35	12	3	2	256.7	246
07:30 - 07:45	0	1	167	35	9	2	1	242.5	235	2	3	256	50	4	1	2	319.9	318
07:45 - 08:00	0	3	179	25	2	1	0	216.5	210	0	7	257	57	5	0	0	324.3	326
Hourly Total	2	9	631	119	15	3	1	786	780	3	12	865	170	28	5	4	1103	1087
08:00 - 08:15	1	1	222	39	6	1	1	274.9	271	2	3	276	46	4	2	0	334.2	333
08:15 - 08:30	0	0	254	31	2	0	0	288.0	287	1	2	248	25	4	0	0	280.0	280
08:30 - 08:45	1	2	267	27	4	0	0	301.0	301	0	0	276	34	6	0	1	321.0	317
08:45 - 09:00	2	0	263	31	2	0	0	297.4	298	0	0	243	41	5	0	0	291.5	289
Hourly Total	4	3	1006	128	14	1	1	1161	1157	3	5	1043	146	19	2	1	1228	1219
09:00 - 09:15	0	3	193	20	4	2	0	224.8	222	0	0	232	28	4	1	2	272.3	267
09:15 - 09:30	0	3	194	20	3	1	0	232.0	231	0	1	216	26	5	1	0	262.2	259
09:30 - 09:45	1	1	202	20	6	0	1	233.6	231	0	1	216	19	5	0	0	242.9	241
09:45 - 10:00	0	1	192	21	5	3	0	227.8	226	0	3	232	23	4	0	0	262.2	262
Hourly Total	1	8	781	81	18	6	1	910	905	0	5	896	106	18	2	2	1040	1029
Session Total	7	20	2418	338	47	10	3	2865	2843	6	22	2804	422	65	9	7	3371	3335
10:00 - 10:15	0	6	305	21	2	1	0	333.7	335	0	1	236	29	1	1	0	269.2	268
10:15 - 10:30	0	0	248	39	11	1	1	307.8	300	2	2	211	35	6	0	0	256.2	256
10:30 - 10:45	0	0	217	28	6	0	0	254.0	251	2	2	209	34	4	1	1	254.5	253
10:45 - 10:00	0	3	244	34	2	0	0	282.2	283	2	4	240	28	5	0	0	277.5	279
Hourly Total	0	9	1014	122	21	2	1	1179	1169	6	9	896	126	16	2	1	1058	1056
10:00 - 10:15	0	1	266	31	3	1	0	304.2	302	1	2	244	24	1	1	0	272.8	273
10:15 - 10:30	1	4	240	29	3	0	0	275.3	277	0	2	229	35	2	0	0	267.8	268
10:30 - 10:45	1	1	253	39	3	0	0	297.1	297	0	1	232	25	1	0	0	258.9	259
10:45 - 17:00	2	4	218	36	0	1	0	258.3	261	2	0	248	31	1	0	0	280.9	282
Hourly Total	4	10	977	135	9	2	0	1136	1137	3	5	963	115	5	1	0	1081	1082
17:00 - 17:15	1	4	297	38	5	0	1	306.3	306	0	5	242	29	4	0	0	279.0	280
17:15 - 17:30	2	2	252	13	1	1	0	276.0	271	2	6	272	27	1	0	0	283.3	288
17:30 - 17:45	1	8	242	28	3	1	0	280.2	283	2	6	254	21	1	0	0	279.3	284
17:45 - 18:00	1	3	245	25	3	1	0	278.2	278	2	2	248	26	0	0	0	275.2	278
Hourly Total	5	17	996	104	12	3	1	1135	1138	6	19	1016	103	6	0	0	1137	1150
18:00 - 18:15	1	5	249	16	2	1	1	274.5	275	2	2	253	30	1	0	0	285.7	288
18:15 - 18:30	0	2	239	13	1	0	0	254.3	255	6	4	257	15	2	0	0	277.8	284
18:30 - 18:45	0	1	212	19	0	1	1	235.7	234	0	1	226	13	1	0	0	240.9	241
18:45 - 19:00	1	4	208	19	1	0	1	232.3	234	0	2	216	12	1	1	1	234.6	233
Hourly Total	2	12	908	87	4	2	3	997	998	8	9	952	70	5	1	1	1040	1046
Session Total	11	48	3895	428	46	9	5	4447	4442	23	42	3817	414	32	4	2	4316	4334



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) A259 Goring Street / B - The Strand / C - (South) A259 Goring Street



Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination			
		A	B	C	Total
Arm Origin	A	0	523	6949	7472
	B	350	0	720	1070
	C	6647	638	0	7285
	Total	6997	1161	7669	



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) A259 Goring Street / B - The Strand / C - (South) A259 Goring Street

Survey Period	A - (North) A259 Goring Street	B - The Strand		C - (South) A259 Goring Street	
	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
	Max	Max	Max	Max	Max
07:00 - 07:05	0	1	1	0	1
07:05 - 07:10	3	1	1	0	1
07:10 - 07:15	0	1	1	0	1
07:15 - 07:20	0	2	1	0	0
07:20 - 07:25	14	2	1	0	1
07:25 - 07:30	1	2	2	0	1
07:30 - 07:35	1	2	1	3	2
07:35 - 07:40	19	5	2	0	1
07:40 - 07:45	10	2	1	3	1
07:45 - 07:50	27	3	1	0	1
07:50 - 07:55	8	3	3	0	1
07:55 - 08:00	21	3	3	0	1
08:00 - 08:05	26	3	1	3	0
08:05 - 08:10	25	4	2	0	1
08:10 - 08:15	27	5	2	0	2
08:15 - 08:20	26	8	2	0	1
08:20 - 08:25	27	19	1	0	2
08:25 - 08:30	26	16	1	0	2
08:30 - 08:35	27	22	3	0	2
08:35 - 08:40	27	6	2	0	2
08:40 - 08:45	26	2	1	0	1
08:45 - 08:50	14	5	2	0	2
08:50 - 08:55	26	1	1	0	3
08:55 - 09:00	6	2	3	0	2
09:00 - 09:05	0	8	2	4	4
09:05 - 09:10	7	2	2	0	1
09:10 - 09:15	11	2	2	0	1
09:15 - 09:20	4	2	1	0	1
09:20 - 09:25	5	2	3	0	2
09:25 - 09:30	24	2	1	0	2
09:30 - 09:35	1	1	3	0	3
09:35 - 09:40	0	2	1	0	1
09:40 - 09:45	0	1	1	0	2
09:45 - 09:50	16	1	1	0	2
09:50 - 09:55	0	3	2	0	1
09:55 - 10:00	0	2	1	0	2

15:00 - 15:05	26	2	2	0	3
15:05 - 15:10	0	1	2	0	4
15:10 - 15:15	1	3	1	0	4
15:15 - 15:20	4	1	0	0	5
15:20 - 15:25	2	1	1	0	2
15:25 - 15:30	0	1	1	0	1
15:30 - 15:35	0	2	1	0	2
15:35 - 15:40	8	3	1	0	3
15:40 - 15:45	24	3	1	0	1
15:45 - 15:50	18	1	1	0	3
15:50 - 15:55	4	4	1	0	1
15:55 - 16:00	9	1	1	0	1
16:00 - 16:05	26	2	1	0	1
16:05 - 16:10	17	1	1	0	3
16:10 - 16:15	23	3	2	3	1
16:15 - 16:20	20	3	3	0	3
16:20 - 16:25	10	3	3	5	3
16:25 - 16:30	9	1	2	6	3
16:30 - 16:35	24	5	2	6	2
16:35 - 16:40	27	2	2	0	3
16:40 - 16:45	12	1	3	6	2
16:45 - 16:50	23	3	3	6	2
16:50 - 16:55	10	3	2	0	4
16:55 - 17:00	4	4	2	0	1
17:00 - 17:05	12	1	1	2	4
17:05 - 17:10	15	2	1	0	3
17:10 - 17:15	26	2	1	0	5
17:15 - 17:20	4	1	1	0	2
17:20 - 17:25	8	1	2	0	3
17:25 - 17:30	27	6	1	0	2
17:30 - 17:35	0	1	1	0	1
17:35 - 17:40	2	2	3	0	2
17:40 - 17:45	7	2	2	0	2
17:45 - 17:50	3	2	2	0	2
17:50 - 17:55	8	2	3	0	2
17:55 - 18:00	21	3	1	0	5
18:00 - 18:05	6	2	1	0	3
18:05 - 18:10	5	3	2	0	3
18:10 - 18:15	22	5	1	0	2
18:15 - 18:20	0	1	1	0	1
18:20 - 18:25	0	1	2	0	2
18:25 - 18:30	2	3	2	0	1
18:30 - 18:35	5	1	2	0	3
18:35 - 18:40	1	2	2	0	2
18:40 - 18:45	13	1	1	0	1
18:45 - 18:50	0	2	3	0	3
18:50 - 18:55	3	1	3	0	1
18:55 - 19:00	0	2	1	0	2



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction:

CLASSIFICATION	PCU
P/CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 Goring Street / B - A259 / C - Goring Street

Approach: A - A259 Goring Street

TIME	A to B									A to C									
	PCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	
07:00 - 07:15	1	0	155	26	7	1	0	194.0	190	0	0	5	1	0	0	0	0	6.0	6
07:15 - 07:30	1	3	175	35	11	3	2	238.8	230	0	0	10	0	0	0	0	0	10.0	10
07:30 - 07:45	3	2	253	46	5	1	2	314.2	312	0	0	2	0	0	0	0	0	2.0	2
07:45 - 08:00	0	7	258	55	3	0	0	320.3	323	0	0	7	0	0	0	0	0	7.0	7
Hourly Total	5	12	841	162	26	5	4	1068	1055	0	0	24	1	0	0	0	0	25	25
08:00 - 08:15	3	2	260	45	6	2	0	320.0	318	0	0	11	1	0	0	0	0	12.0	12
08:15 - 08:30	1	3	231	25	4	0	0	263.4	264	0	0	12	0	0	0	0	0	12.0	12
08:30 - 08:45	0	0	260	32	5	0	1	301.5	298	0	0	18	2	0	0	0	0	20.0	20
08:45 - 09:00	1	0	248	40	5	0	0	297.2	295	0	0	3	1	0	0	0	0	4.0	4
Hourly Total	5	5	999	142	21	2	1	1183	1175	0	0	44	4	0	0	0	0	48	48
09:00 - 09:15	0	0	221	27	3	1	2	258.8	254	0	0	8	0	0	0	0	0	8.0	8
09:15 - 09:30	0	1	211	38	5	1	0	259.2	256	0	0	4	0	0	0	0	0	4.0	4
09:30 - 09:45	0	1	210	17	6	0	0	236.4	234	0	0	4	1	0	0	0	0	5.0	5
09:45 - 10:00	0	3	224	20	4	0	0	251.2	251	0	0	5	1	0	0	0	0	6.0	6
Hourly Total	0	5	866	102	18	2	2	1006	995	0	0	21	2	0	0	0	0	23	23
Session Total	10	22	2706	406	65	9	7	3257	3225	0	0	89	7	0	0	0	0	96	96
15:00 - 15:15	0	1	231	29	1	1	0	264.2	263	0	0	6	0	0	0	0	0	6.0	6
15:15 - 15:30	1	2	208	34	6	0	0	252.0	251	1	0	4	1	0	0	0	0	5.2	6
15:30 - 15:45	2	2	202	34	3	1	1	246.0	245	0	0	5	1	0	0	0	0	6.0	6
15:45 - 16:00	2	4	231	28	6	0	0	270.0	271	0	0	8	0	0	0	0	0	8.0	8
Hourly Total	5	9	872	125	16	2	1	1033	1030	1	0	23	2	0	0	0	0	25	26
16:00 - 16:15	1	2	245	23	0	1	0	271.3	272	1	0	5	0	1	0	0	0	6.7	7
16:15 - 16:30	0	2	220	39	1	0	0	261.3	262	0	0	2	0	0	0	0	0	2.0	2
16:30 - 16:45	0	0	228	25	1	0	0	254.5	254	0	0	6	0	0	0	0	0	6.0	6
16:45 - 17:00	0	1	246	28	2	0	0	277.4	277	1	0	4	0	0	0	0	0	4.2	5
Hourly Total	1	5	939	115	4	0	0	1064	1065	2	0	17	0	1	0	0	0	19	20
17:00 - 17:15	0	5	236	29	3	0	0	271.5	273	0	0	5	1	1	0	0	0	7.5	7
17:15 - 17:30	2	6	261	28	0	0	0	291.8	297	0	0	4	1	1	1	0	0	6.5	6
17:30 - 17:45	1	6	249	21	1	0	0	274.1	278	0	0	5	1	0	0	0	0	6.0	6
17:45 - 18:00	2	2	243	23	0	0	0	267.2	270	0	0	9	1	0	0	0	0	10.0	10
Hourly Total	5	19	989	101	4	0	0	1105	1118	0	0	23	4	2	0	0	0	30	29
18:00 - 18:15	3	2	245	28	1	0	0	275.9	279	0	0	5	0	0	0	0	0	5.0	5
18:15 - 18:30	5	4	247	16	2	0	0	266.6	274	1	0	7	1	0	0	0	0	8.2	9
18:30 - 18:45	0	1	221	12	1	0	0	234.9	235	0	0	2	0	0	0	0	0	2.0	2
18:45 - 19:00	1	2	211	12	1	1	1	229.8	229	0	0	6	0	0	0	0	0	6.0	6
Hourly Total	9	9	924	68	5	1	1	1010	1017	1	0	20	1	0	0	0	0	21	22
Session Total	20	42	3724	409	29	4	2	4212	4230	4	0	89	7	3	0	0	0	95	97

TIME	From A									To A								
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	1	0	160	27	7	1	0	200.0	196	1	1	133	27	1	0	0	162.1	163
07:15 - 07:30	1	3	185	35	11	3	2	248.8	249	1	3	139	31	2	0	0	174.4	176
07:30 - 07:45	3	2	255	45	5	1	2	316.2	314	0	1	182	33	9	2	1	235.5	228
07:45 - 08:00	0	7	265	55	3	0	0	327.3	330	0	4	177	29	2	1	0	212.9	213
Hourly Total	5	12	865	163	26	5	4	1091	1080	2	9	631	120	14	3	1	795	780
08:00 - 08:15	3	2	271	45	6	2	0	332.0	330	2	0	222	37	5	1	1	272.7	269
08:15 - 08:30	1	3	243	25	4	0	0	275.4	276	1	0	258	30	2	0	0	231.2	231
08:30 - 08:45	0	0	278	34	5	0	1	321.5	318	1	2	258	27	4	0	0	292.0	292
08:45 - 09:00	1	0	251	41	6	0	0	301.2	299	2	0	270	29	2	0	0	302.4	303
Hourly Total	5	5	1043	146	21	2	1	1231	1223	6	2	1008	123	14	1	1	1158	1158
09:00 - 09:15	0	0	229	27	3	1	2	268.8	262	0	3	193	21	4	2	0	225.8	223
09:15 - 09:30	0	1	216	38	5	1	0	264.2	261	0	3	194	31	3	1	0	233.0	232
09:30 - 09:45	0	1	214	18	6	0	0	241.4	239	1	1	198	22	7	0	1	233.1	230
09:45 - 10:00	0	3	229	21	4	0	0	257.2	257	0	1	191	23	5	3	0	228.8	223
Hourly Total	0	5	888	104	18	2	2	1036	1019	1	6	776	97	19	6	1	921	906
Session Total	10	22	2796	413	65	9	7	3354	3322	9	19	2415	340	47	10	3	2864	2843
15:00 - 15:15	0	1	237	29	1	1	0	270.2	269	0	6	302	23	2	1	0	332.7	334
15:15 - 15:30	2	2	212	35	6	0	0	257.2	257	0	0	240	39	12	0	1	299.0	292
15:30 - 15:45	2	2	207	35	3	1	1	252.6	251	0	0	219	31	5	1	0	259.8	256
15:45 - 16:00	2	4	239	28	6	0	0	278.0	279	2	3	239	37	2	0	0	280.6	283
Hourly Total	6	9	895	127	16	2	1	1058	1056	2	9	1000	130	21	2	1	1173	1168
16:00 - 16:15	2	2	250	23	1	1	0	278.0	279	0	1	200	33	3	1	0	300.2	298
16:15 - 16:30	0	2	222	39	1	0	0	263.3	264	1	4	245	27	3	0	0	278.3	280
16:30 - 16:45	0	0	234	25	1	0	0	260.5	269	1	1	248	41	2	0	0	292.6	293
16:45 - 17:00	1	1	250	28	2	0	0	281.6	282	2	4	215	33	1	1	0	253.8	256
Hourly Total	3	5	956	115	5	1	0	1024	1025	4	10	968	134	9	2	0	1126	1127
17:00 - 17:15	0	5	241	30	4	0	0	279.0	280	1	4	263	35	5	0	1	309.3	309
17:15 - 17:30	2	6	265	29	1	0	0	298.3	303	3	2	246	14	1	1	0	265.2	267
17:30 - 17:45	1	6	254	22	1	0	0	280.1	284	1	8	240	28	3	1	0	278.2	281
17:45 - 18:00	2	2	252	24	0	0	0	277.2	280	2	4	249	24	3	1	0	281.8	283
Hourly Total	5	19	1012	105	6	0	0	1135	1147	7	18	998	101	12	3	1	1134	1140
18:00 - 18:15	3	2	250	29	1	0	0	280.0	284	1	5	229	16	2	1	1	264.9	265
18:15 - 18:30	6	4	254	17	0	0	0	276.8	283	2	2	243	13	1	0	0	258.7	261
18:30 - 18:45	0	1	224	12	1	0	0	237.8	238	1	1	219	15	0	1	1	238.9	238
18:45 - 19:00	1	2	217	12	1	1	1	235.8	235	1	4	203	19	1	0	1	227.2	229
Hourly Total	10	9	945	69	3	1	1	1032	1040	5	12	904	63	4	2	3	990	993
Session Total	24	42	3808	416	32	4	2	4599	4528	18	49	3876	428	46	9	5	4423	4425



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 Goring Street / B - A259 / C - Goring Street

Approach: B - A259

TIME	B to C										B to A									
	PICYCLE	MICYCLE	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	1	0	0	0	0	1.0	1	0	1	129	27	1	0	0	157.9	158		
07:15 - 07:30	0	0	3	0	0	0	0	3.0	3	1	3	126	31	2	0	0	163.4	165		
07:30 - 07:45	0	0	4	1	0	0	0	5.0	5	0	1	150	33	9	2	1	215.5	226		
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	4	167	29	2	1	0	202.9	203		
Hourly Total	0	0	8	1	0	0	0	9	9	1	9	654	120	14	3	1	758	752		
08:00 - 08:15	0	0	6	0	0	0	0	6.0	6	2	0	210	36	6	1	1	253.7	256		
08:15 - 08:30	0	0	2	0	0	0	0	2.0	2	1	0	246	20	2	0	0	261.2	261		
08:30 - 08:45	0	0	1	0	0	1	0	3.3	3	1	2	230	26	4	0	0	272.8	272		
08:45 - 09:00	0	0	1	0	0	0	0	1.0	1	0	0	268	28	2	0	0	299.0	298		
Hourly Total	0	0	10	0	0	1	0	12	11	4	2	965	120	14	1	1	1112	1107		
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	3	186	20	4	2	0	217.8	215		
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1	0	3	161	30	3	1	0	212.0	216		
09:30 - 09:45	0	0	1	0	0	0	0	1.0	1	1	1	192	21	7	0	1	224.1	223		
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	1	167	23	5	3	0	224.8	219		
Hourly Total	0	0	2	0	0	0	0	2	2	1	8	746	94	19	6	1	888	875		
Session Total	0	0	20	1	0	1	0	23	22	6	19	2315	334	47	10	3	2758	2734		
15:00 - 15:15	0	0	1	0	0	0	0	1.0	1	0	6	297	22	2	1	0	316.7	318		
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	0	0	236	38	12	0	1	293.0	286		
15:30 - 15:45	0	0	1	0	0	0	0	1.0	1	0	0	214	31	5	1	0	254.8	251		
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	2	3	231	35	2	0	0	270.6	273		
Hourly Total	0	0	2	0	0	0	0	2	2	2	9	967	126	21	2	1	1136	1128		
16:00 - 16:15	0	0	2	0	0	0	0	2.0	2	0	1	253	33	3	1	0	293.2	291		
16:15 - 16:30	0	0	1	1	0	0	0	2.0	2	1	4	236	27	2	0	0	267.8	270		
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	1	1	244	41	2	0	0	288.6	289		
16:45 - 17:00	0	0	0	1	0	0	0	1.0	1	2	4	210	33	1	1	0	248.8	251		
Hourly Total	0	0	3	2	0	0	0	5	5	4	10	943	134	8	2	0	1029	1011		
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	1	4	200	35	5	0	1	240.3	236		
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	3	2	241	14	1	1	0	260.2	262		
17:30 - 17:45	0	0	4	0	0	0	0	4.0	4	1	8	235	26	3	1	0	271.2	274		
17:45 - 18:00	0	0	2	0	0	0	0	2.0	2	2	4	239	22	3	1	0	269.8	271		
Hourly Total	0	0	6	0	0	0	0	6	6	7	18	919	97	12	3	1	1107	1113		
18:00 - 18:15	0	0	1	0	0	0	0	1.0	1	1	5	232	15	2	1	1	255.5	257		
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	2	2	234	12	1	0	0	246.7	251		
18:30 - 18:45	0	0	2	0	0	0	0	2.0	2	0	1	211	15	0	1	1	236.7	229		
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	1	4	195	19	1	0	1	219.3	221		
Hourly Total	0	0	3	0	0	0	0	3	3	4	12	872	61	4	2	3	956	956		
Session Total	0	0	14	2	0	0	0	16	16	17	49	3757	418	45	9	5	4298	4300		

From B											To B										
TIME	PICYCLE	MICYCLE	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL	PICYCLE	MICYCLE	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL			
07:00 - 07:15	0	1	130	27	1	0	0	158.9	159	1	0	155	26	7	1	0	184.0	190			
07:15 - 07:30	1	3	191	31	2	0	0	186.4	198	1	3	176	35	11	3	2	239.9	251			
07:30 - 07:45	0	1	154	34	9	2	1	235.5	251	3	2	253	46	5	1	2	314.2	313			
07:45 - 08:00	0	4	167	29	2	1	0	202.9	203	0	7	258	55	3	0	0	300.3	323			
Hourly Total	1	9	612	121	14	3	1	767	761	5	12	842	162	26	5	4	1069	1056			
08:00 - 08:15	2	0	216	36	6	1	1	263.7	262	3	2	260	45	6	2	0	330.0	318			
08:15 - 08:30	1	0	259	30	2	0	0	283.2	283	1	3	232	25	4	0	0	364.4	365			
08:30 - 08:45	1	2	240	26	4	1	0	275.3	274	0	0	260	32	5	0	1	381.5	386			
08:45 - 09:00	0	0	269	28	2	0	0	300.0	299	1	0	248	40	6	0	0	397.2	395			
Hourly Total	4	2	975	120	14	2	1	1125	1118	5	5	1000	142	21	2	1	1184	1176			
09:00 - 09:15	0	3	186	20	4	2	0	217.8	215	0	0	222	27	3	1	2	259.8	255			
09:15 - 09:30	0	3	162	30	3	1	0	230.0	219	0	1	212	36	6	1	0	281.7	256			
09:30 - 09:45	1	1	193	21	7	0	1	271.1	224	0	1	210	17	6	0	0	296.4	234			
09:45 - 10:00	0	1	167	23	5	3	0	224.8	219	0	3	224	20	4	0	0	281.2	251			
Hourly Total	1	8	748	94	19	6	1	899	877	0	5	888	102	19	2	2	1010	988			
Session Total	6	19	3335	335	47	11	3	3762	3756	10	22	2710	406	66	9	7	3963	3330			
15:00 - 15:15	0	6	288	22	2	1	0	317.7	318	0	1	232	29	1	1	0	365.2	264			
15:15 - 15:30	0	0	235	38	12	0	1	283.0	286	1	2	208	35	6	0	0	353.0	262			
15:30 - 15:45	0	0	215	31	5	1	0	255.8	252	2	2	202	34	3	1	1	246.0	245			
15:45 - 16:00	2	3	231	35	2	0	0	276.6	273	2	4	232	28	6	0	0	271.0	272			
Hourly Total	2	9	869	126	21	2	1	1138	1130	5	9	874	126	16	2	1	1036	1033			
16:00 - 16:15	0	1	255	33	3	1	0	285.2	283	1	2	245	23	0	1	0	371.3	272			
16:15 - 16:30	1	4	237	28	2	0	0	269.8	272	0	2	220	40	1	0	0	362.3	263			
16:30 - 16:45	1	1	244	41	2	0	0	288.6	289	0	0	228	25	1	0	0	354.5	254			
16:45 - 17:00	2	4	210	34	1	1	0	249.8	252	0	1	247	28	2	0	0	278.4	278			
Hourly Total	4	10	946	136	8	2	0	1104	1106	1	5	940	116	4	1	0	1086	1067			
17:00 - 17:15	1	4	260	35	5	0	1	300.3	306	1	5	236	29	3	0	0	371.7	274			
17:15 - 17:30	3	2	241	14	1	1	0	260.2	262	2	6	262	28	0	0	0	392.8	298			
17:30 - 17:45	1	8	239	26	3	1	0	275.2	278	1	6	250	22	1	0	0	276.1	280			
17:45 - 18:00	2	4	241	22	3	1	0	271.8	273	2	2	243	23	0	0	0	287.2	270			
Hourly Total	7	18	861	97	12	3	1	1113	1119	6	19	991	132	4	0	0	1108	1122			
18:00 - 18:15	1	5	233	15	2	1	1	257.5	258	3	2	247	26	1	0	0	277.8	261			
18:15 - 18:30	2	2	234	12	1	0	0	248.7	251	5	4	247	16	2	0	0	288.8	274			
18:30 - 18:45	0	1	213	15	0	1	1	232.7	231	0	1	221	12	1	0	0	234.9	235			
18:45 - 19:00	1	4	195	19	1	0	1	219.3	221	2	2	212	12	1	1	1	231.0	231			
Hourly Total	4	12	875	61	4	2	3	859	861	10	9	837	68	5	1	1	1011	1021			
Session Total	17	49	3771	420	45	9	5	4314	4316	22	42	3732	412	29	4	2	4223	4243			



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 Goring Street / B - A259 / C - Goring Street

Approach: C - Goring Street

TIME	C to A									C to B									
	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	
07:00 - 07:15	1	0	4	0	0	0	0	4.2	5	0	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	0	0	11	0	0	0	0	11.0	11	0	0	1	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	2	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	0	0	10	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0	
Hourly Total	1	0	27	0	0	0	0	27	28	0	0	1	0	0	0	0	1	1	
08:00 - 08:15	0	0	12	1	0	0	0	13.0	13	0	0	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	10	0	0	0	0	10.0	10	0	0	1	0	0	0	0	0	1	
08:30 - 08:45	0	0	19	1	0	0	0	20.0	20	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	2	0	2	1	0	0	0	3.4	5	0	0	0	0	0	0	0	0	0	
Hourly Total	2	0	43	3	0	0	0	46	48	0	0	1	0	0	0	0	1	1	
09:00 - 09:15	0	0	7	1	0	0	0	8.0	8	0	0	1	0	0	0	0	0	1	
09:15 - 09:30	0	0	12	1	0	0	0	13.0	13	0	0	1	0	1	0	0	2.5	2	
09:30 - 09:45	0	0	6	1	0	0	0	7.0	7	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	4	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	29	3	0	0	0	32	32	0	0	2	0	1	0	0	4	3	
Session Total	3	0	99	6	0	0	0	105	108	0	0	4	0	1	0	0	6	5	
15:00 - 15:15	0	0	15	1	0	0	0	16.0	16	0	0	1	0	0	0	0	0	1	
15:15 - 15:30	0	0	5	1	0	0	0	6.0	6	0	0	0	1	0	0	0	0	1	
15:30 - 15:45	0	0	5	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	0	0	8	2	0	0	0	10.0	10	0	0	1	0	0	0	0	0	1	
Hourly Total	0	0	33	4	0	0	0	37	37	0	0	2	1	0	0	0	3	3	
16:00 - 16:15	0	0	7	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0	0	
16:15 - 16:30	0	0	9	0	1	0	0	10.0	10	0	0	0	1	0	0	0	0	1	
16:30 - 16:45	0	0	4	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0	0	
16:45 - 17:00	0	0	5	0	0	0	0	5.0	5	0	0	1	0	0	0	0	0	1	
Hourly Total	0	0	25	0	1	0	0	27	26	0	0	1	1	0	0	0	2	2	
17:00 - 17:15	0	0	3	0	0	0	0	3.0	3	1	0	0	0	0	0	0	0	1	
17:15 - 17:30	0	0	5	0	0	0	0	5.0	5	0	0	1	0	0	0	0	0	1	
17:30 - 17:45	0	0	5	2	0	0	0	7.0	7	0	0	1	1	0	0	0	2.0	2	
17:45 - 18:00	0	0	10	2	0	0	0	12.0	12	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	23	4	0	0	0	27	27	1	0	2	1	0	0	0	3	4	
18:00 - 18:15	0	0	7	1	0	0	0	8.0	8	0	0	2	0	0	0	0	2.0	2	
18:15 - 18:30	0	0	9	1	0	0	0	10.0	10	0	0	0	0	0	0	0	0	0	
18:30 - 18:45	1	0	7	0	0	0	0	7.2	8	0	0	0	0	0	0	0	0	0	
18:45 - 19:00	0	0	8	0	0	0	0	8.0	8	1	0	1	0	0	0	0	1.2	2	
Hourly Total	1	0	31	2	0	0	0	33	34	1	0	3	0	0	0	0	3	4	
Session Total	1	0	112	10	1	0	0	124	124	2	0	8	3	0	0	0	11	13	

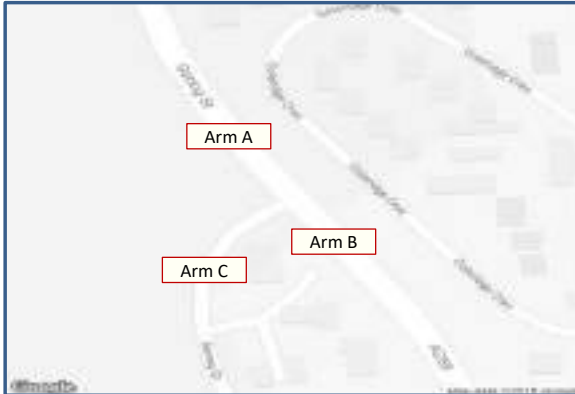
TIME	From C									To C								
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	1	0	4	0	0	0	0	4.2	5	0	0	6	1	0	0	0	7.0	7
07:15 - 07:30	0	0	12	0	0	0	0	12.0	12	0	0	13	0	0	0	0	13.0	13
07:30 - 07:45	0	0	2	0	0	0	0	2.0	2	0	0	6	1	0	0	0	7.0	7
07:45 - 08:00	0	0	10	0	0	0	0	10.0	10	0	0	7	0	0	0	0	7.0	7
Hourly Total	1	0	28	0	0	0	0	28	29	0	0	32	2	0	0	0	34	34
08:00 - 08:15	0	0	12	1	0	0	0	13.0	13	0	0	17	1	0	0	0	18.0	18
08:15 - 08:30	0	0	11	0	0	0	0	11.0	11	0	0	14	0	0	0	0	14.0	14
08:30 - 08:45	0	0	19	1	0	0	0	20.0	20	0	0	19	2	0	1	0	23.0	22
08:45 - 09:00	2	0	2	1	0	0	0	3.4	5	0	0	4	1	0	0	0	5.0	5
Hourly Total	2	0	44	3	0	0	0	47	49	0	0	54	4	0	1	0	60	59
09:00 - 09:15	0	0	9	1	0	0	0	10.0	10	0	0	9	0	0	0	0	9.0	9
09:15 - 09:30	0	0	13	1	1	0	0	15.5	15	0	0	5	0	0	0	0	5.0	5
09:30 - 09:45	0	0	6	1	0	0	0	7.0	7	0	0	5	1	0	0	0	6.0	6
09:45 - 10:00	0	0	4	0	0	0	0	4.0	4	0	0	5	1	0	0	0	6.0	6
Hourly Total	0	0	32	3	1	0	0	37	36	0	0	24	2	0	0	0	26	26
Session Total	3	0	104	6	1	0	0	112	114	0	0	110	8	0	1	0	120	119
15:00 - 15:15	0	0	16	1	0	0	0	17.0	17	0	0	7	0	0	0	0	7.0	7
15:15 - 15:30	0	0	5	2	0	0	0	7.0	7	1	0	4	1	0	0	0	5.0	6
15:30 - 15:45	0	0	5	0	0	0	0	5.0	5	0	0	6	1	0	0	0	7.0	7
15:45 - 16:00	0	0	9	2	0	0	0	11.0	11	0	0	8	0	0	0	0	8.0	8
Hourly Total	0	0	35	5	0	0	0	40	40	1	0	25	2	0	0	0	27	28
16:00 - 16:15	0	0	7	0	0	0	0	7.0	7	1	0	7	0	1	0	0	8.7	9
16:15 - 16:30	0	0	9	1	1	0	0	11.5	11	0	0	3	1	0	0	0	4.0	4
16:30 - 16:45	0	0	4	0	0	0	0	4.0	4	0	0	6	0	0	0	0	6.0	6
16:45 - 17:00	0	0	8	0	0	0	0	8.0	8	1	0	4	1	0	0	0	5.2	6
Hourly Total	0	0	26	1	1	0	0	29	28	2	0	26	2	1	0	0	24	25
17:00 - 17:15	1	0	3	0	0	0	0	3.2	4	0	0	5	1	1	0	0	7.5	7
17:15 - 17:30	0	0	6	0	0	0	0	6.0	6	0	0	4	1	1	0	0	6.5	6
17:30 - 17:45	0	0	6	3	0	0	0	9.0	9	0	0	9	1	0	0	0	10.0	10
17:45 - 18:00	0	0	10	2	0	0	0	12.0	12	0	0	11	1	0	0	0	12.0	12
Hourly Total	1	0	25	5	0	0	0	30	31	0	0	29	4	2	0	0	36	35
18:00 - 18:15	0	0	9	1	0	0	0	10.0	10	0	0	6	0	0	0	0	6.0	6
18:15 - 18:30	0	0	9	1	0	0	0	10.0	10	1	0	7	1	0	0	0	8.2	9
18:30 - 18:45	1	0	7	0	0	0	0	7.2	8	0	0	4	0	0	0	0	4.0	4
18:45 - 19:00	1	0	9	0	0	0	0	9.2	10	0	0	5	0	0	0	0	6.0	6
Hourly Total	2	0	34	2	0	0	0	36	38	1	0	23	1	0	0	0	24	25
Session Total	3	0	129	13	1	0	0	138	137	4	0	97	9	3	0	0	111	113



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 Goring Street / B - A259 / C - Goring Street



Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination			
		A	B	C	Total
Arm Origin	A	2	7455	193	7650
	B	7034	0	38	7072
	C	232	18	1	251
Total		7268	7473	232	



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 Goring Street / B - A259 / C - Goring Street

Survey Period	A - A259 Goring Street		B - A259	C - Goring Street	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2
Max	Max	Max	Max	Max	Max
07:00 - 07:05	0	0	0	0	0
07:05 - 07:10	0	1	0	0	0
07:10 - 07:15	0	0	0	1	0
07:15 - 07:20	0	0	0	1	0
07:20 - 07:25	0	1	0	1	0
07:25 - 07:30	0	0	0	1	0
07:30 - 07:35	0	1	0	1	0
07:35 - 07:40	0	0	0	1	0
07:40 - 07:45	6	1	0	1	0
07:45 - 07:50	0	0	0	1	0
07:50 - 07:55	0	1	0	1	0
07:55 - 08:00	0	1	0	2	0
08:00 - 08:05	0	1	2	1	0
08:05 - 08:10	0	3	5	0	0
08:10 - 08:15	0	1	3	2	0
08:15 - 08:20	15	0	0	0	0
08:20 - 08:25	8	1	0	2	1
08:25 - 08:30	15	2	0	2	0
08:30 - 08:35	3	2	13	4	0
08:35 - 08:40	4	0	0	4	0
08:40 - 08:45	0	1	0	1	0
08:45 - 08:50	0	1	0	1	0
08:50 - 08:55	0	1	0	1	0
08:55 - 09:00	0	0	0	1	0
09:00 - 09:05	0	2	0	0	1
09:05 - 09:10	0	0	0	3	0
09:10 - 09:15	0	1	0	1	0
09:15 - 09:20	0	0	0	2	2
09:20 - 09:25	0	2	0	2	0
09:25 - 09:30	0	0	0	1	0
09:30 - 09:35	0	1	5	1	0
09:35 - 09:40	0	1	0	1	0
09:40 - 09:45	0	1	0	1	0
09:45 - 09:50	0	0	0	0	0
09:50 - 09:55	0	2	0	0	0
09:55 - 10:00	0	1	0	1	0

15:00 - 15:05	0	2	0	1	0
15:05 - 15:10	0	1	8	1	0
15:10 - 15:15	0	0	0	2	1
15:15 - 15:20	0	0	5	1	0
15:20 - 15:25	0	1	9	0	1
15:25 - 15:30	0	0	6	1	0
15:30 - 15:35	0	1	6	2	0
15:35 - 15:40	0	1	0	0	0
15:40 - 15:45	0	1	0	1	0
15:45 - 15:50	0	1	7	2	0
15:50 - 15:55	0	0	0	0	1
15:55 - 16:00	0	1	10	2	0
16:00 - 16:05	0	1	0	1	0
16:05 - 16:10	0	0	9	1	0
16:10 - 16:15	0	2	9	0	0
16:15 - 16:20	0	0	7	2	0
16:20 - 16:25	0	1	13	1	0
16:25 - 16:30	0	0	14	2	0
16:30 - 16:35	9	1	11	0	0
16:35 - 16:40	0	0	3	1	0
16:40 - 16:45	0	1	13	2	0
16:45 - 16:50	0	1	14	0	0
16:50 - 16:55	0	0	12	0	1
16:55 - 17:00	0	1	0	2	0
17:00 - 17:05	0	0	0	0	1
17:05 - 17:10	0	1	7	1	1
17:10 - 17:15	0	1	10	1	0
17:15 - 17:20	0	1	0	0	0
17:20 - 17:25	0	0	0	2	0
17:25 - 17:30	0	2	5	1	1
17:30 - 17:35	0	1	0	1	0
17:35 - 17:40	0	1	0	1	1
17:40 - 17:45	0	1	0	2	0
17:45 - 17:50	0	2	0	2	0
17:50 - 17:55	0	2	4	1	0
17:55 - 18:00	0	0	0	3	0
18:00 - 18:05	0	0	0	1	0
18:05 - 18:10	0	1	0	1	1
18:10 - 18:15	0	1	0	1	1
18:15 - 18:20	0	1	0	1	0
18:20 - 18:25	0	1	0	2	0
18:25 - 18:30	0	1	0	1	0
18:30 - 18:35	0	0	7	2	0
18:35 - 18:40	0	1	0	1	0
18:40 - 18:45	0	1	0	1	0
18:45 - 18:50	0	0	0	0	0
18:50 - 18:55	0	1	0	1	1
18:55 - 19:00	0	1	0	1	0



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction:

CLASSIFICATION	PCU
P/CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

AND							AND										
PIECLE	METCLE	CAR	LAV	GDY1	GDY2	BUS	TCU	TOTAL	PIECLE	METCLE	CAR	LAV	GDY1	GDY2	BUS	TCU	TOTAL
0	0	10	1	0	0	0	16.5	14	0	0	20	4	0	0	0	31.0	34
0	0	10	0	0	0	0	16.5	20	0	1	27	4	2	0	0	34.0	37
0	0	10	2	0	0	0	17.0	20	0	0	31	7	0	0	0	48.0	40
0	1	20	14	2	0	0	16.0	50	1	0	23	7	0	0	0	60.0	61
0	1	20	10	0	0	0	12	113	1	1	142	24	2	0	0	171	171
0	0	10	1	0	0	0	16.0	20	0	0	40	10	0	0	0	76.0	76
0	1	10	4	0	0	0	17.0	20	0	0	44	3	1	0	0	61.0	61
0	0	10	0	0	1	0	16.0	20	0	0	77	4	1	0	0	104.0	104
0	0	10	0	2	0	0	16.0	20	0	0	77	7	0	0	0	100.0	100
0	1	100	10	0	0	0	10	100	0	0	200	20	0	0	0	310	310
0	0	10	0	0	0	0	16.0	20	0	0	42	4	0	0	0	72.0	72
0	0	10	2	0	0	1	16.0	20	0	0	54	4	1	0	0	84.0	84
0	0	10	2	0	0	0	16.0	20	0	0	46	4	1	0	0	74.0	74
0	0	10	2	1	0	0	16.0	20	0	0	46	4	2	0	0	74.0	74
0	0	100	10	1	0	0	10	100	0	0	200	10	11	0	0	310	310
0	0	100	10	10	0	0	10	100	1	1	200	10	17	0	0	310	310
0	0	100	4	0	0	0	10.0	100	0	0	40	5	0	0	0	140.0	140
0	0	100	2	0	0	0	10.0	100	0	0	40	5	2	0	0	140.0	140
0	0	100	4	4	4	4	10.0	100	4	4	40	2	4	4	4	160.0	160
0	1	100	10	0	0	0	10.0	100	0	0	100	10	0	0	0	190.0	190
0	0	100	10	0	0	0	10.0	100	0	0	100	10	0	0	0	190.0	190
0	0	100	0	0	0	0	10.0	100	0	0	40	4	0	0	0	140.0	140
0	0	100	1	0	0	0	10.0	100	0	0	44	2	0	0	0	144.0	144
0	0	100	1	0	0	0	10.0	100	0	0	44	0	0	0	0	144.0	144
0	2	100	2	2	0	0	10.0	100	0	0	72	10	1	0	0	182.0	182
0	0	100	0	0	0	0	10.0	100	0	0	40	4	0	0	0	144.0	144
0	0	100	1	0	0	0	10.0	100	0	0	72	4	0	0	0	176.0	176
0	2	100	1	0	0	0	10.0	100	0	0	40	2	0	0	0	140.0	140
0	0	100	1	0	0	0	10.0	100	0	0	40	2	0	0	0	140.0	140
0	0	100	2	0	0	0	10.0	100	0	0	72	4	0	0	0	176.0	176
0	1	100	2	0	0	0	10.0	100	0	0	40	4	0	0	0	144.0	144
0	1	100	0	0	0	0	10.0	100	0	0	40	4	0	0	0	144.0	144
0	0	100	0	0	0	0	10.0	100	1	1	40	0	0	0	0	144.0	144
0	2	100	10	0	0	0	10	100	2	1	200	10	0	0	0	310	310
0	0	100	10	2	0	0	10	100	3	0	200	10	0	0	0	310	310



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 / B - Aidingly Road / C - A259 Goring Way / D - Aldworth Avenue / E - Goring Way

Approach: B - Aidingly Road

TIME	S to C										S to D									
	PCYCLE	MICYCLE	CAR	LDV	OVV1	OVV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LDV	OVV1	OVV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	1.0	1	
07:15 - 07:30	0	0	0	1	0	0	0	8	8	0	0	0	1	0	0	0	0	1.0	1	
07:30 - 07:45	0	0	0	0	0	0	0	14	14	0	0	1	0	0	0	0	0	1.0	1	
07:45 - 08:00	0	0	0	1	0	0	0	4	4	0	0	0	1	0	0	0	0	2.0	2	
Hourly Total	0	0	0	2	0	0	0	23	23	0	0	1	1	0	0	0	0	3.0	3	
08:00 - 08:15	0	0	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
08:15 - 08:30	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0.8	0.8	
08:30 - 08:45	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0.8	0.8	
08:45 - 09:00	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0.8	0.8	
Hourly Total	0	0	0	1	0	0	0	24	24	0	0	0	0	0	0	0	0	2.6	2.6	
09:00 - 09:15	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0.7	0.7	
09:15 - 09:30	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0.7	0.7	
09:30 - 09:45	0	0	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0.7	0.7	
09:45 - 10:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	1	0	0	0	21	21	0	0	0	0	0	0	0	0	2.1	2.1	
Session Total	0	0	0	5	0	0	0	102	102	0	0	1	1	0	0	0	0	10.5	10.5	
10:00 - 10:15	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
10:15 - 10:30	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0.1	0.1	
10:30 - 10:45	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0.8	0.8	
10:45 - 11:00	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	2.0	2	
Hourly Total	0	0	0	1	0	0	0	39	39	0	0	0	0	0	0	0	0	3.9	3.9	
11:00 - 11:15	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	2.0	2	
11:15 - 11:30	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0.4	0.4	
11:30 - 11:45	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	1.1	1.1	
11:45 - 12:00	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0.4	0.4	
Hourly Total	0	0	0	0	0	0	0	39	39	0	0	0	0	0	0	0	0	3.9	3.9	
12:00 - 12:15	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0.8	0.8	
12:15 - 12:30	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0.4	0.4	
12:30 - 12:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
12:45 - 13:00	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	1.1	1.1	
Hourly Total	0	0	0	0	0	0	0	33	33	0	0	0	0	0	0	0	0	3.3	3.3	
13:00 - 13:15	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0.8	0.8	
13:15 - 13:30	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
13:30 - 13:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
13:45 - 14:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	0	0	0	0	38	38	0	0	0	0	0	0	0	0	3.8	3.8	
14:00 - 14:15	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
14:15 - 14:30	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
14:30 - 14:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
14:45 - 15:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	4.0	4	
15:00 - 15:15	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
15:15 - 15:30	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
15:30 - 15:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
15:45 - 16:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	4.0	4	
16:00 - 16:15	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
16:15 - 16:30	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
16:30 - 16:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
16:45 - 17:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	4.0	4	
17:00 - 17:15	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
17:15 - 17:30	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
17:30 - 17:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
17:45 - 18:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	4.0	4	
18:00 - 18:15	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
18:15 - 18:30	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
18:30 - 18:45	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
18:45 - 19:00	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	4.0	4	
Session Total	0	0	0	5	0	0	0	121	121	0	0	1	1	0	0	0	0	12.6	12.6	

TIME	From B										To B									
	PCYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL		
07:00-07:15	0	0	14	5	1	0	0	26.0	26	0	0	0	0	0	0	0	0	0.0	0	
07:15-07:30	1	0	20	4	0	0	0	24.2	25	0	0	0	0	0	0	0	0	0.0	0	
07:30-07:45	0	0	20	9	0	0	0	29.0	29	0	0	0	0	0	0	0	0	0.0	0	
07:45-08:00	0	0	20	4	0	0	0	24.0	24	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	1	0	74	18	1	0	0	103.2	103	0	0	0	0	0	0	0	0	0.0	0	
08:00-08:15	0	1	24	4	0	0	0	28.4	29	0	0	0	0	0	0	0	0	0.0	0	
08:15-08:30	0	0	18	4	0	0	0	22.0	22	0	0	0	0	0	0	0	0	0.0	0	
08:30-08:45	0	0	23	1	1	0	0	25.0	25	0	0	0	0	0	0	0	0	0.0	0	
08:45-09:00	0	0	20	4	1	0	0	25.0	26	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	1	85	13	2	0	0	107.4	107	0	0	0	0	0	0	0	0	0.0	0	
09:00-09:15	0	0	16	2	0	0	0	18.0	18	0	0	0	0	0	0	0	0	0.0	0	
09:15-09:30	0	0	10	4	1	0	0	14.0	14	0	0	0	0	0	0	0	0	0.0	0	
09:30-09:45	0	0	11	5	0	0	0	16.0	16	0	0	0	0	0	0	0	0	0.0	0	
09:45-10:00	0	0	22	4	1	0	0	27.0	27	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	79	16	2	0	0	117.0	117	0	0	0	0	0	0	0	0	0.0	0	
Session Total	1	1	228	40	3	0	0	248.2	248	0	0	0	0	0	0	0	0	0.0	0	
10:00-10:15	0	0	20	4	0	0	0	24.0	24	0	0	0	0	0	0	0	0	0.0	0	
10:15-10:30	0	0	20	5	1	0	0	26.0	26	0	0	0	0	0	0	0	0	0.0	0	
10:30-10:45	0	0	22	3	0	0	0	25.0	25	0	0	0	0	0	0	0	0	0.0	0	
10:45-10:59	0	0	16	2	1	0	0	19.0	19	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	78	14	2	0	0	103.0	103	0	0	0	0	0	0	0	0	0.0	0	
11:00-11:15	0	0	21	3	0	0	0	24.0	24	0	0	0	0	0	0	0	0	0.0	0	
11:15-11:30	0	0	24	6	0	0	0	30.0	30	0	0	0	0	0	0	0	0	0.0	0	
11:30-11:45	0	0	27	4	0	0	0	31.0	31	0	0	0	0	0	0	0	0	0.0	0	
11:45-11:59	0	0	19	2	0	0	0	21.0	21	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	91	15	0	0	0	106.0	106	0	0	0	0	0	0	0	0	0.0	0	
12:00-12:15	0	0	26	4	0	0	0	30.0	30	0	0	0	0	0	0	0	0	0.0	0	
12:15-12:30	0	0	18	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0	0.0	0	
12:30-12:45	0	0	20	3	0	0	0	23.0	23	0	0	0	0	0	0	0	0	0.0	0	
12:45-13:00	0	0	20	2	0	0	0	22.0	22	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0	104	9	0	0	0	111.0	111	0	0	0	0	0	0	0	0	0.0	0	
13:00-13:15	0	1	20	4	0	0	0	24.0	24	0	0	0	0	0	0	0	0	0.0	0	
13:15-13:30	0	0	35	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0	0.0	0	
13:30-13:45	0	0	20	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0	0.0	0	
13:45-13:59	0	1	118	11	1	0	0	131.0	131	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	1	173	15	1	0	0	195.0	195	0	0	0	0	0	0	0	0	0.0	0	
Session Total	1	2	453	49	3	0	0	457.2	456	0	0	0	0	0	0	0	0	0.0	0	



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018
 Produced by Streetwise Services Ltd.

Junction: A - A259 / B - Aidingly Road / C - A259 Goring Way / D - Aldworth Avenue / E - Goring Way

Approach: C - A259 Goring Way

TIME	C to D										C to E									
	PCYCLE	MICYCLE	CAR	LDV	DDV1	DDV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LDV	DDV1	DDV2	BUS	PCU	TOTAL		
07:00 - 07:15	0	0	0	0	0	0	0	0	6.8	8	0	0	2	1	1	0	0	4.3	4	
07:15 - 07:30	0	0	2	1	0	0	0	3.8	3	0	0	5	1	0	0	1	8.8	7		
07:30 - 07:45	0	0	0	0	0	0	0	6.8	8	0	0	11	3	1	0	1	16.3	16		
07:45 - 08:00	0	0	3	0	0	0	0	3.8	3	2	0	11	3	0	0	1	16.4	17		
Hourly Total	0	0	5	1	0	0	0	17.2	12	2	0	29	7	2	0	3	45.8	44		
08:00 - 08:15	1	0	1	1	0	0	0	2.2	3	0	0	0	4	0	0	2	17.2	15		
08:15 - 08:30	0	0	4	0	0	0	0	4.8	4	0	0	18	1	0	0	1	21.8	20		
08:30 - 08:45	0	0	1	0	0	0	0	1.8	1	0	0	23	2	0	0	2	28.8	27		
08:45 - 09:00	0	0	1	0	0	0	0	1.8	1	1	0	9	1	3	0	2	16.3	16		
Hourly Total	1	0	7	1	0	0	0	10.6	9	1	0	50	6	3	0	7	68.3	62		
09:00 - 09:15	0	0	3	1	0	0	0	4.8	4	0	0	23	2	0	0	2	27.8	26		
09:15 - 09:30	0	0	2	2	0	0	0	4.8	4	0	0	19	6	3	0	1	21.3	23		
09:30 - 09:45	0	0	1	0	0	0	0	1.8	1	0	0	11	0	0	0	2	16.8	13		
09:45 - 10:00	0	0	2	1	0	0	0	3.8	3	0	0	16	5	0	0	4	28.8	28		
Hourly Total	0	0	6	4	0	0	0	15.2	12	0	0	67	13	3	0	9	103.1	97		
Session Total	1	0	20	6	0	0	0	36.2	27	3	0	152	22	5	0	18	227	218		
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	25	3	1	0	1	26.3	27		
10:15 - 10:30	0	0	3	0	0	0	0	3.8	3	0	0	26	1	0	0	1	29.8	28		
10:30 - 10:45	0	0	2	1	0	0	0	3.8	3	0	0	17	4	0	0	2	25.8	23		
10:45 - 11:00	0	0	0	1	0	0	0	1.8	1	0	0	21	1	0	0	2	26.8	24		
Hourly Total	0	0	5	2	0	0	0	10.2	12	0	0	69	9	1	0	6	109.7	102		
11:00 - 11:15	0	0	3	0	0	0	0	3.8	3	0	0	27	1	0	0	1	30.8	29		
11:15 - 11:30	0	0	3	0	0	0	0	3.8	3	2	0	20	1	0	0	3	28.8	28		
11:30 - 11:45	0	0	3	1	0	0	0	4.8	4	0	0	14	7	0	0	1	23.8	22		
11:45 - 12:00	0	0	0	0	0	0	0	0	0	2	0	19	3	0	0	3	26.8	27		
Hourly Total	0	0	9	1	0	0	0	12.4	10	2	0	72	12	0	0	7	107.2	102		
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	13	6	0	0	1	21.8	22		
12:15 - 12:30	0	0	1	0	0	0	0	1.8	1	1	0	16	0	0	0	1	20.8	20		
12:30 - 12:45	0	0	3	0	0	0	0	3.8	3	1	1	20	0	1	0	0	26.3	21		
12:45 - 13:00	0	0	4	0	0	0	0	4.8	4	1	1	25	0	0	0	3	31.8	30		
Hourly Total	0	0	7	0	0	0	0	12.2	11	3	2	86	6	1	0	5	103.1	102		
13:00 - 13:15	0	0	3	0	0	0	0	3.8	3	0	0	25	1	0	0	3	32.8	29		
13:15 - 13:30	0	0	2	1	0	0	0	3.8	3	2	1	0	0	0	0	0	27.8	28		
13:30 - 13:45	0	0	4	3	0	0	0	6.8	6	1	0	19	3	0	0	1	34.8	33		
13:45 - 14:00	0	0	4	3	0	0	0	6.8	6	1	0	19	3	0	0	0	35.3	34		
Hourly Total	0	0	13	7	0	0	0	18.2	16	4	1	62	7	0	0	4	113.1	114		
Session Total	0	0	37	6	0	0	0	61	43	11	2	349	33	3	0	24	452	422		

TIME	From C										To C									
	PCYCLE	MICYCLE	CAR	LOW	OVV1	OVV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LOW	OVV1	OVV2	BUS	PCU	TOTAL		
07:00-07:15	0	0	80	16	3	0	0	1623	181	1	0	130	20	4	1	1	1763	176		
07:15-07:30	0	2	80	21	1	1	1	1763	176	1	3	174	31	7	3	2	2274	231		
07:30-07:45	0	1	120	26	11	1	1	2723	180	4	3	220	41	7	1	2	3063	284		
07:45-08:00	2	3	114	26	1	1	1	1474	148	3	6	210	45	1	0	0	2063	214		
Hourly Total	2	6	480	90	16	3	3	5120	520	9	12	720	146	19	5	5	3423	354		
08:00-08:15	2	0	130	26	3	1	2	1572	150	0	2	156	20	4	2	2	2024	201		
08:15-08:30	1	0	150	24	2	0	1	1762	176	1	3	210	22	5	0	2	2324	231		
08:30-08:45	0	1	160	15	3	1	2	1882	180	0	0	200	16	5	0	2	2354	231		
08:45-09:00	1	1	160	26	6	0	2	1873	186	2	0	190	34	2	0	1	2264	226		
Hourly Total	4	2	587	91	13	2	4	7217	737	4	5	800	133	18	2	7	972	983		
09:00-09:15	0	3	110	14	3	2	2	1433	139	0	0	190	30	1	1	3	2194	219		
09:15-09:30	0	2	120	20	0	1	1	1711	167	1	1	170	20	7	1	1	2194	214		
09:30-09:45	0	0	114	17	5	0	3	1443	138	2	3	170	16	2	0	2	2024	203		
09:45-10:00	0	1	110	19	1	2	4	1483	140	0	3	180	20	1	1	1	2124	211		
Hourly Total	0	6	474	70	10	5	10	5951	590	3	7	730	106	11	5	7	801	810		
Session Total	6	14	1680	301	44	10	21	1002	1024	21	24	2280	383	48	10	20	2011	2107		
10:00-10:15	0	0	170	18	3	1	1	1894	186	0	0	180	20	0	1	2	1873	183		
10:15-10:30	0	0	148	24	9	0	2	1823	180	0	2	147	25	4	0	1	1843	180		
10:30-10:45	0	0	120	22	4	0	2	1650	161	2	0	177	31	1	0	2	2134	213		
10:45-10:59	0	1	161	20	0	0	2	1864	179	1	4	160	20	2	0	0	2064	200		
Hourly Total	0	1	499	64	16	3	7	7421	735	3	6	677	116	8	3	5	800	801		
10:00-10:15	0	1	170	20	3	1	1	2182	207	0	1	190	21	1	1	1	2382	218		
10:15-10:30	0	0	160	14	2	0	0	1824	180	0	4	170	20	1	0	2	2224	222		
10:30-10:45	0	1	152	23	1	0	1	1824	180	0	0	160	25	2	0	1	1884	186		
10:45-11:00	3	2	130	22	1	1	3	1632	160	1	1	177	26	1	0	0	2051	206		
Hourly Total	3	3	492	69	7	2	7	7320	726	2	6	700	103	5	2	4	810	812		
11:00-11:15	2	3	178	22	2	0	2	2068	200	2	3	170	20	2	0	0	2158	211		
11:15-11:30	1	3	160	6	0	1	1	1737	176	0	3	211	16	0	0	2	2342	234		
11:30-11:45	1	0	160	21	2	1	0	2163	214	1	3	180	16	0	0	1	2374	238		
11:45-12:00	1	4	163	11	2	1	3	1871	180	3	2	180	10	0	0	2	2124	214		
Hourly Total	5	10	681	62	5	3	6	7821	782	6	11	772	72	2	0	10	877	878		
12:00-12:15	0	3	160	10	2	1	2	1814	180	0	2	160	21	1	0	1	2164	216		
12:15-12:30	3	1	172	9	1	0	0	1813	186	4	2	187	16	3	0	2	2154	214		
12:30-12:45	0	1	156	15	0	0	2	1794	176	1	1	201	0	2	0	0	2134	214		
12:45-13:00	1	0	131	14	0	0	4	1564	156	3	0	180	10	1	1	4	2014	216		
Hourly Total	4	5	620	48	3	1	9	7322	732	8	5	770	58	7	1	7	807	812		
Session Total	14	30	2541	390	32	7	29	2071	2101	18	28	2011	349	24	3	30	3377	3363		



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 / B - Aidingly Road / C - A259 Goring Way / D - Aldworth Avenue / E - Goring Way

Approach: D - Aldworth Avenue

Table with columns for TIME, PCYCLE, BICYCLE, CAR, LGV, OGV1, OGV2, BUS, PCU, TOTAL, and DWA. It contains multiple rows of traffic count data for various time intervals, including hourly totals and a grand total at the bottom.

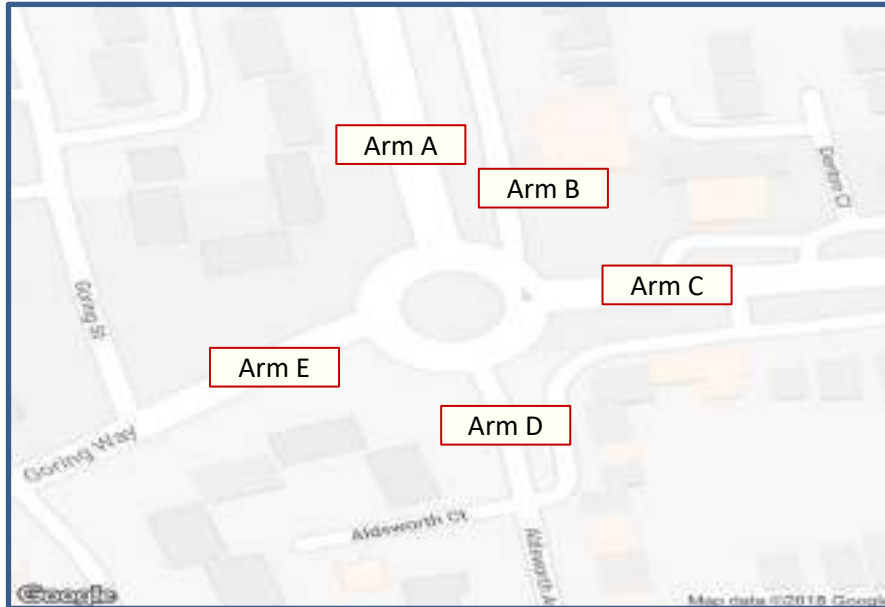
TIME	From D										To D									
	PCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL		
07:00-07:15	2	0	17	0	0	0	0	17.4	19	1	0	11	1	3	0	0	16.7	16		
07:15-07:30	0	0	21	3	0	0	0	24.0	24	0	0	19	0	3	0	0	21.5	20		
07:30-07:45	0	0	20	7	1	0	0	28.0	28	0	0	26	2	0	0	0	28.0	26		
07:45-08:00	0	0	25	5	1	0	0	32.0	32	1	1	41	15	2	0	0	58.5	60		
Hourly Total	2	0	63	16	2	0	0	102.0	102	2	1	96	26	5	0	0	127	126		
08:00-08:15	1	0	37	9	2	0	0	49.2	49	1	0	41	1	0	0	0	42.4	46		
08:15-08:30	1	0	54	9	0	0	0	62.2	63	0	1	30	5	0	0	0	62.4	63		
08:30-08:45	1	0	63	5	1	0	0	69.7	70	0	0	53	7	1	0	1	63.5	62		
08:45-09:00	0	0	40	6	0	0	0	46.0	46	0	0	40	6	2	0	0	41.0	40		
Hourly Total	3	0	212	27	3	0	0	245.0	245	1	1	170	25	3	0	1	222	201		
09:00-09:15	0	0	41	5	2	0	0	50.0	49	1	0	34	4	0	0	0	39.2	39		
09:15-09:30	0	0	20	3	0	0	0	23.0	23	0	0	20	3	0	0	1	22.4	21		
09:30-09:45	1	0	37	2	1	0	0	40.7	41	0	0	37	4	0	0	0	41.0	43		
09:45-10:00	0	0	42	3	0	1	0	47.0	46	0	0	40	3	1	0	0	45.5	49		
Hourly Total	1	0	158	14	3	1	0	173.0	172	1	0	148	20	1	0	1	172	172		
Session Total	6	0	449	57	8	1	0	522	521	4	2	417	52	12	0	2	512	500		
10:00-10:15	0	0	46	2	0	0	0	48.0	48	0	0	37	4	0	0	0	41.0	41		
10:15-10:30	0	0	47	5	1	0	0	54.0	54	1	0	31	2	0	0	0	33.2	34		
10:30-10:45	0	0	49	7	0	0	0	56.0	56	0	0	35	0	0	0	0	36.0	36		
10:45-10:59	2	1	40	7	0	0	0	50.0	50	1	1	26	3	0	0	0	40.0	42		
Hourly Total	2	1	209	22	1	0	0	223.0	223	2	1	127	15	0	0	0	127	128		
10:00-10:15	0	0	60	7	0	0	0	72.0	72	2	0	38	1	0	0	0	63.4	61		
10:15-10:30	0	0	43	7	0	0	0	50.0	50	0	0	37	7	0	0	0	44.0	44		
10:30-10:45	1	0	53	11	0	0	0	64.2	65	0	0	43	7	0	0	0	56.0	58		
10:45-11:00	1	0	40	6	0	0	0	46.2	47	2	0	37	2	0	0	0	36.4	41		
Hourly Total	2	0	209	31	0	0	0	223.0	226	4	0	149	22	0	0	0	172	176		
11:00-11:15	0	2	50	7	0	0	0	62.0	64	0	2	26	2	3	0	0	53.3	53		
11:15-11:30	2	0	46	5	1	0	0	52.0	54	5	0	39	5	0	0	0	42.4	45		
11:30-11:45	0	0	44	9	1	0	0	48.0	50	0	0	37	3	0	0	0	36.0	36		
11:45-12:00	1	0	71	5	1	0	0	77.7	78	0	2	26	2	0	0	0	63.0	58		
Hourly Total	3	2	218	18	3	0	0	242.0	245	7	2	118	16	3	0	0	132	135		
12:00-12:15	1	1	40	2	0	0	0	44.0	43	1	0	42	4	0	0	0	46.4	47		
12:15-12:30	0	0	40	2	1	0	0	43.0	46	1	1	30	4	0	0	0	40.4	42		
12:30-12:45	0	0	41	2	0	1	0	45.0	44	0	1	37	7	0	0	0	44.4	45		
12:45-13:00	1	0	30	1	0	0	0	36.0	37	1	0	30	3	0	0	0	33.0	36		
Hourly Total	2	1	170	7	1	1	0	167.0	162	3	2	132	17	0	0	0	127	124		
Session Total	13	4	720	76	9	1	0	800	800	12	7	562	59	3	0	2	622	603		



Goring by Sea, West Sussex - Manual Traffic Survey: Thursday, 2

Produced by Streetwise Services Ltd.

Junction: A - A259 / B - Ardingly Road / C - A259 Goring Way / D - Aldsworth Av



Vehicle Class: **All classes**

Show single Session: **No**

07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination			
		A	B	C	D
Arm Origin	A	3	0	4671	939
	B	336	0	220	53
	C	4065	0	2	70
	D	1041	0	178	3
	E	1589	0	1079	107
Total		7034	0	6150	1172

17 September 2018

Revenue / E - Goring Way

E	Total
1905	7518
142	751
638	4775
198	1420
17	2792
2900	



Goring by Sea, West Sussex: Queue Length Survey - Thursday, 27 September 2018

Produced by Streetwise Services Ltd.

Junction: A - A259 / B - Ardingly Road / C - A259 Goring Way / D - Aldsworth Avenue / E - Goring Way

Survey Period	A - A259		B - Ardingly Road	C - A259 Goring Way		D - Aldsworth Avenue		E - Goring Way	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	1	0	2	1	0	2	0
07:05 - 07:10	0	0	1	0	5	1	1	2	0
07:10 - 07:15	1	0	1	0	3	1	0	1	0
07:15 - 07:20	0	1	2	1	4	1	0	1	0
07:20 - 07:25	3	2	1	0	4	0	0	2	0
07:25 - 07:30	27	0	2	0	6	1	0	5	1
07:30 - 07:35	9	2	1	1	5	2	0	6	1
07:35 - 07:40	28	1	3	1	7	3	0	2	1
07:40 - 07:45	45	1	3	1	6	1	0	2	1
07:45 - 07:50	45	0	2	1	8	1	0	2	0
07:50 - 07:55	13	1	2	1	6	1	0	3	0
07:55 - 08:00	6	1	2	1	12	1	1	3	2
08:00 - 08:05	12	2	2	1	13	2	0	5	0
08:05 - 08:10	40	3	2	0	3	6	1	3	1
08:10 - 08:15	33	4	4	1	7	3	2	10	1
08:15 - 08:20	48	0	1	0	12	3	3	8	2
08:20 - 08:25	48	0	2	2	28	6	1	10	1
08:25 - 08:30	48	0	2	1	27	9	1	12	1
08:30 - 08:35	48	0	2	2	25	10	2	15	2
08:35 - 08:40	48	0	2	2	25	7	1	10	2
08:40 - 08:45	16	0	2	2	30	4	1	3	1
08:45 - 08:50	3	2	3	1	28	6	0	4	1
08:50 - 08:55	7	1	3	3	30	8	1	5	1
08:55 - 09:00	6	1	2	1	25	1	1	3	2
09:00 - 09:05	5	1	2	2	3	1	1	3	0
09:05 - 09:10	5	3	1	1	5	2	1	8	2
09:10 - 09:15	16	1	2	2	9	2	0	3	1
09:15 - 09:20	1	1	2	0	16	1	1	3	1
09:20 - 09:25	2	1	1	1	16	3	1	3	0
09:25 - 09:30	13	1	1	3	9	2	0	3	1
09:30 - 09:35	8	1	1	2	6	2	0	10	0
09:35 - 09:40	23	0	2	0	7	3	1	4	1
09:40 - 09:45	5	1	2	1	6	5	1	5	2
09:45 - 09:50	16	0	3	1	12	3	1	4	2
09:50 - 09:55	22	2	3	2	3	1	0	5	2
09:55 - 10:00	3	1	1	2	21	3	1	3	2

15:00 - 15:05	48	3	3	0	30	6	1	17	3
15:05 - 15:10	42	2	3	3	25	6	1	12	3
15:10 - 15:15	6	2	3	2	31	3	2	5	2
15:15 - 15:20	8	1	2	0	26	4	0	4	1
15:20 - 15:25	10	1	2	4	25	1	1	2	0
15:25 - 15:30	3	3	1	0	5	5	2	5	2
15:30 - 15:35	5	3	2	1	8	4	1	11	2
15:35 - 15:40	8	3	2	1	6	3	1	3	3
15:40 - 15:45	4	2	2	0	7	7	1	5	0
15:45 - 15:50	11	3	1	1	10	4	0	4	1
15:50 - 15:55	7	3	2	2	16	3	1	3	2
15:55 - 16:00	6	2	3	1	37	3	1	7	1
16:00 - 16:05	8	2	2	3	28	4	1	7	2
16:05 - 16:10	15	1	3	1	31	3	0	8	2
16:10 - 16:15	5	2	2	2	26	4	2	5	1
16:15 - 16:20	18	1	2	0	27	6	1	4	1
16:20 - 16:25	7	3	1	0	12	6	0	8	1
16:25 - 16:30	8	0	3	0	14	5	1	2	1
16:30 - 16:35	13	2	2	1	22	4	1	6	1
16:35 - 16:40	8	2	2	5	29	3	2	11	1
16:40 - 16:45	4	1	2	1	20	7	0	10	2
16:45 - 16:50	12	4	2	1	13	3	2	3	1
16:50 - 16:55	6	1	2	1	12	4	1	5	1
16:55 - 17:00	4	2	1	2	12	1	1	6	1
17:00 - 17:05	12	4	2	0	8	6	1	6	1
17:05 - 17:10	13	2	2	1	14	8	1	3	3
17:10 - 17:15	6	1	2	0	29	4	1	3	1
17:15 - 17:20	7	1	1	1	18	5	1	5	1
17:20 - 17:25	8	1	1	1	16	2	1	10	1
17:25 - 17:30	6	1	2	0	25	2	0	4	4
17:30 - 17:35	4	2	2	1	28	2	1	5	1
17:35 - 17:40	4	1	1	1	32	3	1	3	1
17:40 - 17:45	11	1	3	2	27	5	1	4	1
17:45 - 17:50	4	4	4	3	25	7	1	3	2
17:50 - 17:55	3	1	3	3	25	4	0	2	0
17:55 - 18:00	4	2	1	0	15	5	1	6	5
18:00 - 18:05	14	4	3	2	9	3	1	5	1
18:05 - 18:10	6	4	2	1	15	4	0	2	1
18:10 - 18:15	2	1	2	1	25	2	0	1	2
18:15 - 18:20	15	1	2	2	14	4	2	7	1
18:20 - 18:25	5	1	1	0	7	4	0	3	2
18:25 - 18:30	6	1	3	0	25	2	0	4	1
18:30 - 18:35	9	1	2	2	7	5	0	3	2
18:35 - 18:40	4	2	1	0	9	6	1	2	0
18:40 - 18:45	1	0	2	1	12	3	0	5	1
18:45 - 18:50	15	0	2	3	10	2	1	9	1
18:50 - 18:55	5	2	3	0	22	2	0	3	2
18:55 - 19:00	4	0	1	5	8	0	0	2	1

Appendix 3

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: 18122 - A259-A2032-A2700(Base-AM-Queues Calibrated).j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - A259 - A2032 - A2700 Roundabout

Report generation date: 03/06/2020 09:55:00

-
- »2018 Base, AM
 - »2024 Base , AM
 - »2024 Base + Dev, AM
 - »2033 Base, AM
 - »2033 Base + Dev, AM

Summary of junction performance

AM							
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2018 Base							
1 - A2700 Titnore Lane	33.1	413.82	1.21	F	152.74	F	-22 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	53.8	185.85	1.10	F			
3 - A259 - Goring Street	16.1	49.23	0.97	E			
4 - A259 Littlehampton Road	75.7	156.95	1.09	F			
2024 Base							
1 - A2700 Titnore Lane	103.4	1411.49	1.51	F	655.30	F	-36 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	166.5	660.88	1.30	F			
3 - A259 - Goring Street	160.9	452.69	1.22	F			
4 - A259 Littlehampton Road	260.4	657.03	1.30	F			
2024 Base + Dev							
1 - A2700 Titnore Lane	134.1	1814.87	1.62	F	869.83	F	-39 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	194.0	756.66	1.33	F			
3 - A259 - Goring Street	316.4	845.26	1.36	F			
4 - A259 Littlehampton Road	292.3	742.16	1.33	F			
2033 Base							
1 - A2700 Titnore Lane	130.7	1758.70	1.60	F	905.04	F	-40 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	230.8	923.80	1.38	F			
3 - A259 - Goring Street	239.7	647.91	1.30	F			
4 - A259 Littlehampton Road	361.3	924.33	1.38	F			
2033 Base + Dev							
1 - A2700 Titnore Lane	163.0	2184.60	1.70	F	1159.84	F	-42 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	260.4	1049.78	1.41	F			
3 - A259 - Goring Street	406.4	1116.78	1.43	F			
4 - A259 Littlehampton Road	392.9	1030.45	1.41	F			

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	18122 - A259 / A2032 / A2700
Location	
Site number	18-122
Date	18/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	18-122
Enumerator	Milestone4-PC\Milestone4 - Newer
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
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2024 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D9	2033 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	152.74	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	1 - A2700 Titnore Lane

Arms

Arms

Arm	Name	Description
1	A2700 Titnore Lane	
2	A2032 Littlehampton Road	
3	A259 - Goring Street	
4	A259 Littlehampton Road	

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 - A2700 Titnore Lane	3.80	6.00	3.0	18.0	60.0	19.0	
2 - A2032 Littlehampton Road	7.40	7.60	14.8	24.0	60.0	19.0	
3 - A259 - Goring Street	6.20	6.70	0.5	34.0	60.0	17.6	
4 - A259 Littlehampton Road	7.30	7.90	2.5	24.0	60.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A2700 Titnore Lane	0.513	1395
2 - A2032 Littlehampton Road	0.692	2407
3 - A259 - Goring Street	0.632	2036
4 - A259 Littlehampton Road	0.699	2438

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A2700 Titnore Lane	Percentage		59.40
2 - A2032 Littlehampton Road	Percentage		51.10
3 - A259 - Goring Street	Percentage		84.60
4 - A259 Littlehampton Road	Percentage		77.75

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	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	299	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	895	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1125	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1407	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	56	216	27
	2 - A2032 Littlehampton Road	87	0	168	640
	3 - A259 - Goring Street	297	371	0	457
	4 - A259 Littlehampton Road	60	727	610	10

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	5	4	7
	2 - A2032 Littlehampton Road	6	0	1	3
	3 - A259 - Goring Street	1	1	0	2
	4 - A259 Littlehampton Road	5	2	1	60

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.21	413.82	33.1	F	274	412
2 - A2032 Littlehampton Road	1.10	185.85	53.8	F	821	1232
3 - A259 - Goring Street	0.97	49.23	16.1	E	1032	1548
4 - A259 Littlehampton Road	1.09	156.95	75.7	F	1291	1937

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	225	56	1283	412	0.546	221	331	0.0	1.1	18.363	C
2 - A2032 Littlehampton Road	674	168	642	969	0.696	665	862	0.0	2.2	11.549	B
3 - A259 - Goring Street	847	212	568	1386	0.611	841	740	0.0	1.5	6.526	A
4 - A259 Littlehampton Road	1059	265	564	1552	0.683	1051	844	0.0	2.1	7.076	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	269	67	1531	339	0.793	261	396	1.1	3.1	42.465	E
2 - A2032 Littlehampton Road	805	201	764	926	0.869	791	1028	2.2	5.5	24.610	C
3 - A259 - Goring Street	1011	253	675	1327	0.762	1005	880	1.5	3.0	10.975	B
4 - A259 Littlehampton Road	1265	316	674	1492	0.848	1253	1007	2.1	5.0	14.386	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	329	82	1739	277	1.188	268	463	3.1	18.3	172.644	F
2 - A2032 Littlehampton Road	985	246	836	900	1.094	883	1171	5.5	31.1	88.794	F
3 - A259 - Goring Street	1239	310	752	1285	0.964	1201	968	3.0	12.6	33.090	D
4 - A259 Littlehampton Road	1549	387	799	1425	1.087	1403	1154	5.0	41.6	70.667	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	329	82	1756	272	1.210	270	470	18.3	33.1	364.873	F
2 - A2032 Littlehampton Road	985	246	842	898	1.097	894	1184	31.1	53.8	182.163	F
3 - A259 - Goring Street	1239	310	761	1280	0.968	1224	976	12.6	16.1	49.232	E
4 - A259 Littlehampton Road	1549	387	814	1417	1.094	1413	1171	41.6	75.7	156.954	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	269	67	1739	277	0.970	269	427	33.1	33.1	413.822	F
2 - A2032 Littlehampton Road	805	201	858	893	0.901	877	1150	53.8	35.8	185.845	F
3 - A259 - Goring Street	1011	253	747	1288	0.785	1060	988	16.1	3.9	18.669	C
4 - A259 Littlehampton Road	1265	316	715	1470	0.860	1451	1092	75.7	29.2	133.098	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	225	56	1399	378	0.596	350	354	33.1	1.9	168.019	F
2 - A2032 Littlehampton Road	674	168	799	913	0.738	804	951	35.8	3.1	57.784	F
3 - A259 - Goring Street	847	212	693	1317	0.643	855	910	3.9	1.8	7.924	A
4 - A259 Littlehampton Road	1059	265	586	1539	0.688	1167	962	29.2	2.3	12.758	B

2024 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	655.30	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-36	1 - A2700 Titnore Lane

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
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	361	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1036	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1430	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1627	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	62	254	45
	2 - A2032 Littlehampton Road	99	0	204	733
	3 - A259 - Goring Street	367	443	90	530
	4 - A259 Littlehampton Road	76	842	697	12

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	5	4	5
	2 - A2032 Littlehampton Road	5	0	1	3
	3 - A259 - Goring Street	1	1	0	2
	4 - A259 Littlehampton Road	4	2	1	58

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.51	1411.49	103.4	F	331	497
2 - A2032 Littlehampton Road	1.30	660.88	166.5	F	951	1426
3 - A259 - Goring Street	1.22	452.69	160.9	F	1312	1968
4 - A259 Littlehampton Road	1.30	657.03	260.4	F	1493	2239

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	272	68	1545	336	0.810	258	401	0.0	3.3	41.513	E
2 - A2032 Littlehampton Road	780	195	806	913	0.855	760	997	0.0	5.0	21.418	C
3 - A259 - Goring Street	1077	269	651	1342	0.802	1061	915	0.0	3.8	12.239	B
4 - A259 Littlehampton Road	1225	306	741	1458	0.840	1206	972	0.0	4.8	13.426	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	325	81	1758	272	1.191	264	463	3.3	18.5	178.294	F
2 - A2032 Littlehampton Road	931	233	890	883	1.054	858	1132	5.0	23.2	73.687	F
3 - A259 - Goring Street	1286	321	732	1298	0.991	1235	1016	3.8	16.4	40.121	E
4 - A259 Littlehampton Road	1463	366	859	1394	1.050	1361	1108	4.8	30.2	57.508	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	397	99	1789	263	1.511	262	478	18.5	52.2	508.335	F
2 - A2032 Littlehampton Road	1141	285	897	881	1.295	879	1154	23.2	88.6	239.511	F
3 - A259 - Goring Street	1574	394	749	1289	1.222	1285	1027	16.4	88.7	156.537	F
4 - A259 Littlehampton Road	1791	448	893	1376	1.302	1374	1141	30.2	134.5	222.964	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	397	99	1790	263	1.512	263	479	52.2	85.9	965.442	F
2 - A2032 Littlehampton Road	1141	285	898	881	1.295	880	1155	88.6	153.6	502.713	F
3 - A259 - Goring Street	1574	394	750	1288	1.222	1288	1028	88.7	160.4	354.334	F
4 - A259 Littlehampton Road	1791	448	895	1375	1.303	1374	1143	134.5	238.7	493.373	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	325	81	1790	263	1.234	263	478	85.9	101.4	1298.259	F
2 - A2032 Littlehampton Road	931	233	898	881	1.058	880	1155	153.6	166.5	660.880	F
3 - A259 - Goring Street	1286	321	750	1288	0.998	1284	1028	160.4	160.9	452.687	F
4 - A259 Littlehampton Road	1463	366	892	1376	1.063	1376	1141	238.7	260.4	657.032	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	272	68	1785	264	1.028	264	477	101.4	103.4	1411.492	F
2 - A2032 Littlehampton Road	780	195	897	881	0.885	876	1152	166.5	142.5	635.706	F
3 - A259 - Goring Street	1077	269	746	1290	0.834	1282	1026	160.9	109.5	380.610	F
4 - A259 Littlehampton Road	1225	306	891	1377	0.890	1371	1138	260.4	223.8	635.782	F

2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	869.83	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-39	1 - A2700 Titnore Lane

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
D5	2024 Base + Dev	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 (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	383	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1069	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1610	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1636	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	62	276	45
	2 - A2032 Littlehampton Road	99	0	237	733
	3 - A259 - Goring Street	429	536	90	555
	4 - A259 Littlehampton Road	76	842	706	12

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	5	4	5
	2 - A2032 Littlehampton Road	5	0	1	3
	3 - A259 - Goring Street	0	1	0	2
	4 - A259 Littlehampton Road	4	2	1	58

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.62	1814.87	134.1	F	351	527
2 - A2032 Littlehampton Road	1.33	756.66	194.0	F	981	1471
3 - A259 - Goring Street	1.36	845.26	316.4	F	1477	2216
4 - A259 Littlehampton Road	1.33	742.16	292.3	F	1501	2252

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	288	72	1611	316	0.912	267	444	0.0	5.4	58.844	F
2 - A2032 Littlehampton Road	805	201	819	908	0.886	780	1058	0.0	6.1	24.731	C
3 - A259 - Goring Street	1212	303	648	1348	0.899	1183	952	0.0	7.2	19.354	C
4 - A259 Littlehampton Road	1232	308	848	1402	0.879	1207	983	0.0	6.2	16.791	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	344	86	1779	266	1.293	262	488	5.4	25.9	244.392	F
2 - A2032 Littlehampton Road	961	240	879	888	1.083	870	1162	6.1	28.9	87.018	F
3 - A259 - Goring Street	1447	362	717	1310	1.105	1294	1031	7.2	45.5	84.485	F
4 - A259 Littlehampton Road	1471	368	929	1358	1.083	1338	1083	6.2	39.5	72.744	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	422	105	1797	261	1.617	260	492	25.9	66.2	658.843	F
2 - A2032 Littlehampton Road	1177	294	885	885	1.329	884	1173	28.9	102.1	276.520	F
3 - A259 - Goring Street	1773	443	729	1303	1.360	1303	1041	45.5	162.9	294.573	F
4 - A259 Littlehampton Road	1801	450	936	1354	1.330	1354	1096	39.5	151.4	260.674	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	422	105	1798	261	1.618	261	492	66.2	106.5	1211.914	F
2 - A2032 Littlehampton Road	1177	294	886	885	1.329	885	1173	102.1	175.0	570.621	F
3 - A259 - Goring Street	1773	443	729	1303	1.360	1303	1041	162.9	280.3	617.006	F
4 - A259 Littlehampton Road	1801	450	936	1354	1.330	1354	1097	151.4	263.2	555.711	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	344	86	1798	261	1.321	261	492	106.5	127.5	1629.948	F
2 - A2032 Littlehampton Road	961	240	886	885	1.085	885	1173	175.0	194.0	756.662	F
3 - A259 - Goring Street	1447	362	729	1303	1.111	1303	1041	280.3	316.4	828.001	F
4 - A259 Littlehampton Road	1471	368	936	1354	1.086	1354	1097	263.2	292.3	742.156	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	288	72	1794	262	1.101	262	491	127.5	134.1	1814.873	F
2 - A2032 Littlehampton Road	805	201	885	886	0.909	881	1171	194.0	175.0	754.286	F
3 - A259 - Goring Street	1212	303	726	1305	0.929	1301	1040	316.4	294.3	845.264	F
4 - A259 Littlehampton Road	1232	308	934	1355	0.909	1351	1093	292.3	262.5	739.516	F

2033 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	905.04	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-40	1 - A2700 Titnore Lane

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	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	382	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1100	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1516	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1727	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	66	269	47
	2 - A2032 Littlehampton Road	106	0	216	778
	3 - A259 - Goring Street	388	469	96	563
	4 - A259 Littlehampton Road	80	894	740	13

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	5	4	4
	2 - A2032 Littlehampton Road	6	0	1	3
	3 - A259 - Goring Street	1	1	0	2
	4 - A259 Littlehampton Road	4	2	1	54

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.60	1758.70	130.7	F	351	526
2 - A2032 Littlehampton Road	1.38	923.80	230.8	F	1009	1514
3 - A259 - Goring Street	1.30	647.91	239.7	F	1391	2087
4 - A259 Littlehampton Road	1.38	924.33	361.3	F	1585	2377

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	288	72	1628	311	0.924	265	422	0.0	5.7	61.640	F
2 - A2032 Littlehampton Road	828	207	844	899	0.921	797	1049	0.0	7.8	29.563	D
3 - A259 - Goring Street	1141	285	683	1325	0.861	1120	958	0.0	5.4	16.130	C
4 - A259 Littlehampton Road	1300	325	781	1436	0.905	1270	1022	0.0	7.6	19.082	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	343	86	1778	267	1.287	263	471	5.7	25.8	244.986	F
2 - A2032 Littlehampton Road	989	247	895	881	1.122	870	1146	7.8	37.6	108.159	F
3 - A259 - Goring Street	1363	341	742	1293	1.054	1264	1023	5.4	30.2	62.485	F
4 - A259 Littlehampton Road	1553	388	878	1383	1.122	1370	1127	7.6	53.2	90.571	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	421	105	1790	263	1.598	263	478	25.8	65.3	646.114	F
2 - A2032 Littlehampton Road	1211	303	898	880	1.377	879	1155	37.6	120.6	332.913	F
3 - A259 - Goring Street	1669	417	749	1288	1.295	1287	1028	30.2	125.7	225.642	F
4 - A259 Littlehampton Road	1901	475	894	1375	1.383	1374	1143	53.2	185.0	318.089	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	421	105	1791	263	1.599	263	478	65.3	104.7	1182.089	F
2 - A2032 Littlehampton Road	1211	303	898	880	1.377	880	1155	120.6	203.5	669.750	F
3 - A259 - Goring Street	1669	417	750	1288	1.296	1288	1028	125.7	220.9	489.575	F
4 - A259 Littlehampton Road	1901	475	894	1375	1.383	1374	1143	185.0	316.8	661.432	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	343	86	1791	263	1.306	263	478	104.7	124.8	1585.375	F
2 - A2032 Littlehampton Road	989	247	898	880	1.124	880	1155	203.5	230.8	894.436	F
3 - A259 - Goring Street	1363	341	750	1288	1.058	1288	1028	220.9	239.7	647.905	F
4 - A259 Littlehampton Road	1553	388	894	1375	1.129	1374	1143	316.8	361.3	891.333	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	288	72	1787	264	1.089	264	477	124.8	130.7	1758.698	F
2 - A2032 Littlehampton Road	828	207	898	880	0.941	876	1153	230.8	218.8	923.798	F
3 - A259 - Goring Street	1141	285	747	1290	0.885	1284	1027	239.7	203.9	622.022	F
4 - A259 Littlehampton Road	1300	325	892	1376	0.945	1372	1139	361.3	343.3	924.325	F

2033 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	1159.84	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-42	1 - A2700 Titnore Lane

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	2033 Base + Dev	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 (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	404	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1133	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1696	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1736	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	66	291	47
	2 - A2032 Littlehampton Road	106	0	249	778
	3 - A259 - Goring Street	450	562	96	588
	4 - A259 Littlehampton Road	80	894	749	13

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	5	4	4
	2 - A2032 Littlehampton Road	6	0	1	3
	3 - A259 - Goring Street	0	1	0	2
	4 - A259 Littlehampton Road	4	2	1	54

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.70	2184.60	163.0	F	371	556
2 - A2032 Littlehampton Road	1.41	1049.78	260.4	F	1040	1559
3 - A259 - Goring Street	1.43	1116.78	406.4	F	1556	2334
4 - A259 Littlehampton Road	1.41	1030.45	392.9	F	1593	2389

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	304	76	1683	295	1.031	267	461	0.0	9.4	89.171	F
2 - A2032 Littlehampton Road	853	213	848	898	0.950	814	1102	0.0	9.7	34.235	D
3 - A259 - Goring Street	1277	319	676	1333	0.958	1229	986	0.0	11.9	27.732	D
4 - A259 Littlehampton Road	1307	327	879	1385	0.944	1265	1026	0.0	10.5	24.701	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	363	91	1790	263	1.380	261	489	9.4	34.9	332.248	F
2 - A2032 Littlehampton Road	1019	255	884	885	1.151	877	1168	9.7	45.0	125.957	F
3 - A259 - Goring Street	1525	381	725	1305	1.168	1299	1036	11.9	68.4	121.438	F
4 - A259 Littlehampton Road	1561	390	931	1357	1.150	1349	1093	10.5	63.5	109.103	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	445	111	1798	261	1.704	261	491	34.9	80.9	819.146	F
2 - A2032 Littlehampton Road	1247	312	887	884	1.411	884	1172	45.0	135.9	377.052	F
3 - A259 - Goring Street	1867	467	730	1303	1.434	1302	1040	68.4	209.6	390.011	F
4 - A259 Littlehampton Road	1911	478	933	1355	1.410	1355	1099	63.5	202.6	359.280	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	445	111	1798	261	1.705	261	491	80.9	126.8	1450.795	F
2 - A2032 Littlehampton Road	1247	312	887	884	1.411	884	1172	135.9	226.8	744.835	F
3 - A259 - Goring Street	1867	467	730	1302	1.434	1302	1041	209.6	350.9	778.905	F
4 - A259 Littlehampton Road	1911	478	934	1355	1.410	1355	1099	202.6	341.6	726.975	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	363	91	1798	261	1.392	261	491	126.8	152.4	1939.648	F
2 - A2032 Littlehampton Road	1019	255	887	884	1.152	884	1172	226.8	260.4	997.529	F
3 - A259 - Goring Street	1525	381	730	1302	1.171	1302	1041	350.9	406.4	1050.306	F
4 - A259 Littlehampton Road	1561	390	934	1355	1.151	1355	1099	341.6	392.9	979.263	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	304	76	1795	262	1.161	262	490	152.4	163.0	2184.603	F
2 - A2032 Littlehampton Road	853	213	886	884	0.965	881	1170	260.4	253.4	1049.779	F
3 - A259 - Goring Street	1277	319	728	1304	0.979	1301	1039	406.4	400.5	1116.784	F
4 - A259 Littlehampton Road	1307	327	932	1356	0.964	1353	1096	392.9	381.5	1030.455	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: 18122 - A259-A2032-A2700(Base-PM-Queues Calibrated).j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - A259 - A2032 - A2700 Roundabout

Report generation date: 03/06/2020 10:22:47

»2018 Base, PM

»2024 Base , PM

»2024 Base + Dev, PM

»2033 Base, PM

»2033 Base + Dev, PM

Summary of junction performance

	PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2018 Base							
1 - A2700 Titnore Lane	25.0	166.00	1.08	F	79.35	F	-11 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	30.1	91.73	1.02	F			
3 - A259 - Goring Street	20.5	65.14	0.99	F			
4 - A259 Littlehampton Road	22.6	52.88	0.99	F			
2024 Base							
1 - A2700 Titnore Lane	171.1	1337.40	1.77	F	357.98	F	-26 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	146.9	490.11	1.23	F			
3 - A259 - Goring Street	10.6	37.10	0.93	E			
4 - A259 Littlehampton Road	76.0	135.50	1.08	F			
2024 Base + Dev							
1 - A2700 Titnore Lane	238.2	1971.91	1.97	F	541.32	F	-31 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	223.6	716.00	1.32	F			
3 - A259 - Goring Street	28.4	82.51	1.01	F			
4 - A259 Littlehampton Road	110.4	203.90	1.12	F			
2033 Base							
1 - A2700 Titnore Lane	136.8	1133.30	1.45	F	708.82	F	-30 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	217.6	699.63	1.31	F			
3 - A259 - Goring Street	285.3	844.22	1.36	F			
4 - A259 Littlehampton Road	198.8	462.12	1.23	F			
2033 Base + Dev							
1 - A2700 Titnore Lane	209.3	1722.23	1.61	F	969.03	F	-35 % [1 - A2700 Titnore Lane]
2 - A2032 Littlehampton Road	300.8	988.74	1.40	F			
3 - A259 - Goring Street	372.1	1107.83	1.43	F			
4 - A259 Littlehampton Road	244.0	563.76	1.27	F			

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	18122 - A259 / A2032 / A2700
Location	
Site number	18-122
Date	18/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	18-122
Enumerator	Milestone4-PC\Milestone4 - Newer
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
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D6	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D10	2033 Base + Dev	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

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	79.35	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	1 - A2700 Titnore Lane

Arms

Arms

Arm	Name	Description
1	A2700 Titnore Lane	
2	A2032 Littlehampton Road	
3	A259 - Goring Street	
4	A259 Littlehampton Road	

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 - A2700 Titnore Lane	3.80	6.00	3.0	18.0	60.0	19.0	
2 - A2032 Littlehampton Road	7.40	7.60	14.8	24.0	60.0	19.0	
3 - A259 - Goring Street	6.20	6.70	0.5	34.0	60.0	17.6	
4 - A259 Littlehampton Road	7.30	7.90	2.5	24.0	60.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A2700 Titnore Lane	0.513	1395
2 - A2032 Littlehampton Road	0.692	2407
3 - A259 - Goring Street	0.632	2036
4 - A259 Littlehampton Road	0.699	2438

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A2700 Titnore Lane	Percentage		91.65
2 - A2032 Littlehampton Road	Percentage		65.05
3 - A259 - Goring Street	Percentage		79.75
4 - A259 Littlehampton Road	Percentage		82.75

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	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	462	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1036	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1043	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1424	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	89	325	48
	2 - A2032 Littlehampton Road	75	11	245	705
	3 - A259 - Goring Street	341	228	0	474
	4 - A259 Littlehampton Road	98	770	553	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	2	0	0
	2 - A2032 Littlehampton Road	0	0	0	1
	3 - A259 - Goring Street	1	1	0	1
	4 - A259 Littlehampton Road	3	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.08	166.00	25.0	F	424	636
2 - A2032 Littlehampton Road	1.02	91.73	30.1	F	951	1426
3 - A259 - Goring Street	0.99	65.14	20.5	F	957	1436
4 - A259 Littlehampton Road	0.99	52.88	22.6	F	1307	1960

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	348	87	1171	720	0.483	344	384	0.0	0.9	9.492	A
2 - A2032 Littlehampton Road	780	195	694	1243	0.627	773	821	0.0	1.6	7.562	A
3 - A259 - Goring Street	785	196	628	1291	0.608	779	839	0.0	1.5	6.950	A
4 - A259 Littlehampton Road	1072	268	489	1713	0.626	1065	918	0.0	1.6	5.509	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	415	104	1400	612	0.679	411	459	0.9	2.0	17.563	C
2 - A2032 Littlehampton Road	931	233	829	1182	0.788	924	981	1.6	3.5	13.562	B
3 - A259 - Goring Street	938	234	751	1230	0.763	932	1002	1.5	3.0	11.838	B
4 - A259 Littlehampton Road	1280	320	585	1657	0.772	1274	1098	1.6	3.3	9.228	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	509	127	1663	487	1.045	460	543	2.0	14.1	82.709	F
2 - A2032 Littlehampton Road	1141	285	963	1122	1.017	1077	1160	3.5	19.4	50.480	F
3 - A259 - Goring Street	1148	287	873	1168	0.983	1102	1167	3.0	14.5	39.778	E
4 - A259 Littlehampton Road	1568	392	691	1596	0.982	1515	1285	3.3	16.4	32.648	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	509	127	1694	472	1.077	465	553	14.1	25.0	165.997	F
2 - A2032 Littlehampton Road	1141	285	978	1115	1.023	1098	1182	19.4	30.1	91.733	F
3 - A259 - Goring Street	1148	287	890	1160	0.990	1125	1186	14.5	20.5	65.143	F
4 - A259 Littlehampton Road	1568	392	705	1588	0.987	1543	1310	16.4	22.6	52.879	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	415	104	1492	568	0.731	502	496	25.0	3.2	79.503	F
2 - A2032 Littlehampton Road	931	233	935	1135	0.821	1031	1060	30.1	5.3	47.806	E
3 - A259 - Goring Street	938	234	842	1184	0.792	1003	1123	20.5	4.2	25.442	D
4 - A259 Littlehampton Road	1280	320	633	1630	0.785	1355	1212	22.6	3.9	16.343	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	348	87	1189	711	0.489	357	392	3.2	1.0	10.390	B
2 - A2032 Littlehampton Road	780	195	710	1236	0.631	794	835	5.3	1.8	8.399	A
3 - A259 - Goring Street	785	196	646	1283	0.612	795	858	4.2	1.6	7.540	A
4 - A259 Littlehampton Road	1072	268	500	1706	0.628	1081	941	3.9	1.7	5.829	A

2024 Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	357.98	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	1 - A2700 Titnore Lane

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
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	537	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1211	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1001	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1633	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	97	378	62
	2 - A2032 Littlehampton Road	86	12	301	812
	3 - A259 - Goring Street	38	274	139	550
	4 - A259 Littlehampton Road	128	880	622	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	2	0	0
	2 - A2032 Littlehampton Road	0	0	0	1
	3 - A259 - Goring Street	1	0	0	1
	4 - A259 Littlehampton Road	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.77	1337.40	171.1	F	493	739
2 - A2032 Littlehampton Road	1.23	490.11	146.9	F	1111	1667
3 - A259 - Goring Street	0.93	37.10	10.6	E	919	1378
4 - A259 Littlehampton Road	1.08	135.50	76.0	F	1498	2248

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	404	101	1442	595	0.679	396	188	0.0	2.0	17.463	C
2 - A2032 Littlehampton Road	912	228	896	1155	0.789	898	943	0.0	3.5	13.359	B
3 - A259 - Goring Street	754	188	723	1249	0.603	748	1071	0.0	1.5	7.099	A
4 - A259 Littlehampton Road	1229	307	409	1768	0.695	1220	1061	0.0	2.2	6.472	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	483	121	1721	464	1.040	437	222	2.0	13.3	85.449	F
2 - A2032 Littlehampton Road	1089	272	1040	1090	0.998	1038	1119	3.5	16.2	46.234	E
3 - A259 - Goring Street	900	225	833	1193	0.754	894	1245	1.5	2.9	11.813	B
4 - A259 Littlehampton Road	1468	367	487	1724	0.852	1456	1240	2.2	5.2	12.894	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	591	148	1974	345	1.713	344	247	13.3	75.0	486.913	F
2 - A2032 Littlehampton Road	1333	333	1063	1080	1.234	1077	1256	16.2	80.3	171.632	F
3 - A259 - Goring Street	1102	276	852	1183	0.931	1077	1288	2.9	9.2	28.698	D
4 - A259 Littlehampton Road	1798	449	572	1674	1.074	1648	1357	5.2	42.6	62.182	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	591	148	1997	334	1.769	334	249	75.0	139.3	1092.644	F
2 - A2032 Littlehampton Road	1333	333	1063	1080	1.235	1080	1268	80.3	143.7	380.644	F
3 - A259 - Goring Street	1102	276	853	1183	0.932	1096	1290	9.2	10.6	37.103	E
4 - A259 Littlehampton Road	1798	449	581	1669	1.077	1665	1368	42.6	76.0	135.497	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	483	121	1952	355	1.358	355	244	139.3	171.1	1337.403	F
2 - A2032 Littlehampton Road	1089	272	1067	1078	1.010	1076	1240	143.7	146.9	490.109	F
3 - A259 - Goring Street	900	225	853	1183	0.761	929	1291	10.6	3.4	15.570	C
4 - A259 Littlehampton Road	1468	367	506	1713	0.857	1691	1276	76.0	20.3	106.272	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	404	101	1523	557	0.726	554	207	171.1	133.7	991.611	F
2 - A2032 Littlehampton Road	912	228	1057	1083	0.842	1075	1020	146.9	106.0	424.239	F
3 - A259 - Goring Street	754	188	874	1172	0.643	760	1258	3.4	1.8	8.847	A
4 - A259 Littlehampton Road	1229	307	429	1757	0.700	1301	1205	20.3	2.4	9.168	A

2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	541.32	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-31	1 - A2700 Titnore Lane

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
D6	2024 Base + Dev	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 (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	591	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1295	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1109	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	97	432	62
	2 - A2032 Littlehampton Road	86	12	385	812
	3 - A259 - Goring Street	75	329	139	566
	4 - A259 Littlehampton Road	128	880	645	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	2	0	0
	2 - A2032 Littlehampton Road	0	0	0	1
	3 - A259 - Goring Street	1	1	0	1
	4 - A259 Littlehampton Road	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.97	1971.91	238.2	F	542	813
2 - A2032 Littlehampton Road	1.32	716.00	223.6	F	1188	1782
3 - A259 - Goring Street	1.01	82.51	28.4	F	1018	1526
4 - A259 Littlehampton Road	1.12	203.90	110.4	F	1520	2279

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	445	111	1499	568	0.784	432	215	0.0	3.2	24.660	C
2 - A2032 Littlehampton Road	975	244	949	1132	0.862	954	982	0.0	5.4	18.453	C
3 - A259 - Goring Street	835	209	718	1248	0.669	827	1185	0.0	2.0	8.405	A
4 - A259 Littlehampton Road	1247	312	477	1728	0.722	1237	1068	0.0	2.5	7.188	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	531	133	1785	433	1.226	425	251	3.2	29.8	168.745	F
2 - A2032 Littlehampton Road	1164	291	1055	1084	1.074	1062	1155	5.4	30.9	74.361	F
3 - A259 - Goring Street	997	249	793	1210	0.824	988	1323	2.0	4.3	15.592	C
4 - A259 Littlehampton Road	1489	372	564	1678	0.887	1472	1217	2.5	6.8	16.257	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	651	163	1988	337	1.929	337	275	29.8	108.2	761.505	F
2 - A2032 Littlehampton Road	1426	356	1058	1083	1.317	1082	1267	30.9	117.0	254.590	F
3 - A259 - Goring Street	1221	305	798	1207	1.011	1160	1342	4.3	19.5	48.544	E
4 - A259 Littlehampton Road	1823	456	650	1628	1.120	1613	1309	6.8	59.3	83.235	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	651	163	2004	330	1.973	330	277	108.2	188.5	1633.573	F
2 - A2032 Littlehampton Road	1426	356	1058	1083	1.317	1083	1276	117.0	202.7	537.742	F
3 - A259 - Goring Street	1221	305	798	1207	1.012	1185	1342	19.5	28.4	82.512	F
4 - A259 Littlehampton Road	1823	456	662	1621	1.125	1619	1321	59.3	110.4	194.789	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	531	133	1977	343	1.551	343	272	188.5	235.6	1956.745	F
2 - A2032 Littlehampton Road	1164	291	1062	1081	1.077	1081	1257	202.7	223.6	715.996	F
3 - A259 - Goring Street	997	249	798	1207	0.826	1089	1344	28.4	5.4	41.612	E
4 - A259 Littlehampton Road	1489	372	615	1648	0.903	1633	1272	110.4	74.2	203.901	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	445	111	1781	435	1.023	435	247	235.6	238.2	1971.908	F
2 - A2032 Littlehampton Road	975	244	1069	1078	0.904	1073	1147	223.6	199.0	709.215	F
3 - A259 - Goring Street	835	209	802	1205	0.693	847	1340	5.4	2.3	10.388	B
4 - A259 Littlehampton Road	1247	312	496	1717	0.726	1532	1154	74.2	2.8	52.447	F

2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	708.82	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-30	1 - A2700 Titnore Lane

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	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	570	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1285	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1453	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1733	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	104	401	65
	2 - A2032 Littlehampton Road	92	13	318	862
	3 - A259 - Goring Street	432	290	148	583
	4 - A259 Littlehampton Road	135	934	661	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	0	0	0
	2 - A2032 Littlehampton Road	0	0	0	1
	3 - A259 - Goring Street	1	0	0	1
	4 - A259 Littlehampton Road	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.45	1133.30	136.8	F	523	785
2 - A2032 Littlehampton Road	1.31	699.63	217.6	F	1179	1769
3 - A259 - Goring Street	1.36	844.22	285.3	F	1333	2000
4 - A259 Littlehampton Road	1.23	462.12	198.8	F	1590	2385

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	429	107	1519	564	0.760	418	485	0.0	2.8	23.044	C
2 - A2032 Littlehampton Road	967	242	944	1133	0.854	947	993	0.0	5.1	17.758	C
3 - A259 - Goring Street	1094	273	763	1227	0.891	1067	1128	0.0	6.7	19.996	C
4 - A259 Littlehampton Road	1305	326	716	1599	0.816	1288	1113	0.0	4.1	11.063	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	512	128	1742	460	1.115	444	539	2.8	19.9	113.750	F
2 - A2032 Littlehampton Road	1155	289	1055	1084	1.066	1059	1131	5.1	29.1	71.024	F
3 - A259 - Goring Street	1306	327	850	1183	1.104	1167	1264	6.7	41.4	86.092	F
4 - A259 Littlehampton Road	1558	389	786	1559	1.000	1496	1232	4.1	19.7	38.594	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	628	157	1796	434	1.446	433	548	19.9	68.5	384.024	F
2 - A2032 Littlehampton Road	1415	354	1069	1078	1.313	1076	1161	29.1	113.7	247.418	F
3 - A259 - Goring Street	1600	400	862	1177	1.359	1176	1283	41.4	147.2	295.835	F
4 - A259 Littlehampton Road	1908	477	792	1555	1.227	1552	1246	19.7	108.7	156.794	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	628	157	1799	433	1.449	433	548	68.5	117.2	783.720	F
2 - A2032 Littlehampton Road	1415	354	1069	1077	1.313	1077	1162	113.7	198.1	527.015	F
3 - A259 - Goring Street	1600	400	863	1177	1.359	1177	1284	147.2	252.9	617.252	F
4 - A259 Littlehampton Road	1908	477	793	1555	1.227	1554	1247	108.7	197.2	359.369	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	512	128	1796	434	1.180	434	548	117.2	136.8	1063.626	F
2 - A2032 Littlehampton Road	1155	289	1069	1077	1.072	1077	1161	198.1	217.6	699.632	F
3 - A259 - Goring Street	1306	327	863	1177	1.110	1177	1283	252.9	285.3	827.480	F
4 - A259 Littlehampton Road	1558	389	793	1555	1.002	1551	1247	197.2	198.8	462.124	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	429	107	1792	436	0.984	433	547	136.8	135.8	1133.302	F
2 - A2032 Littlehampton Road	967	242	1067	1078	0.897	1074	1158	217.6	191.1	685.635	F
3 - A259 - Goring Street	1094	273	860	1178	0.928	1174	1280	285.3	265.3	844.217	F
4 - A259 Littlehampton Road	1305	326	791	1556	0.839	1548	1243	198.8	138.0	392.521	F

2033 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Goring Crossways	Standard Roundabout		1, 2, 3, 4	969.03	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-35	1 - A2700 Titnore Lane

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	2033 Base + Dev	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 (%)
1 - A2700 Titnore Lane		ONE HOUR	✓	624	100.000
2 - A2032 Littlehampton Road		ONE HOUR	✓	1369	100.000
3 - A259 - Goring Street		ONE HOUR	✓	1561	100.000
4 - A259 Littlehampton Road		ONE HOUR	✓	1756	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	104	455	65
	2 - A2032 Littlehampton Road	92	13	402	862
	3 - A259 - Goring Street	469	345	148	599
	4 - A259 Littlehampton Road	135	934	684	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2700 Titnore Lane	2 - A2032 Littlehampton Road	3 - A259 - Goring Street	4 - A259 Littlehampton Road
From	1 - A2700 Titnore Lane	0	1	0	0
	2 - A2032 Littlehampton Road	0	0	0	1
	3 - A259 - Goring Street	1	1	0	1
	4 - A259 Littlehampton Road	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A2700 Titnore Lane	1.61	1722.23	209.3	F	573	859
2 - A2032 Littlehampton Road	1.40	988.74	300.8	F	1256	1884
3 - A259 - Goring Street	1.43	1107.83	372.1	F	1432	2149
4 - A259 Littlehampton Road	1.27	563.76	244.0	F	1611	2417

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	470	117	1568	536	0.876	449	507	0.0	5.2	35.672	E
2 - A2032 Littlehampton Road	1031	258	991	1113	0.926	996	1026	0.0	8.6	25.987	D
3 - A259 - Goring Street	1175	294	753	1230	0.956	1130	1234	0.0	11.3	28.759	D
4 - A259 Littlehampton Road	1322	331	773	1556	0.849	1302	1110	0.0	5.1	13.225	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	561	140	1763	444	1.263	439	546	5.2	35.7	189.180	F
2 - A2032 Littlehampton Road	1231	308	1062	1081	1.138	1071	1140	8.6	48.4	107.963	F
3 - A259 - Goring Street	1403	351	805	1204	1.166	1197	1328	11.3	63.0	122.538	F
4 - A259 Littlehampton Road	1579	395	820	1529	1.032	1489	1182	5.1	27.5	50.055	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	687	172	1798	428	1.607	427	551	35.7	100.7	589.094	F
2 - A2032 Littlehampton Road	1507	377	1067	1079	1.397	1078	1158	48.4	155.7	348.000	F
3 - A259 - Goring Street	1719	430	809	1202	1.430	1201	1336	63.0	192.3	388.752	F
4 - A259 Littlehampton Road	1933	483	823	1527	1.266	1526	1187	27.5	129.4	192.311	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	687	172	1799	427	1.609	427	551	100.7	165.7	1133.910	F
2 - A2032 Littlehampton Road	1507	377	1067	1079	1.397	1079	1159	155.7	262.8	703.740	F
3 - A259 - Goring Street	1719	430	809	1202	1.430	1201	1337	192.3	321.6	774.652	F
4 - A259 Littlehampton Road	1933	483	823	1527	1.266	1527	1187	129.4	231.0	429.548	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	561	140	1799	427	1.313	427	551	165.7	199.2	1544.899	F
2 - A2032 Littlehampton Road	1231	308	1067	1079	1.141	1079	1159	262.8	300.8	945.424	F
3 - A259 - Goring Street	1403	351	809	1201	1.168	1201	1337	321.6	372.1	1043.414	F
4 - A259 Littlehampton Road	1579	395	823	1527	1.034	1527	1187	231.0	244.0	563.759	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A2700 Titnore Lane	470	117	1794	429	1.094	429	550	199.2	209.3	1722.227	F
2 - A2032 Littlehampton Road	1031	258	1067	1079	0.955	1075	1156	300.8	289.7	988.740	F
3 - A259 - Goring Street	1175	294	807	1203	0.977	1199	1335	372.1	366.1	1107.830	F
4 - A259 Littlehampton Road	1322	331	822	1528	0.865	1522	1185	244.0	194.0	518.489	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: 18122 - A259-Aldsworth Avenue (PM Calibration).j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - A259 - Aldsworth Avenue Roundabout

Report generation date: 03/06/2020 11:28:40

-
- »2018 Base, PM
 - »2024 Base, PM
 - »2024 Base + Dev, PM
 - »2033 Base, PM
 - »2033 Base + Dev , PM

Summary of junction performance

PM							
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2018 Base							
1 - A259 North	9.1	28.89	0.91	D	61.54	F	-14 % [2 - Ardingly Drive]
2 - Ardingly Drive	2.2	70.80	0.72	F			
3 - A259 Goring Way East	23.1	98.46	1.01	F			
4 - Aldsworth Avenue	5.2	76.63	0.88	F			
5 - Goring Way West	7.3	68.50	0.91	F			
2024 Base							
1 - A259 North	56.4	132.30	1.07	F	224.62	F	-27 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	4.9	142.34	0.90	F			
3 - A259 Goring Way East	87.7	388.49	1.20	F			
4 - Aldsworth Avenue	23.1	255.21	1.10	F			
5 - Goring Way West	21.9	168.15	1.05	F			
2024 Base + Dev							
1 - A259 North	83.3	193.42	1.11	F	328.37	F	-29 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	5.0	146.02	0.90	F			
3 - A259 Goring Way East	143.7	624.29	1.29	F			
4 - Aldsworth Avenue	23.3	260.50	1.10	F			
5 - Goring Way West	25.9	194.41	1.07	F			
2033 Base							
1 - A259 North	97.5	239.54	1.13	F	356.12	F	-31 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	7.1	191.47	0.97	F			
3 - A259 Goring Way East	130.1	580.91	1.27	F			
4 - Aldsworth Avenue	33.0	396.57	1.17	F			
5 - Goring Way West	34.8	265.69	1.12	F			
2033 Base + Dev							
1 - A259 North	128.0	337.00	1.18	F	489.81	F	-33 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	7.2	193.58	0.97	F			
3 - A259 Goring Way East	197.1	853.82	1.37	F			
4 - Aldsworth Avenue	33.2	397.20	1.17	F			
5 - Goring Way West	39.7	315.04	1.14	F			

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	18122 - A259 / Aldsworth Avenue
Location	
Site number	18-122
Date	18/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	18-122
Enumerator	Milestone4-PC\Milestone4 - Newer
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
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D6	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D10	2033 Base + Dev	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

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	61.54	F

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	A259 North	
2	Ardingly Drive	
3	A259 Goring Way East	
4	Aldsworth Avenue	
5	Goring Way West	

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 - A259 North	3.69	7.17	9.4	44.6	41.0	23.0	
2 - Ardingly Drive	4.40	4.46	1.1	10.3	41.0	44.0	
3 - A259 Goring Way East	4.34	6.95	9.4	21.5	41.0	19.0	
4 - Aldsworth Avenue	4.84	6.86	6.8	22.3	41.0	33.0	
5 - Goring Way West	3.62	6.96	17.9	38.5	41.0	26.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 North	0.651	1682
2 - Ardingly Drive	0.516	1221
3 - A259 Goring Way East	0.673	1807
4 - Aldsworth Avenue	0.652	1771
5 - Goring Way West	0.670	1795

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A259 North	Percentage		85.50
2 - Ardingly Drive	Percentage		34.80
3 - A259 Goring Way East	Percentage		59.15
4 - Aldsworth Avenue	Percentage		32.00
5 - Goring Way West	Percentage		41.00

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	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 North		ONE HOUR	✓	1095	100.000
2 - Ardingly Drive		ONE HOUR	✓	112	100.000
3 - A259 Goring Way East		ONE HOUR	✓	758	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	239	100.000
5 - Goring Way West		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	668	105	322
	2 - Ardingly Drive	58	0	26	5	23
	3 - A259 Goring Way East	655	0	0	7	96
	4 - Aldsworth Avenue	171	0	29	1	38
	5 - Goring Way West	219	0	138	13	3

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	0	2	0
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	1	0	0	0	6
	4 - Aldsworth Avenue	2	0	0	0	0
	5 - Goring Way West	1	0	7	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	0.91	28.89	9.1	D	1005	1507
2 - Ardingly Drive	0.72	70.80	2.2	F	103	154
3 - A259 Goring Way East	1.01	98.46	23.1	F	696	1043
4 - Aldsworth Avenue	0.88	76.63	5.2	F	219	329
5 - Goring Way West	0.91	68.50	7.3	F	342	513

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	824	206	136	1355	0.608	818	818	0.0	1.5	6.631	A
2 - Ardingly Drive	84	21	955	252	0.335	82	0	0.0	0.5	21.007	C
3 - A259 Goring Way East	571	143	395	896	0.637	564	642	0.0	1.7	10.636	B
4 - Aldsworth Avenue	180	45	861	380	0.474	176	98	0.0	0.9	17.424	C
5 - Goring Way West	281	70	678	529	0.530	276	359	0.0	1.1	14.004	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	984	246	164	1339	0.735	980	981	1.5	2.7	9.889	A
2 - Ardingly Drive	101	25	1143	218	0.463	99	0	0.5	0.8	30.074	D
3 - A259 Goring Way East	681	170	474	865	0.788	675	769	1.7	3.4	18.269	C
4 - Aldsworth Avenue	215	54	1031	345	0.624	212	117	0.9	1.5	26.647	D
5 - Goring Way West	335	84	813	493	0.680	332	430	1.1	2.0	21.797	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1206	301	195	1321	0.913	1184	1153	2.7	8.0	23.327	C
2 - Ardingly Drive	123	31	1379	175	0.705	119	0	0.8	2.0	59.612	F
3 - A259 Goring Way East	835	209	571	827	1.010	786	927	3.4	15.5	57.583	F
4 - Aldsworth Avenue	263	66	1216	306	0.860	252	141	1.5	4.2	58.027	F
5 - Goring Way West	411	103	953	456	0.901	395	515	2.0	5.8	50.075	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1206	301	200	1318	0.915	1201	1182	8.0	9.1	28.892	D
2 - Ardingly Drive	123	31	1401	171	0.721	122	0	2.0	2.2	70.802	F
3 - A259 Goring Way East	835	209	581	823	1.014	804	943	15.5	23.1	98.457	F
4 - Aldsworth Avenue	263	66	1242	301	0.875	259	143	4.2	5.2	76.634	F
5 - Goring Way West	411	103	976	449	0.914	405	525	5.8	7.3	68.502	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	984	246	174	1333	0.739	1009	1078	9.1	2.9	11.877	B
2 - Ardingly Drive	101	25	1183	210	0.479	106	0	2.2	1.0	35.812	E
3 - A259 Goring Way East	681	170	491	858	0.794	756	798	23.1	4.4	47.846	E
4 - Aldsworth Avenue	215	54	1125	325	0.661	227	122	5.2	2.1	40.149	E
5 - Goring Way West	335	84	899	470	0.713	353	453	7.3	2.7	34.384	D

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	824	206	142	1352	0.610	830	847	2.9	1.6	6.963	A
2 - Ardingly Drive	84	21	971	249	0.339	86	0	1.0	0.5	22.350	C
3 - A259 Goring Way East	571	143	403	893	0.639	581	655	4.4	1.8	11.905	B
4 - Aldsworth Avenue	180	45	884	375	0.480	185	100	2.1	1.0	19.350	C
5 - Goring Way West	281	70	702	523	0.537	287	367	2.7	1.2	15.614	C

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	224.62	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	4 - Aldsworth Avenue

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
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 North		ONE HOUR	✓	1274	100.000
2 - Ardingly Drive		ONE HOUR	✓	123	100.000
3 - A259 Goring Way East		ONE HOUR	✓	859	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	302	100.000
5 - Goring Way West		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	743	174	357
	2 - Ardingly Drive	65	0	28	5	25
	3 - A259 Goring Way East	744	0	0	8	107
	4 - Aldsworth Avenue	229	0	31	1	41
	5 - Goring Way West	253	0	152	14	3

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
	1 - A259 North	0	0	0	1	0
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	1	0	0	0	7
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	1	0	7	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.07	132.30	56.4	F	1169	1754
2 - Ardingly Drive	0.90	142.34	4.9	F	113	169
3 - A259 Goring Way East	1.20	388.49	87.7	F	788	1182
4 - Aldsworth Avenue	1.10	255.21	23.1	F	277	416
5 - Goring Way West	1.05	168.15	21.9	F	387	581

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	959	240	148	1349	0.711	950	952	0.0	2.4	8.815	A
2 - Ardingly Drive	93	23	1098	226	0.409	90	0	0.0	0.7	25.966	D
3 - A259 Goring Way East	647	162	479	862	0.750	635	709	0.0	2.8	15.204	C
4 - Aldsworth Avenue	227	57	964	361	0.630	221	150	0.0	1.6	24.789	C
5 - Goring Way West	318	79	789	501	0.635	311	396	0.0	1.6	18.425	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1145	286	176	1332	0.860	1133	1127	2.4	5.4	17.081	C
2 - Ardingly Drive	111	28	1309	188	0.589	108	0	0.7	1.3	43.774	E
3 - A259 Goring Way East	772	193	572	826	0.935	749	846	2.8	8.6	38.436	E
4 - Aldsworth Avenue	271	68	1141	324	0.839	262	179	1.6	3.9	52.211	F
5 - Goring Way West	379	95	932	462	0.821	371	471	1.6	3.8	36.371	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1403	351	200	1318	1.064	1292	1223	5.4	33.1	65.166	F
2 - Ardingly Drive	135	34	1492	155	0.875	126	0	1.3	3.7	100.937	F
3 - A259 Goring Way East	946	236	654	794	1.192	787	964	8.6	48.3	144.304	F
4 - Aldsworth Avenue	333	83	1237	304	1.095	291	204	3.9	14.3	139.151	F
5 - Goring Way West	465	116	1000	444	1.046	423	528	3.8	14.1	97.066	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1403	351	205	1316	1.066	1309	1237	33.1	56.4	132.300	F
2 - Ardingly Drive	135	34	1514	151	0.898	131	0	3.7	4.9	142.336	F
3 - A259 Goring Way East	946	236	665	789	1.199	788	980	48.3	87.7	320.015	F
4 - Aldsworth Avenue	333	83	1246	302	1.102	297	207	14.3	23.1	249.312	F
5 - Goring Way West	465	116	1009	442	1.052	433	535	14.1	21.9	168.145	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1145	286	203	1317	0.870	1294	1222	56.4	19.3	109.583	F
2 - Ardingly Drive	111	28	1497	154	0.719	118	0	4.9	3.1	108.267	F
3 - A259 Goring Way East	772	193	648	796	0.971	787	966	87.7	84.1	388.494	F
4 - Aldsworth Avenue	271	68	1231	305	0.891	292	204	23.1	17.9	255.213	F
5 - Goring Way West	379	95	996	445	0.852	429	527	21.9	9.5	144.428	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	959	240	168	1338	0.717	1026	1200	19.3	2.6	13.967	B
2 - Ardingly Drive	93	23	1194	209	0.443	102	0	3.1	0.8	35.974	E
3 - A259 Goring Way East	647	162	521	846	0.765	836	774	84.1	36.9	263.707	F
4 - Aldsworth Avenue	227	57	1192	313	0.727	285	164	17.9	3.5	133.678	F
5 - Goring Way West	318	79	1024	438	0.726	344	453	9.5	3.0	45.087	E

2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	328.37	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-29	4 - Aldsworth Avenue

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
D6	2024 Base + Dev	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 (%)
1 - A259 North		ONE HOUR	✓	1328	100.000
2 - Ardingly Drive		ONE HOUR	✓	123	100.000
3 - A259 Goring Way East		ONE HOUR	✓	936	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	302	100.000
5 - Goring Way West		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	794	174	360
	2 - Ardingly Drive	65	0	28	5	25
	3 - A259 Goring Way East	821	0	0	8	107
	4 - Aldsworth Avenue	229	0	31	1	41
	5 - Goring Way West	258	0	152	14	3

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
	1 - A259 North	0	0	0	1	0
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	1	0	0	0	7
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	1	0	7	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.11	193.42	83.3	F	1219	1828
2 - Ardingly Drive	0.90	146.02	5.0	F	113	169
3 - A259 Goring Way East	1.29	624.29	143.7	F	859	1288
4 - Aldsworth Avenue	1.10	260.50	23.3	F	277	416
5 - Goring Way West	1.07	194.41	25.9	F	392	588

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1000	250	148	1349	0.741	989	1009	0.0	2.7	9.711	A
2 - Ardingly Drive	93	23	1137	219	0.422	90	0	0.0	0.7	27.290	D
3 - A259 Goring Way East	705	176	480	862	0.817	689	746	0.0	4.0	19.303	C
4 - Aldsworth Avenue	227	57	1019	349	0.651	221	150	0.0	1.7	26.748	D
5 - Goring Way West	321	80	842	486	0.661	314	397	0.0	1.8	20.140	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1194	298	175	1333	0.896	1177	1174	2.7	7.0	20.994	C
2 - Ardingly Drive	111	28	1352	180	0.614	108	0	0.7	1.4	47.862	E
3 - A259 Goring Way East	841	210	572	826	1.019	790	888	4.0	16.8	61.905	F
4 - Aldsworth Avenue	271	68	1184	315	0.863	261	178	1.7	4.3	58.011	F
5 - Goring Way West	384	96	976	451	0.852	373	469	1.8	4.4	41.806	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1462	366	198	1320	1.108	1304	1242	7.0	46.5	84.958	F
2 - Ardingly Drive	135	34	1503	153	0.886	126	0	1.4	3.9	105.570	F
3 - A259 Goring Way East	1031	258	639	800	1.289	798	989	16.8	75.1	219.545	F
4 - Aldsworth Avenue	333	83	1239	303	1.097	291	198	4.3	14.6	143.972	F
5 - Goring Way West	470	118	1018	439	1.070	423	513	4.4	16.3	109.533	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1462	366	202	1317	1.110	1315	1254	46.5	83.3	185.806	F
2 - Ardingly Drive	135	34	1517	150	0.901	131	0	3.9	5.0	146.017	F
3 - A259 Goring Way East	1031	258	648	796	1.294	796	1000	75.1	133.7	479.394	F
4 - Aldsworth Avenue	333	83	1244	302	1.101	298	200	14.6	23.3	252.403	F
5 - Goring Way West	470	118	1025	438	1.074	432	517	16.3	25.9	194.406	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1194	298	198	1320	0.905	1304	1242	83.3	55.8	193.422	F
2 - Ardingly Drive	111	28	1502	153	0.723	118	0	5.0	3.2	111.634	F
3 - A259 Goring Way East	841	210	633	802	1.049	801	987	133.7	143.7	624.293	F
4 - Aldsworth Avenue	271	68	1237	304	0.894	291	197	23.3	18.4	260.499	F
5 - Goring Way West	384	96	1017	440	0.873	423	512	25.9	16.0	183.371	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1000	250	178	1332	0.751	1210	1212	55.8	3.3	61.270	F
2 - Ardingly Drive	93	23	1388	174	0.533	100	0	3.2	1.3	52.821	F
3 - A259 Goring Way East	705	176	580	823	0.856	817	908	143.7	115.6	571.822	F
4 - Aldsworth Avenue	227	57	1214	308	0.738	285	183	18.4	3.9	144.688	F
5 - Goring Way West	321	80	1017	440	0.731	373	483	16.0	3.2	70.713	F

2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	356.12	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-31	4 - Aldsworth Avenue

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	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 North		ONE HOUR	✓	1351	100.000
2 - Ardingly Drive		ONE HOUR	✓	132	100.000
3 - A259 Goring Way East		ONE HOUR	✓	912	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	319	100.000
5 - Goring Way West		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	790	181	380
	2 - Ardingly Drive	69	0	30	6	27
	3 - A259 Goring Way East	790	0	0	8	114
	4 - Aldsworth Avenue	241	0	33	1	44
	5 - Goring Way West	269	0	161	15	3

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
	1 - A259 North	0	0	0	1	0
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	1	0	0	0	6
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	1	0	7	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.13	239.54	97.5	F	1240	1860
2 - Ardingly Drive	0.97	191.47	7.1	F	121	182
3 - A259 Goring Way East	1.27	580.91	130.1	F	837	1255
4 - Aldsworth Avenue	1.17	396.57	33.0	F	293	439
5 - Goring Way West	1.12	265.69	34.8	F	411	617

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1017	254	156	1344	0.757	1005	1005	0.0	3.0	10.286	B
2 - Ardingly Drive	99	25	1161	215	0.463	96	0	0.0	0.8	29.652	D
3 - A259 Goring Way East	687	172	506	853	0.805	672	752	0.0	3.7	18.617	C
4 - Aldsworth Avenue	240	60	1021	349	0.688	232	157	0.0	2.0	29.167	D
5 - Goring Way West	337	84	832	489	0.690	329	421	0.0	2.1	21.522	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1215	304	185	1328	0.915	1194	1170	3.0	8.2	23.756	C
2 - Ardingly Drive	119	30	1378	175	0.676	115	0	0.8	1.8	56.126	F
3 - A259 Goring Way East	820	205	601	815	1.006	775	892	3.7	15.0	57.851	F
4 - Aldsworth Avenue	287	72	1190	314	0.914	272	186	2.0	5.6	69.778	F
5 - Goring Way West	403	101	966	453	0.889	389	496	2.1	5.4	48.232	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1487	372	204	1316	1.130	1305	1233	8.2	53.9	96.421	F
2 - Ardingly Drive	145	36	1509	152	0.958	132	0	1.8	5.2	129.361	F
3 - A259 Goring Way East	1004	251	662	791	1.269	789	978	15.0	68.9	204.228	F
4 - Aldsworth Avenue	351	88	1247	302	1.164	294	203	5.6	19.8	182.658	F
5 - Goring Way West	493	123	1006	443	1.115	431	536	5.4	20.9	131.751	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1487	372	207	1315	1.131	1313	1242	53.9	97.5	215.068	F
2 - Ardingly Drive	145	36	1520	150	0.970	137	0	5.2	7.1	191.465	F
3 - A259 Goring Way East	1004	251	670	788	1.274	788	987	68.9	123.0	446.530	F
4 - Aldsworth Avenue	351	88	1253	300	1.169	298	205	19.8	33.0	340.867	F
5 - Goring Way West	493	123	1011	441	1.118	438	540	20.9	34.8	247.232	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1215	304	203	1317	0.922	1303	1235	97.5	75.3	239.539	F
2 - Ardingly Drive	119	30	1507	152	0.780	129	0	7.1	4.6	160.211	F
3 - A259 Goring Way East	820	205	659	792	1.035	791	976	123.0	130.1	580.907	F
4 - Aldsworth Avenue	287	72	1248	302	0.951	296	203	33.0	30.6	396.569	F
5 - Goring Way West	403	101	1008	442	0.911	430	536	34.8	28.1	265.692	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1017	254	203	1317	0.772	1297	1225	75.3	5.2	116.727	F
2 - Ardingly Drive	99	25	1500	153	0.649	109	0	4.6	2.2	90.363	F
3 - A259 Goring Way East	687	172	641	799	0.859	793	968	130.1	103.5	530.994	F
4 - Aldsworth Avenue	240	60	1233	305	0.789	295	201	30.6	17.0	296.901	F
5 - Goring Way West	337	84	998	444	0.759	429	530	28.1	5.1	151.495	F

2033 Base + Dev , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	489.81	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-33	4 - Aldsworth Avenue

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	2033 Base + Dev	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 (%)
1 - A259 North		ONE HOUR	✓	1405	100.000
2 - Ardingly Drive		ONE HOUR	✓	132	100.000
3 - A259 Goring Way East		ONE HOUR	✓	989	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	319	100.000
5 - Goring Way West		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	841	181	383
	2 - Ardingly Drive	69	0	30	6	27
	3 - A259 Goring Way East	867	0	0	8	114
	4 - Aldsworth Avenue	241	0	33	1	44
	5 - Goring Way West	274	0	161	15	3

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
	1 - A259 North	0	0	0	1	0
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	1	0	0	0	6
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	1	0	7	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.18	337.00	128.0	F	1289	1934
2 - Ardingly Drive	0.97	193.58	7.2	F	121	182
3 - A259 Goring Way East	1.37	853.82	197.1	F	908	1361
4 - Aldsworth Avenue	1.17	397.20	33.2	F	293	439
5 - Goring Way West	1.14	315.04	39.7	F	416	624

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1058	264	156	1345	0.787	1044	1059	0.0	3.5	11.492	B
2 - Ardingly Drive	99	25	1200	208	0.478	96	0	0.0	0.9	31.336	D
3 - A259 Goring Way East	745	186	507	853	0.873	722	789	0.0	5.5	24.569	C
4 - Aldsworth Avenue	240	60	1073	338	0.710	231	156	0.0	2.2	31.672	D
5 - Goring Way West	341	85	883	476	0.717	332	422	0.0	2.3	23.751	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1263	316	184	1328	0.951	1232	1202	3.5	11.3	30.282	D
2 - Ardingly Drive	119	30	1415	169	0.703	114	0	0.9	1.9	61.686	F
3 - A259 Goring Way East	889	222	599	816	1.089	799	930	5.5	28.1	91.074	F
4 - Aldsworth Avenue	287	72	1214	309	0.929	271	184	2.2	6.1	75.108	F
5 - Goring Way West	407	102	994	446	0.914	391	491	2.3	6.3	54.504	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1547	387	201	1318	1.174	1311	1250	11.3	70.2	121.886	F
2 - Ardingly Drive	145	36	1513	151	0.962	132	0	1.9	5.3	133.482	F
3 - A259 Goring Way East	1089	272	646	798	1.365	797	998	28.1	101.1	302.389	F
4 - Aldsworth Avenue	351	88	1247	302	1.164	295	197	6.1	20.1	186.841	F
5 - Goring Way West	499	125	1022	438	1.138	429	520	6.3	23.6	146.919	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1547	387	204	1317	1.175	1316	1258	70.2	128.0	277.755	F
2 - Ardingly Drive	145	36	1519	150	0.970	138	0	5.3	7.2	193.575	F
3 - A259 Goring Way East	1089	272	653	795	1.369	795	1004	101.1	174.5	630.276	F
4 - Aldsworth Avenue	351	88	1250	301	1.167	299	198	20.1	33.2	342.890	F
5 - Goring Way West	499	125	1027	437	1.141	435	523	23.6	39.7	279.583	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1263	316	200	1318	0.958	1308	1252	128.0	116.7	337.002	F
2 - Ardingly Drive	119	30	1509	152	0.782	129	0	7.2	4.7	162.353	F
3 - A259 Goring Way East	889	222	643	799	1.113	799	995	174.5	197.1	840.748	F
4 - Aldsworth Avenue	287	72	1246	302	0.949	299	196	33.2	30.2	397.197	F
5 - Goring Way West	407	102	1025	437	0.931	427	519	39.7	34.8	315.044	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1058	264	201	1318	0.802	1307	1241	116.7	54.4	237.704	F
2 - Ardingly Drive	99	25	1508	152	0.654	109	0	4.7	2.2	92.928	F
3 - A259 Goring Way East	745	186	627	805	0.925	801	990	197.1	182.9	853.823	F
4 - Aldsworth Avenue	240	60	1233	305	0.788	295	195	30.2	16.5	291.484	F
5 - Goring Way West	341	85	1014	440	0.774	428	514	34.8	13.0	208.698	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: 18122 - A259-Aldsworth Avenue (AM Calibration).j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - A259 - Aldsworth Avenue Roundabout

Report generation date: 03/06/2020 11:23:58

-
- »2018 Base, AM
 - »2024 Base, AM
 - »2024 Base + Dev, AM
 - »2033 Base, AM
 - »2033 Base + Dev, AM

Summary of junction performance

AM							
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2018 Base							
1 - A259 North	31.3	85.19	1.02	F	85.13	F	-17 % [2 - Ardingly Drive]
2 - Ardingly Drive	2.2	77.46	0.72	F			
3 - A259 Goring Way East	22.2	102.61	1.02	F			
4 - Aldsworth Avenue	6.1	89.62	0.90	F			
5 - Goring Way West	8.2	58.83	0.92	F			
2024 Base							
1 - A259 North	123.7	342.19	1.18	F	332.61	F	-35 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	3.2	106.02	0.81	F			
3 - A259 Goring Way East	72.5	332.17	1.17	F			
4 - Aldsworth Avenue	53.3	645.89	1.28	F			
5 - Goring Way West	27.4	159.60	1.06	F			
2024 Base + Dev							
1 - A259 North	189.2	532.68	1.26	F	434.94	F	-35 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	3.2	106.45	0.81	F			
3 - A259 Goring Way East	85.3	397.19	1.19	F			
4 - Aldsworth Avenue	52.9	640.15	1.27	F			
5 - Goring Way West	30.2	174.22	1.07	F			
2033 Base							
1 - A259 North	182.4	518.56	1.25	F	492.18	F	-38 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	4.2	129.24	0.86	F			
3 - A259 Goring Way East	106.0	508.96	1.24	F			
4 - Aldsworth Avenue	70.7	837.56	1.35	F			
5 - Goring Way West	44.5	262.23	1.12	F			
2033 Base + Dev							
1 - A259 North	266.8	730.92	1.33	F	608.18	F	-39 % [4 - Aldsworth Avenue]
2 - Ardingly Drive	4.2	129.31	0.86	F			
3 - A259 Goring Way East	124.4	579.98	1.27	F			
4 - Aldsworth Avenue	70.3	830.06	1.34	F			
5 - Goring Way West	47.9	290.05	1.14	F			

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	18122 - A259 / Aldsworth Avenue
Location	
Site number	18-122
Date	18/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	18-122
Enumerator	Milestone4-PC\Milestone4 - Newer
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
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2024 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D9	2033 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	85.13	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	2 - Ardingly Drive

Arms

Arms

Arm	Name	Description
1	A259 North	
2	Ardingly Drive	
3	A259 Goring Way East	
4	Aldsworth Avenue	
5	Goring Way West	

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 - A259 North	3.69	7.17	9.4	44.6	41.0	23.0	
2 - Ardingly Drive	4.40	4.46	1.1	10.3	41.0	44.0	
3 - A259 Goring Way East	4.34	6.95	9.4	21.5	41.0	19.0	
4 - Aldsworth Avenue	4.84	6.86	6.8	22.3	41.0	33.0	
5 - Goring Way West	3.62	6.96	17.9	38.5	41.0	26.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 North	0.651	1682
2 - Ardingly Drive	0.516	1221
3 - A259 Goring Way East	0.673	1806
4 - Aldsworth Avenue	0.652	1771
5 - Goring Way West	0.670	1795

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A259 North	Percentage		85.50
2 - Ardingly Drive	Percentage		36.00
3 - A259 Goring Way East	Percentage		56.25
4 - Aldsworth Avenue	Percentage		29.50
5 - Goring Way West	Percentage		50.80

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	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 North		ONE HOUR	✓	1164	100.000
2 - Ardingly Drive		ONE HOUR	✓	100	100.000
3 - A259 Goring Way East		ONE HOUR	✓	701	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	242	100.000
5 - Goring Way West		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	698	149	317
	2 - Ardingly Drive	39	0	34	15	12
	3 - A259 Goring Way East	614	0	2	8	77
	4 - Aldsworth Avenue	177	0	31	1	33
	5 - Goring Way West	270	0	184	26	6

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	2	2	1
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	2	0	0	0	13
	4 - Aldsworth Avenue	2	0	0	0	0
	5 - Goring Way West	0	0	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.02	85.19	31.3	F	1068	1602
2 - Ardingly Drive	0.72	77.46	2.2	F	92	138
3 - A259 Goring Way East	1.02	102.61	22.2	F	643	965
4 - Aldsworth Avenue	0.90	89.62	6.1	F	222	333
5 - Goring Way West	0.92	58.83	8.2	F	446	669

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	876	219	186	1308	0.670	868	816	0.0	2.0	8.061	A
2 - Ardingly Drive	75	19	1054	240	0.314	74	0	0.0	0.4	21.450	C
3 - A259 Goring Way East	528	132	421	828	0.637	521	707	0.0	1.7	11.482	B
4 - Aldsworth Avenue	182	46	793	361	0.505	178	148	0.0	1.0	19.338	C
5 - Goring Way West	366	91	640	676	0.541	361	331	0.0	1.1	11.288	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1046	262	223	1286	0.813	1038	978	2.0	4.0	14.042	B
2 - Ardingly Drive	90	22	1261	200	0.448	89	0	0.4	0.8	31.796	D
3 - A259 Goring Way East	630	158	504	797	0.790	623	846	1.7	3.4	19.899	C
4 - Aldsworth Avenue	218	54	949	331	0.658	214	177	1.0	1.8	30.107	D
5 - Goring Way West	437	109	767	633	0.690	433	396	1.1	2.1	17.685	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1282	320	266	1262	1.016	1215	1150	4.0	20.6	48.075	E
2 - Ardingly Drive	110	28	1481	159	0.693	106	0	0.8	1.9	63.307	F
3 - A259 Goring Way East	772	193	591	765	1.009	726	995	3.4	14.9	60.205	F
4 - Aldsworth Avenue	266	67	1109	300	0.889	254	208	1.8	4.9	65.684	F
5 - Goring Way West	535	134	899	588	0.910	517	464	2.1	6.6	42.740	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1282	320	272	1258	1.018	1239	1178	20.6	31.3	85.191	F
2 - Ardingly Drive	110	28	1511	153	0.719	109	0	1.9	2.2	77.456	F
3 - A259 Goring Way East	772	193	604	760	1.015	742	1016	14.9	22.2	102.611	F
4 - Aldsworth Avenue	266	67	1133	295	0.904	261	213	4.9	6.1	89.624	F
5 - Goring Way West	535	134	921	581	0.921	529	474	6.6	8.2	58.830	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1046	262	236	1279	0.818	1151	1073	31.3	5.1	40.475	E
2 - Ardingly Drive	90	22	1387	177	0.509	94	0	2.2	1.1	45.544	E
3 - A259 Goring Way East	630	158	554	779	0.809	699	927	22.2	5.0	57.603	F
4 - Aldsworth Avenue	218	54	1058	309	0.703	231	195	6.1	2.7	51.293	F
5 - Goring Way West	437	109	851	605	0.723	458	439	8.2	2.8	27.434	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	876	219	192	1304	0.672	888	848	5.1	2.1	8.901	A
2 - Ardingly Drive	75	19	1080	235	0.321	78	0	1.1	0.5	23.286	C
3 - A259 Goring Way East	528	132	432	824	0.641	541	726	5.0	1.8	13.233	B
4 - Aldsworth Avenue	182	46	821	356	0.512	188	152	2.7	1.1	22.279	C
5 - Goring Way West	366	91	668	666	0.549	372	341	2.8	1.3	12.481	B

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	332.61	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-35	4 - Aldsworth Avenue

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
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 North		ONE HOUR	✓	1342	100.000
2 - Ardingly Drive		ONE HOUR	✓	109	100.000
3 - A259 Goring Way East		ONE HOUR	✓	795	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	342	100.000
5 - Goring Way West		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	788	191	363
	2 - Ardingly Drive	43	0	37	16	13
	3 - A259 Goring Way East	695	0	2	9	89
	4 - Aldsworth Avenue	271	0	34	1	36
	5 - Goring Way West	303	0	206	28	7

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
	1 - A259 North	0	0	2	2	1
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	2	0	0	0	12
	4 - Aldsworth Avenue	1	0	1	0	0
	5 - Goring Way West	0	0	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.18	342.19	123.7	F	1231	1847
2 - Ardingly Drive	0.81	106.02	3.2	F	100	150
3 - A259 Goring Way East	1.17	332.17	72.5	F	730	1094
4 - Aldsworth Avenue	1.28	645.89	53.3	F	314	471
5 - Goring Way West	1.06	159.60	27.4	F	499	749

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1010	253	205	1296	0.779	997	965	0.0	3.3	11.568	B
2 - Ardingly Drive	82	21	1202	212	0.388	80	0	0.0	0.6	26.836	D
3 - A259 Goring Way East	599	150	491	803	0.746	588	791	0.0	2.7	16.015	C
4 - Aldsworth Avenue	257	64	897	343	0.751	247	182	0.0	2.6	34.684	D
5 - Goring Way West	410	102	768	633	0.647	403	376	0.0	1.7	15.185	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1206	302	243	1274	0.947	1177	1136	3.3	10.7	30.251	D
2 - Ardingly Drive	98	24	1420	170	0.576	96	0	0.6	1.2	46.699	E
3 - A259 Goring Way East	715	179	581	769	0.929	693	935	2.7	8.1	39.199	E
4 - Aldsworth Avenue	307	77	1059	311	0.988	284	215	2.6	8.3	92.726	F
5 - Goring Way West	489	122	900	588	0.831	480	443	1.7	4.1	30.640	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1478	369	274	1257	1.176	1250	1232	10.7	67.6	123.156	F
2 - Ardingly Drive	120	30	1524	150	0.798	114	0	1.2	2.7	86.522	F
3 - A259 Goring Way East	875	219	627	752	1.164	744	1011	8.1	40.9	133.435	F
4 - Aldsworth Avenue	377	94	1139	296	1.274	292	232	8.3	29.4	258.564	F
5 - Goring Way West	599	150	959	569	1.054	547	473	4.1	17.2	88.693	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1478	369	279	1254	1.178	1253	1245	67.6	123.7	281.690	F
2 - Ardingly Drive	120	30	1532	149	0.806	118	0	2.7	3.2	106.020	F
3 - A259 Goring Way East	875	219	632	750	1.167	749	1018	40.9	72.5	283.052	F
4 - Aldsworth Avenue	377	94	1147	294	1.281	293	234	29.4	50.2	507.698	F
5 - Goring Way West	599	150	966	566	1.058	558	475	17.2	27.4	159.596	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1206	302	275	1256	0.960	1246	1231	123.7	113.8	342.186	F
2 - Ardingly Drive	98	24	1521	151	0.649	102	0	3.2	2.1	78.857	F
3 - A259 Goring Way East	715	179	618	755	0.946	745	1005	72.5	64.9	332.166	F
4 - Aldsworth Avenue	307	77	1133	297	1.036	295	230	50.2	53.3	645.892	F
5 - Goring Way West	489	122	958	569	0.860	549	471	27.4	12.4	137.124	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1010	253	230	1282	0.788	1271	1167	113.8	48.7	232.555	F
2 - Ardingly Drive	82	21	1501	155	0.529	86	0	2.1	1.2	54.132	F
3 - A259 Goring Way East	599	150	611	758	0.790	747	976	64.9	27.9	227.490	F
4 - Aldsworth Avenue	257	64	1132	297	0.867	292	226	53.3	44.8	606.994	F
5 - Goring Way West	410	102	949	572	0.716	448	474	12.4	2.8	35.869	E

2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	434.94	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-35	4 - Aldsworth Avenue

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
D5	2024 Base + Dev	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 (%)
1 - A259 North		ONE HOUR	✓	1433	100.000
2 - Ardingly Drive		ONE HOUR	✓	109	100.000
3 - A259 Goring Way East		ONE HOUR	✓	825	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	342	100.000
5 - Goring Way West		ONE HOUR	✓	546	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	874	191	368
	2 - Ardingly Drive	43	0	37	16	13
	3 - A259 Goring Way East	725	0	2	9	89
	4 - Aldsworth Avenue	271	0	34	1	36
	5 - Goring Way West	305	0	206	28	7

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
	1 - A259 North	0	0	2	2	1
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	2	0	0	0	12
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	0	0	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.26	532.68	189.2	F	1315	1972
2 - Ardingly Drive	0.81	106.45	3.2	F	100	150
3 - A259 Goring Way East	1.19	397.19	85.3	F	757	1136
4 - Aldsworth Avenue	1.27	640.15	52.9	F	314	471
5 - Goring Way West	1.07	174.22	30.2	F	501	752

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1079	270	205	1296	0.832	1061	987	0.0	4.5	14.355	B
2 - Ardingly Drive	82	21	1266	200	0.411	79	0	0.0	0.7	29.373	D
3 - A259 Goring Way East	621	155	493	802	0.774	609	852	0.0	3.1	17.597	C
4 - Aldsworth Avenue	257	64	920	339	0.760	247	181	0.0	2.7	35.940	E
5 - Goring Way West	411	103	788	626	0.656	404	379	0.0	1.8	15.708	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1288	322	243	1275	1.011	1226	1157	4.5	20.0	47.264	E
2 - Ardingly Drive	98	24	1469	161	0.609	95	0	0.7	1.4	52.550	F
3 - A259 Goring Way East	742	185	573	773	0.960	713	991	3.1	10.2	46.460	E
4 - Aldsworth Avenue	307	77	1075	308	0.997	283	211	2.7	8.7	96.631	F
5 - Goring Way West	491	123	920	582	0.843	480	439	1.8	4.4	32.536	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1578	394	272	1258	1.254	1256	1246	20.0	100.5	181.567	F
2 - Ardingly Drive	120	30	1528	150	0.801	114	0	1.4	2.8	88.938	F
3 - A259 Goring Way East	908	227	601	762	1.192	757	1041	10.2	48.2	153.344	F
4 - Aldsworth Avenue	377	94	1136	296	1.270	293	221	8.7	29.5	260.937	F
5 - Goring Way West	601	150	974	563	1.067	544	456	4.4	18.7	94.962	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1578	394	277	1255	1.257	1255	1258	100.5	181.2	409.761	F
2 - Ardingly Drive	120	30	1532	149	0.806	118	0	2.8	3.2	106.446	F
3 - A259 Goring Way East	908	227	604	761	1.194	760	1046	48.2	85.3	325.886	F
4 - Aldsworth Avenue	377	94	1142	295	1.275	295	222	29.5	50.0	505.512	F
5 - Goring Way West	601	150	980	561	1.071	555	456	18.7	30.2	174.222	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1288	322	273	1257	1.025	1256	1244	181.2	189.2	532.680	F
2 - Ardingly Drive	98	24	1529	149	0.656	102	0	3.2	2.2	80.982	F
3 - A259 Goring Way East	742	185	593	765	0.970	756	1038	85.3	81.7	397.191	F
4 - Aldsworth Avenue	307	77	1130	298	1.033	296	220	50.0	52.9	640.151	F
5 - Goring Way West	491	123	971	564	0.870	546	455	30.2	16.3	158.364	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1079	270	237	1278	0.844	1271	1192	189.2	141.1	468.392	F
2 - Ardingly Drive	82	21	1508	154	0.534	86	0	2.2	1.3	55.501	F
3 - A259 Goring Way East	621	155	583	769	0.808	759	1011	81.7	47.1	307.633	F
4 - Aldsworth Avenue	257	64	1128	298	0.864	293	215	52.9	44.1	598.476	F
5 - Goring Way West	411	103	965	567	0.725	465	455	16.3	3.0	47.165	E

2033 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	492.18	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-38	4 - Aldsworth Avenue

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	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 North		ONE HOUR	✓	1424	100.000
2 - Ardingly Drive		ONE HOUR	✓	116	100.000
3 - A259 Goring Way East		ONE HOUR	✓	843	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	359	100.000
5 - Goring Way West		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	837	201	386
	2 - Ardingly Drive	46	0	39	17	14
	3 - A259 Goring Way East	738	0	2	9	94
	4 - Aldsworth Avenue	284	0	36	1	38
	5 - Goring Way West	322	0	219	30	7

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	2	1	1
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	2	0	0	0	13
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	0	0	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.25	518.56	182.4	F	1307	1960
2 - Ardingly Drive	0.86	129.24	4.2	F	106	160
3 - A259 Goring Way East	1.24	508.96	106.0	F	774	1160
4 - Aldsworth Avenue	1.35	837.56	70.7	F	329	494
5 - Goring Way West	1.12	262.23	44.5	F	530	796

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1072	268	217	1292	0.830	1054	1017	0.0	4.4	14.258	B
2 - Ardingly Drive	87	22	1271	199	0.439	84	0	0.0	0.7	30.735	D
3 - A259 Goring Way East	635	159	519	792	0.801	620	837	0.0	3.6	19.566	C
4 - Aldsworth Avenue	270	68	948	333	0.812	257	191	0.0	3.4	41.962	E
5 - Goring Way West	435	109	808	620	0.702	426	397	0.0	2.2	17.856	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1280	320	255	1270	1.008	1220	1177	4.4	19.4	46.500	E
2 - Ardingly Drive	104	26	1475	160	0.651	101	0	0.7	1.6	57.546	F
3 - A259 Goring Way East	758	189	603	761	0.996	718	973	3.6	13.5	57.228	F
4 - Aldsworth Avenue	323	81	1100	303	1.064	287	222	3.4	12.2	124.104	F
5 - Goring Way West	520	130	928	579	0.897	504	460	2.2	6.0	41.223	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1568	392	278	1257	1.248	1254	1242	19.4	97.9	177.296	F
2 - Ardingly Drive	128	32	1532	149	0.855	120	0	1.6	3.5	102.823	F
3 - A259 Goring Way East	928	232	633	750	1.238	747	1019	13.5	58.9	188.073	F
4 - Aldsworth Avenue	395	99	1147	294	1.344	292	232	12.2	37.9	332.961	F
5 - Goring Way West	636	159	964	567	1.122	556	475	6.0	26.2	122.991	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1568	392	281	1255	1.250	1254	1250	97.9	176.2	399.033	F
2 - Ardingly Drive	128	32	1536	149	0.859	125	0	3.5	4.2	129.245	F
3 - A259 Goring Way East	928	232	637	748	1.240	748	1024	58.9	104.0	400.917	F
4 - Aldsworth Avenue	395	99	1151	293	1.347	293	233	37.9	63.5	641.354	F
5 - Goring Way West	636	159	968	566	1.125	563	476	26.2	44.5	240.898	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1280	320	278	1257	1.019	1255	1241	176.2	182.4	518.562	F
2 - Ardingly Drive	104	26	1533	149	0.699	110	0	4.2	2.8	99.047	F
3 - A259 Goring Way East	758	189	627	752	1.008	750	1016	104.0	106.0	508.961	F
4 - Aldsworth Avenue	323	81	1145	294	1.096	294	231	63.5	70.7	835.508	F
5 - Goring Way West	520	130	964	567	0.916	555	475	44.5	35.8	262.230	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1072	268	278	1257	0.853	1250	1234	182.4	138.0	462.097	F
2 - Ardingly Drive	87	22	1528	150	0.582	92	0	2.8	1.6	65.970	F
3 - A259 Goring Way East	635	159	613	757	0.838	750	1007	106.0	77.1	440.698	F
4 - Aldsworth Avenue	270	68	1135	296	0.912	292	228	70.7	65.2	837.562	F
5 - Goring Way West	435	109	956	570	0.764	555	471	35.8	5.8	145.798	F

2033 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	608.18	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-39	4 - Aldsworth Avenue

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	2033 Base + Dev	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 (%)
1 - A259 North		ONE HOUR	✓	1515	100.000
2 - Ardingly Drive		ONE HOUR	✓	116	100.000
3 - A259 Goring Way East		ONE HOUR	✓	873	100.000
4 - Aldsworth Avenue		ONE HOUR	✓	359	100.000
5 - Goring Way West		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	923	201	391
	2 - Ardingly Drive	46	0	39	17	14
	3 - A259 Goring Way East	768	0	2	9	94
	4 - Aldsworth Avenue	284	0	36	1	38
	5 - Goring Way West	324	0	219	30	7

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A259 North	2 - Ardingly Drive	3 - A259 Goring Way East	4 - Aldsworth Avenue	5 - Goring Way West
From	1 - A259 North	0	0	2	1	1
	2 - Ardingly Drive	0	0	0	0	0
	3 - A259 Goring Way East	2	0	0	0	13
	4 - Aldsworth Avenue	1	0	0	0	0
	5 - Goring Way West	0	0	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 North	1.33	730.92	266.8	F	1390	2085
2 - Ardingly Drive	0.86	129.31	4.2	F	106	160
3 - A259 Goring Way East	1.27	579.98	124.4	F	801	1202
4 - Aldsworth Avenue	1.34	830.06	70.3	F	329	494
5 - Goring Way West	1.14	290.05	47.9	F	532	798

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1141	285	217	1291	0.883	1115	1038	0.0	6.3	18.396	C
2 - Ardingly Drive	87	22	1332	187	0.466	84	0	0.0	0.8	33.909	D
3 - A259 Goring Way East	657	164	520	792	0.830	640	896	0.0	4.2	21.782	C
4 - Aldsworth Avenue	270	68	970	329	0.822	256	190	0.0	3.5	43.700	E
5 - Goring Way West	437	109	827	614	0.712	427	399	0.0	2.3	18.544	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1362	340	254	1270	1.072	1248	1195	6.3	34.9	71.282	F
2 - Ardingly Drive	104	26	1502	155	0.672	101	0	0.8	1.7	62.281	F
3 - A259 Goring Way East	785	196	587	767	1.023	735	1015	4.2	16.8	66.662	F
4 - Aldsworth Avenue	323	81	1107	302	1.069	287	215	3.5	12.5	127.482	F
5 - Goring Way West	521	130	944	574	0.909	505	450	2.3	6.5	43.887	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1668	417	276	1258	1.326	1257	1255	34.9	137.7	254.674	F
2 - Ardingly Drive	128	32	1533	149	0.856	121	0	1.7	3.5	104.530	F
3 - A259 Goring Way East	961	240	607	760	1.265	757	1046	16.8	67.7	213.640	F
4 - Aldsworth Avenue	395	99	1143	295	1.340	293	222	12.5	38.0	334.518	F
5 - Goring Way West	639	160	978	562	1.135	553	458	6.5	28.0	130.953	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1668	417	279	1256	1.328	1256	1261	137.7	240.8	547.301	F
2 - Ardingly Drive	128	32	1535	149	0.858	125	0	3.5	4.2	129.310	F
3 - A259 Goring Way East	961	240	610	759	1.267	758	1049	67.7	118.5	450.359	F
4 - Aldsworth Avenue	395	99	1146	294	1.343	294	222	38.0	63.3	638.973	F
5 - Goring Way West	639	160	981	561	1.138	559	459	28.0	47.9	258.940	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1362	340	275	1258	1.083	1258	1254	240.8	266.8	730.922	F
2 - Ardingly Drive	104	26	1533	149	0.699	110	0	4.2	2.8	99.082	F
3 - A259 Goring Way East	785	196	600	762	1.030	761	1042	118.5	124.4	579.983	F
4 - Aldsworth Avenue	323	81	1141	295	1.093	295	220	63.3	70.3	830.065	F
5 - Goring Way West	521	130	978	562	0.927	551	458	47.9	40.5	290.053	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 North	1141	285	275	1258	0.907	1253	1246	266.8	238.7	726.388	F
2 - Ardingly Drive	87	22	1529	150	0.582	92	0	2.8	1.6	66.158	F
3 - A259 Goring Way East	657	164	587	767	0.857	761	1034	124.4	98.4	527.905	F
4 - Aldsworth Avenue	270	68	1131	297	0.909	293	217	70.3	64.6	829.564	F
5 - Goring Way West	437	109	970	565	0.773	552	454	40.5	11.8	178.456	F

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 18122 - Site Access Roundabout (50% U-turns).j9
Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - Site Access Roundabout
Report generation date: 03/06/2020 12:40:55

- »2024 Base + Dev, AM
- »2024 Base + Dev, PM
- »2033 Base + Dev, AM
- »2033 Base + Dev, 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
2024 Base + Dev														
1 - A259 Goring Street (South)	28.6	68.34	1.00	F	43.57	E	-7 % [2 - Site Access Road]	21.4	52.82	0.98	F	29.51	D	-4 % [1 - A259 Goring Street (South)]
2 - Site Access Road	8.4	86.87	0.95	F				0.9	16.18	0.49	C			
3 - A259 Goring Street (North)	4.9	10.71	0.84	B				4.0	8.72	0.80	A			
2033 Base + Dev														
1 - A259 Goring Street (South)	54.9	114.38	1.05	F	68.66	F	-11 % [1 - A259 Goring Street (South)]	46.7	98.26	1.04	F	51.84	F	-9 % [1 - A259 Goring Street (South)]
2 - Site Access Road	11.9	119.93	1.00	F				1.1	18.40	0.53	C			
3 - A259 Goring Street (North)	7.1	14.92	0.88	B				5.2	10.99	0.84	B			

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	11/09/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtpWTPGeneral
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
D5	2024 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2033 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Base + Dev	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	43.57	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	2 - Site Access Road

Arms

Arms

Arm	Name	Description
1	A259 Goring Street (South)	
2	Site Access Road	
3	A259 Goring Street (North)	

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 - A259 Goring Street (South)	3.80	7.45	17.8	20.0	40.0	20.0	
2 - Site Access Road	3.25	4.50	17.4	20.0	40.0	20.0	
3 - A259 Goring Street (North)	5.50	7.40	13.5	20.0	40.0	20.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - A259 Goring Street (South)	9.00	3.00	3.00	1.00	6.00	10.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 Goring Street (South)	0.689	1882
2 - Site Access Road	0.580	1338
3 - A259 Goring Street (North)	0.739	2135

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Dev	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 (%)
1 - A259 Goring Street (South)		ONE HOUR	✓	1355	100.000
2 - Site Access Road		ONE HOUR	✓	329	100.000
3 - A259 Goring Street (North)		ONE HOUR	✓	1538	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A259 Goring Street (South)	[ONEHOUR]	89.00
2 - Site Access Road		
3 - A259 Goring Street (North)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	45	1310
	2 - Site Access Road	92	0	237
	3 - A259 Goring Street (North)	1343	119	76

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	3	11
	2 - Site Access Road	0	0	0
	3 - A259 Goring Street (North)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 Goring Street (South)	1.00	68.34	28.6	F	1243	1865
2 - Site Access Road	0.95	86.87	8.4	F	302	453
3 - A259 Goring Street (North)	0.84	10.71	4.9	B	1411	2117

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1020	255	146	67.00	1489	0.685	1012	1075	0.0	2.1	7.423	A
2 - Site Access Road	248	62	1035		675	0.367	245	123	0.0	0.6	8.340	A
3 - A259 Goring Street (North)	1158	289	69		2049	0.565	1153	1212	0.0	1.3	3.997	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1218	305	175	80.01	1524	0.800	1212	1287	2.1	3.8	11.296	B
2 - Site Access Road	296	74	1239		544	0.544	293	147	0.6	1.2	14.240	B
3 - A259 Goring Street (North)	1383	346	82		2039	0.678	1380	1451	1.3	2.1	5.434	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1492	373	213	97.99	1486	1.004	1427	1566	3.8	20.0	40.265	E
2 - Site Access Road	362	91	1463		401	0.903	344	178	1.2	5.6	52.573	F
3 - A259 Goring Street (North)	1693	423	96		2028	0.835	1683	1711	2.1	4.7	10.110	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1492	373	215	97.99	1486	1.004	1458	1576	20.0	28.6	68.336	F
2 - Site Access Road	362	91	1493		382	0.949	351	179	5.6	8.4	86.867	F
3 - A259 Goring Street (North)	1693	423	98		2027	0.835	1693	1746	4.7	4.9	10.714	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1218	305	177	80.01	1524	0.800	1315	1307	28.6	4.3	23.976	C
2 - Site Access Road	296	74	1340		479	0.617	322	151	8.4	1.7	26.417	D
3 - A259 Goring Street (North)	1383	346	90		2033	0.680	1394	1573	4.9	2.2	5.725	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1020	255	147	67.00	1553	0.657	1030	1085	4.3	2.0	6.997	A
2 - Site Access Road	248	62	1053		663	0.373	252	124	1.7	0.6	8.845	A
3 - A259 Goring Street (North)	1158	289	71		2047	0.566	1161	1234	2.2	1.3	4.080	A

2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	29.51	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	1 - A259 Goring Street (South)

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
D6	2024 Base + Dev	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 Goring Street (South)		ONE HOUR	✓	1367	100.000
2 - Site Access Road		ONE HOUR	✓	196	100.000
3 - A259 Goring Street (North)		ONE HOUR	✓	1521	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A259 Goring Street (South)	[ONEHOUR]	89.00
2 - Site Access Road		
3 - A259 Goring Street (North)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	89	1278
	2 - Site Access Road	57	0	139
	3 - A259 Goring Street (North)	1275	198	48

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	0	8
	2 - Site Access Road	0	0	0
	3 - A259 Goring Street (North)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 Goring Street (South)	0.98	52.82	21.4	F	1254	1882
2 - Site Access Road	0.49	16.18	0.9	C	180	270
3 - A259 Goring Street (North)	0.80	8.72	4.0	A	1396	2094

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1029	257	184	67.00	1508	0.682	1021	999	0.0	2.1	7.263	A
2 - Site Access Road	148	37	990		719	0.205	147	215	0.0	0.3	6.278	A
3 - A259 Goring Street (North)	1145	286	43		2101	0.545	1140	1094	0.0	1.2	3.730	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1229	307	221	80.01	1570	0.783	1224	1195	2.1	3.4	10.236	B
2 - Site Access Road	176	44	1187		596	0.296	176	257	0.3	0.4	8.549	A
3 - A259 Goring Street (North)	1367	342	51		2095	0.653	1365	1311	1.2	1.9	4.915	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1505	376	270	97.99	1531	0.983	1454	1459	3.4	16.3	33.899	D
2 - Site Access Road	216	54	1412		456	0.474	214	312	0.4	0.9	14.786	B
3 - A259 Goring Street (North)	1675	419	62		2086	0.803	1667	1563	1.9	3.9	8.414	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1505	376	271	97.99	1531	0.983	1484	1466	16.3	21.4	52.824	F
2 - Site Access Road	216	54	1441		438	0.493	216	315	0.9	0.9	16.181	C
3 - A259 Goring Street (North)	1675	419	63		2086	0.803	1674	1593	3.9	4.0	8.724	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1229	307	222	80.01	1570	0.783	1299	1205	21.4	3.8	16.459	C
2 - Site Access Road	176	44	1258		551	0.320	178	264	0.9	0.5	9.689	A
3 - A259 Goring Street (North)	1367	342	52		2094	0.653	1376	1384	4.0	1.9	5.068	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1029	257	186	67.00	1600	0.643	1037	1005	3.8	1.8	6.480	A
2 - Site Access Road	148	37	1006		709	0.208	148	217	0.5	0.3	6.428	A
3 - A259 Goring Street (North)	1145	286	43		2100	0.545	1148	1111	1.9	1.2	3.792	A

2033 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	68.66	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	1 - A259 Goring Street (South)

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	2033 Base + Dev	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 (%)
1 - A259 Goring Street (South)		ONE HOUR	✓	1434	100.000
2 - Site Access Road		ONE HOUR	✓	332	100.000
3 - A259 Goring Street (North)		ONE HOUR	✓	1628	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A259 Goring Street (South)	[ONEHOUR]	89.00
2 - Site Access Road		
3 - A259 Goring Street (North)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	46	1388
	2 - Site Access Road	92	0	240
	3 - A259 Goring Street (North)	1425	123	80

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	4	10
	2 - Site Access Road	0	0	0
	3 - A259 Goring Street (North)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 Goring Street (South)	1.05	114.38	54.9	F	1316	1974
2 - Site Access Road	1.00	119.93	11.9	F	305	457
3 - A259 Goring Street (North)	0.88	14.92	7.1	B	1494	2241

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1080	270	152	67.00	1506	0.717	1070	1136	0.0	2.5	8.077	A
2 - Site Access Road	250	62	1095		642	0.389	247	126	0.0	0.6	9.066	A
3 - A259 Goring Street (North)	1226	306	69		2048	0.598	1220	1274	0.0	1.5	4.314	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1289	322	182	80.01	1536	0.839	1280	1359	2.5	4.8	13.541	B
2 - Site Access Road	298	75	1310		506	0.590	295	151	0.6	1.4	16.894	C
3 - A259 Goring Street (North)	1464	366	82		2039	0.718	1459	1524	1.5	2.5	6.171	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1579	395	221	97.99	1499	1.053	1467	1649	4.8	32.8	56.890	F
2 - Site Access Road	366	91	1507		381	0.959	341	181	1.4	7.5	67.264	F
3 - A259 Goring Street (North)	1792	448	94		2030	0.883	1776	1753	2.5	6.7	13.355	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1579	395	223	97.99	1499	1.053	1491	1664	32.8	54.9	114.380	F
2 - Site Access Road	366	91	1531		366	0.999	348	183	7.5	11.9	119.931	F
3 - A259 Goring Street (North)	1792	448	96		2028	0.884	1791	1782	6.7	7.1	14.918	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1289	322	185	80.01	1536	0.839	1482	1388	54.9	6.7	72.970	F
2 - Site Access Road	298	75	1507		380	0.785	328	159	11.9	4.5	79.360	F
3 - A259 Goring Street (North)	1464	366	91		2032	0.720	1481	1744	7.1	2.6	6.740	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1080	270	153	67.00	1566	0.689	1097	1150	6.7	2.3	7.953	A
2 - Site Access Road	250	62	1123		625	0.400	265	128	4.5	0.7	10.419	B
3 - A259 Goring Street (North)	1226	306	73		2045	0.599	1230	1314	2.6	1.5	4.442	A

2033 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	51.84	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	1 - A259 Goring Street (South)

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	2033 Base + Dev	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 Goring Street (South)		ONE HOUR	✓	1444	100.000
2 - Site Access Road		ONE HOUR	✓	198	100.000
3 - A259 Goring Street (North)		ONE HOUR	✓	1602	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A259 Goring Street (South)	[ONEHOUR]	89.00
2 - Site Access Road		
3 - A259 Goring Street (North)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	89	1355
	2 - Site Access Road	57	0	141
	3 - A259 Goring Street (North)	1352	200	50

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 Goring Street (South)	2 - Site Access Road	3 - A259 Goring Street (North)
From	1 - A259 Goring Street (South)	0	0	8
	2 - Site Access Road	0	0	0
	3 - A259 Goring Street (North)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 Goring Street (South)	1.04	98.26	46.7	F	1325	1988
2 - Site Access Road	0.53	18.40	1.1	C	182	273
3 - A259 Goring Street (North)	0.84	10.99	5.2	B	1470	2205

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1087	272	187	67.00	1517	0.717	1077	1056	0.0	2.5	8.019	A
2 - Site Access Road	149	37	1048		683	0.218	148	216	0.0	0.3	6.721	A
3 - A259 Goring Street (North)	1206	302	43		2104	0.573	1201	1154	0.0	1.3	3.965	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1298	325	224	80.01	1569	0.827	1290	1264	2.5	4.4	12.532	B
2 - Site Access Road	178	44	1255		553	0.322	177	259	0.3	0.5	9.557	A
3 - A259 Goring Street (North)	1440	360	51		2097	0.687	1437	1382	1.3	2.2	5.424	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1590	397	273	97.99	1531	1.038	1492	1541	4.4	28.9	50.899	F
2 - Site Access Road	218	55	1455		429	0.508	216	311	0.5	1.0	16.740	C
3 - A259 Goring Street (North)	1764	441	62		2089	0.844	1752	1608	2.2	5.1	10.343	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1590	397	275	97.99	1531	1.038	1519	1551	28.9	46.7	98.258	F
2 - Site Access Road	218	55	1480		413	0.528	218	314	1.0	1.1	18.398	C
3 - A259 Goring Street (North)	1764	441	63		2089	0.844	1763	1635	5.1	5.2	10.993	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1298	325	227	80.01	1569	0.827	1463	1277	46.7	5.6	51.617	F
2 - Site Access Road	178	44	1418		452	0.394	180	271	1.1	0.7	13.320	B
3 - A259 Goring Street (North)	1440	360	52		2097	0.687	1452	1546	5.2	2.2	5.684	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 Goring Street (South)	1087	272	189	67.00	1600	0.680	1101	1064	5.6	2.2	7.403	A
2 - Site Access Road	149	37	1071		669	0.223	151	219	0.7	0.3	6.970	A
3 - A259 Goring Street (North)	1206	302	43		2103	0.574	1210	1178	2.2	1.4	4.046	A



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 18122 - A27 - Titnore Lane - A280 - Base.j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - A27 - Angmering Bypass

Report generation date: 10/06/2020 15:54:27

-
- »2018, AM
 - »2018, PM
 - »2024 Base, AM
 - »2024 Base, PM
 - »2024 Base + Dev, AM
 - »2024 Base + Dev, PM
 - »2033 Base, AM
 - »2033 Base, PM
 - »2033 Base + Dev, AM
 - »2033 Base + Dev, 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
2018														
1 - A280 North	1.8	5.63	0.64	A	7.91	A	13 %	2.5	6.55	0.71	A	6.29	A	33 %
2 - A27 Off-Slip	0.6	6.53	0.38	A				0.6	6.81	0.39	A			
3 - Titnore Lane	0.7	4.43	0.42	A				1.0	5.90	0.50	A			
4 - A280 South West	3.4	13.62	0.78	B				0.9	5.75	0.46	A			
2024 Base														
1 - A280 North	2.9	8.17	0.75	A	44.98	E	-9 %	4.9	11.62	0.84	B	10.67	B	14 %
2 - A27 Off-Slip	1.1	9.67	0.52	A				1.3	11.43	0.57	B			
3 - Titnore Lane	1.1	5.93	0.54	A				2.0	9.80	0.67	A			
4 - A280 South West	43.4	122.27	1.05	F				1.8	9.09	0.64	A			
2024 Base + Dev														
1 - A280 North	3.1	8.48	0.76	A	56.22	F	-11 %	6.1	13.98	0.86	B	12.32	B	10 %
2 - A27 Off-Slip	1.1	9.95	0.53	A				1.5	12.92	0.60	B			
3 - Titnore Lane	1.4	6.65	0.59	A				2.4	11.03	0.71	B			
4 - A280 South West	57.9	159.50	1.09	F				1.9	9.73	0.66	A			
2033 Base														
1 - A280 North	3.7	9.87	0.79	A	79.30	F	-14 %	7.5	17.06	0.89	C	14.76	B	7 %
2 - A27 Off-Slip	1.4	11.79	0.58	B				1.8	15.39	0.65	C			
3 - Titnore Lane	1.4	6.84	0.58	A				2.8	13.17	0.74	B			
4 - A280 South West	86.2	225.68	1.14	F				2.3	11.05	0.70	B			
2033 Base + Dev														
1 - A280 North	3.9	10.30	0.80	B	93.65	F	-16 %	10.0	22.16	0.92	C	18.05	C	4 %
2 - A27 Off-Slip	1.4	12.17	0.59	B				2.1	18.10	0.69	C			
3 - Titnore Lane	1.7	7.83	0.64	A				3.4	15.20	0.78	C			
4 - A280 South West	103.3	274.60	1.18	F				2.5	11.94	0.72	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	
Location	
Site number	
Date	10/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2033 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Base + Dev	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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	4 - A280 South West

Arms

Arms

Arm	Name	Description
1	A280 North	
2	A27 Off-Slip	
3	Titnore Lane	
4	A280 South West	
5	A27 On-Slip	

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 - A280 North	3.70	7.80	18.0	42.0	60.0	10.0	
2 - A27 Off-Slip	4.00	6.00	35.0	25.0	60.0	38.0	
3 - Titnore Lane	3.40	7.80	30.0	25.0	60.0	24.0	
4 - A280 South West	3.65	6.00	36.0	14.0	60.0	33.0	
5 - A27 On-Slip							✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A280 North	0.636	2014
2 - A27 Off-Slip	0.551	1693
3 - Titnore Lane	0.617	1997
4 - A280 South West	0.539	1642
5 - A27 On-Slip		

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 (%)
1 - A280 North		ONE HOUR	✓	1037	100.000
2 - A27 Off-Slip		ONE HOUR	✓	313	100.000
3 - Titnore Lane		ONE HOUR	✓	527	100.000
4 - A280 South West		ONE HOUR	✓	828	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	525	292	220
	2 - A27 Off-Slip	51	0	25	237	0
	3 - Titnore Lane	227	0	0	79	221
	4 - A280 South West	589	0	194	0	45
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	4	3	12
	2 - A27 Off-Slip	2	0	8	1	0
	3 - Titnore Lane	1	0	0	11	1
	4 - A280 South West	2	0	1	0	4
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.64	5.63	1.8	A	952	1427
2 - A27 Off-Slip	0.38	6.53	0.6	A	287	431
3 - Titnore Lane	0.42	4.43	0.7	A	484	725
4 - A280 South West	0.78	13.62	3.4	B	760	1140
5 - A27 On-Slip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	781	195	145	1822	0.428	778	649	0.0	0.7	3.436	A
2 - A27 Off-Slip	236	59	923	1141	0.207	235	0	0.0	0.3	3.968	A
3 - Titnore Lane	397	99	600	1570	0.253	395	558	0.0	0.3	3.063	A
4 - A280 South West	623	156	539	1314	0.475	620	456	0.0	0.9	5.163	A
5 - A27 On-Slip			795				364				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	932	233	174	1805	0.517	931	778	0.7	1.1	4.113	A
2 - A27 Off-Slip	281	70	1105	1038	0.271	281	0	0.3	0.4	4.753	A
3 - Titnore Lane	474	118	718	1495	0.317	473	668	0.3	0.5	3.520	A
4 - A280 South West	744	186	646	1255	0.593	742	546	0.9	1.4	6.990	A
5 - A27 On-Slip			951				436				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1142	285	212	1782	0.641	1139	949	1.1	1.8	5.576	A
2 - A27 Off-Slip	345	86	1351	898	0.384	344	0	0.4	0.6	6.480	A
3 - Titnore Lane	580	145	879	1394	0.416	579	816	0.5	0.7	4.411	A
4 - A280 South West	912	228	790	1175	0.776	904	668	1.4	3.3	12.951	B
5 - A27 On-Slip			1161				534				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1142	285	214	1781	0.641	1142	954	1.8	1.8	5.630	A
2 - A27 Off-Slip	345	86	1355	896	0.385	345	0	0.6	0.6	6.532	A
3 - Titnore Lane	580	145	881	1393	0.417	580	819	0.7	0.7	4.429	A
4 - A280 South West	912	228	792	1174	0.776	911	669	3.3	3.4	13.622	B
5 - A27 On-Slip			1168				535				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	932	233	176	1804	0.517	935	785	1.8	1.1	4.157	A
2 - A27 Off-Slip	281	70	1111	1034	0.272	282	0	0.6	0.4	4.794	A
3 - Titnore Lane	474	118	721	1493	0.317	475	672	0.7	0.5	3.539	A
4 - A280 South West	744	186	648	1254	0.594	752	548	3.4	1.5	7.277	A
5 - A27 On-Slip			961				438				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	781	195	147	1822	0.429	782	655	1.1	0.8	3.466	A
2 - A27 Off-Slip	236	59	929	1138	0.207	236	0	0.4	0.3	3.995	A
3 - Titnore Lane	397	99	603	1568	0.253	397	561	0.5	0.3	3.076	A
4 - A280 South West	623	156	542	1312	0.475	626	459	1.5	0.9	5.260	A
5 - A27 On-Slip			801				366				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	1 - A280 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)	Run automatically
D2	2018	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 (%)
1 - A280 North		ONE HOUR	✓	1240	100.000
2 - A27 Off-Slip		ONE HOUR	✓	309	100.000
3 - Titnore Lane		ONE HOUR	✓	563	100.000
4 - A280 South West		ONE HOUR	✓	488	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	477	471	292
	2 - A27 Off-Slip	26	0	28	249	6
	3 - Titnore Lane	242	0	0	144	177
	4 - A280 South West	362	0	98	0	28
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	1	2	2
	2 - A27 Off-Slip	0	0	0	0	0
	3 - Titnore Lane	4	0	0	1	6
	4 - A280 South West	2	0	1	0	4
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.71	6.55	2.5	A	1138	1707
2 - A27 Off-Slip	0.39	6.81	0.6	A	284	425
3 - Titnore Lane	0.50	5.90	1.0	A	517	775
4 - A280 South West	0.46	5.75	0.9	A	448	672
5 - A27 On-Slip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	934	233	73	1936	0.482	930	472	0.0	0.9	3.565	A
2 - A27 Off-Slip	233	58	1003	1132	0.206	232	0	0.0	0.3	3.996	A
3 - Titnore Lane	424	106	783	1451	0.292	422	452	0.0	0.4	3.492	A
4 - A280 South West	367	92	557	1306	0.281	366	648	0.0	0.4	3.822	A
5 - A27 On-Slip			546				377				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1115	279	88	1927	0.579	1113	566	0.9	1.4	4.413	A
2 - A27 Off-Slip	278	69	1201	1021	0.272	277	0	0.3	0.4	4.837	A
3 - Titnore Lane	506	127	937	1358	0.373	505	541	0.4	0.6	4.217	A
4 - A280 South West	439	110	667	1246	0.352	438	776	0.4	0.5	4.453	A
5 - A27 On-Slip			654				452				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1365	341	108	1914	0.713	1361	692	1.4	2.4	6.456	A
2 - A27 Off-Slip	340	85	1469	871	0.391	339	0	0.4	0.6	6.753	A
3 - Titnore Lane	620	155	1146	1232	0.503	618	662	0.6	1.0	5.846	A
4 - A280 South West	537	134	816	1165	0.461	536	948	0.5	0.8	5.716	A
5 - A27 On-Slip			800				552				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1365	341	108	1914	0.713	1365	694	2.4	2.5	6.552	A
2 - A27 Off-Slip	340	85	1473	869	0.392	340	0	0.6	0.6	6.811	A
3 - Titnore Lane	620	155	1149	1230	0.504	620	664	1.0	1.0	5.896	A
4 - A280 South West	537	134	818	1163	0.462	537	951	0.8	0.9	5.749	A
5 - A27 On-Slip			802				554				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1115	279	88	1927	0.579	1119	568	2.5	1.4	4.480	A
2 - A27 Off-Slip	278	69	1207	1017	0.273	279	0	0.6	0.4	4.880	A
3 - Titnore Lane	506	127	942	1355	0.373	508	544	1.0	0.6	4.257	A
4 - A280 South West	439	110	670	1244	0.353	440	780	0.9	0.5	4.482	A
5 - A27 On-Slip			656				454				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	934	233	74	1936	0.482	935	475	1.4	0.9	3.607	A
2 - A27 Off-Slip	233	58	1009	1128	0.206	233	0	0.4	0.3	4.023	A
3 - Titnore Lane	424	106	788	1448	0.293	425	455	0.6	0.4	3.521	A
4 - A280 South West	367	92	560	1304	0.282	368	652	0.5	0.4	3.848	A
5 - A27 On-Slip			549				379				

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	44.98	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	4 - A280 South West

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
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 North		ONE HOUR	✓	1187	100.000
2 - A27 Off-Slip		ONE HOUR	✓	362	100.000
3 - Titnore Lane		ONE HOUR	✓	635	100.000
4 - A280 South West		ONE HOUR	✓	1072	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	591	357	239
	2 - A27 Off-Slip	55	0	28	279	0
	3 - Titnore Lane	261	0	0	119	255
	4 - A280 South West	734	0	263	0	75
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	4	3	12
	2 - A27 Off-Slip	2	0	7	1	0
	3 - Titnore Lane	1	0	0	8	1
	4 - A280 South West	2	0	1	0	3
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.75	8.17	2.9	A	1089	1634
2 - A27 Off-Slip	0.52	9.67	1.1	A	332	498
3 - Titnore Lane	0.54	5.93	1.1	A	583	874
4 - A280 South West	1.05	122.27	43.4	F	984	1476
5 - A27 On-Slip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	894	223	196	1793	0.498	890	785	0.0	1.0	3.968	A
2 - A27 Off-Slip	273	68	1086	1051	0.259	271	0	0.0	0.3	4.610	A
3 - Titnore Lane	478	120	697	1512	0.316	476	660	0.0	0.5	3.469	A
4 - A280 South West	807	202	607	1277	0.632	800	566	0.0	1.7	7.449	A
5 - A27 On-Slip			981				426				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1067	267	235	1770	0.603	1065	938	1.0	1.5	5.093	A
2 - A27 Off-Slip	325	81	1300	930	0.350	325	0	0.3	0.5	5.944	A
3 - Titnore Lane	571	143	834	1426	0.400	570	790	0.5	0.7	4.205	A
4 - A280 South West	964	241	727	1211	0.796	956	677	1.7	3.6	13.695	B
5 - A27 On-Slip			1173				510				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1307	327	267	1750	0.747	1301	1093	1.5	2.9	7.937	A
2 - A27 Off-Slip	399	100	1569	776	0.513	397	0	0.5	1.0	9.428	A
3 - Titnore Lane	699	175	1019	1309	0.534	697	946	0.7	1.1	5.869	A
4 - A280 South West	1180	295	889	1122	1.052	1090	828	3.6	26.2	61.729	F
5 - A27 On-Slip			1361				618				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1307	327	273	1746	0.748	1307	1109	2.9	2.9	8.174	A
2 - A27 Off-Slip	399	100	1579	771	0.517	398	0	1.0	1.1	9.665	A
3 - Titnore Lane	699	175	1024	1306	0.535	699	954	1.1	1.1	5.930	A
4 - A280 South West	1180	295	892	1120	1.054	1111	831	26.2	43.4	122.273	F
5 - A27 On-Slip			1382				622				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1067	267	274	1745	0.611	1072	1051	2.9	1.6	5.392	A
2 - A27 Off-Slip	325	81	1347	903	0.360	327	0	1.1	0.6	6.269	A
3 - Titnore Lane	571	143	841	1422	0.402	573	834	1.1	0.7	4.249	A
4 - A280 South West	964	241	731	1209	0.797	1119	682	43.4	4.6	62.328	F
5 - A27 On-Slip			1326				524				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	894	223	201	1790	0.499	896	799	1.6	1.0	4.037	A
2 - A27 Off-Slip	273	68	1097	1045	0.261	273	0	0.6	0.4	4.672	A
3 - Titnore Lane	478	120	702	1509	0.317	479	668	0.7	0.5	3.497	A
4 - A280 South West	807	202	611	1275	0.633	818	570	4.6	1.8	8.067	A
5 - A27 On-Slip			999				430				

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.67	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	1 - A280 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)	Run automatically
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 North		ONE HOUR	✓	1429	100.000
2 - A27 Off-Slip		ONE HOUR	✓	371	100.000
3 - Titnore Lane		ONE HOUR	✓	681	100.000
4 - A280 South West		ONE HOUR	✓	652	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	544	569	316
	2 - A27 Off-Slip	28	0	32	304	7
	3 - Titnore Lane	277	0	0	202	202
	4 - A280 South West	458	0	146	0	48
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	1	2	2
	2 - A27 Off-Slip	0	0	0	0	0
	3 - Titnore Lane	4	0	0	1	5
	4 - A280 South West	2	0	1	0	2
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.84	11.62	4.9	B	1311	1967
2 - A27 Off-Slip	0.57	11.43	1.3	B	340	511
3 - Titnore Lane	0.67	9.80	2.0	A	625	937
4 - A280 South West	0.64	9.09	1.8	A	598	897
5 - A27 On-Slip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1076	269	109	1913	0.562	1071	572	0.0	1.3	4.248	A
2 - A27 Off-Slip	279	70	1180	1033	0.270	278	0	0.0	0.4	4.761	A
3 - Titnore Lane	513	128	917	1376	0.372	510	541	0.0	0.6	4.146	A
4 - A280 South West	491	123	622	1273	0.386	488	805	0.0	0.6	4.573	A
5 - A27 On-Slip			681				429				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1285	321	131	1899	0.676	1282	684	1.3	2.0	5.797	A
2 - A27 Off-Slip	334	83	1412	903	0.370	333	0	0.4	0.6	6.307	A
3 - Titnore Lane	612	153	1098	1267	0.483	611	648	0.6	0.9	5.474	A
4 - A280 South West	586	147	744	1206	0.486	585	964	0.6	0.9	5.784	A
5 - A27 On-Slip			815				514				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1573	393	160	1881	0.836	1563	836	2.0	4.8	10.940	B
2 - A27 Off-Slip	408	102	1723	729	0.560	406	0	0.6	1.2	11.048	B
3 - Titnore Lane	750	187	1339	1121	0.669	746	790	0.9	2.0	9.477	A
4 - A280 South West	718	179	908	1116	0.643	715	1176	0.9	1.8	8.885	A
5 - A27 On-Slip			996				627				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1573	393	161	1881	0.837	1573	840	4.8	4.9	11.622	B
2 - A27 Off-Slip	408	102	1733	723	0.565	408	0	1.2	1.3	11.430	B
3 - Titnore Lane	750	187	1347	1116	0.672	750	795	2.0	2.0	9.805	A
4 - A280 South West	718	179	914	1114	0.645	718	1183	1.8	1.8	9.088	A
5 - A27 On-Slip			1001				631				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1285	321	132	1899	0.677	1296	690	4.9	2.1	6.078	A
2 - A27 Off-Slip	334	83	1428	894	0.373	336	0	1.3	0.6	6.486	A
3 - Titnore Lane	612	153	1110	1260	0.486	616	654	2.0	1.0	5.632	A
4 - A280 South West	586	147	752	1202	0.488	589	974	1.8	1.0	5.907	A
5 - A27 On-Slip			822				519				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1076	269	110	1913	0.562	1079	576	2.1	1.3	4.336	A
2 - A27 Off-Slip	279	70	1189	1028	0.272	280	0	0.6	0.4	4.824	A
3 - Titnore Lane	513	128	924	1372	0.374	514	545	1.0	0.6	4.204	A
4 - A280 South West	491	123	627	1270	0.386	492	812	1.0	0.6	4.633	A
5 - A27 On-Slip			686				433				

2024 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	56.22	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	4 - A280 South West

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
D5	2024 Base + Dev	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 (%)
1 - A280 North		ONE HOUR	✓	1205	100.000
2 - A27 Off-Slip		ONE HOUR	✓	364	100.000
3 - Titnore Lane		ONE HOUR	✓	696	100.000
4 - A280 South West		ONE HOUR	✓	1074	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	609	357	239
	2 - A27 Off-Slip	55	0	30	279	0
	3 - Titnore Lane	289	0	0	124	283
	4 - A280 South West	734	0	265	0	75
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	4	3	12
	2 - A27 Off-Slip	2	0	7	1	0
	3 - Titnore Lane	1	0	0	8	1
	4 - A280 South West	2	0	1	0	3
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.76	8.48	3.1	A	1106	1659
2 - A27 Off-Slip	0.53	9.95	1.1	A	334	501
3 - Titnore Lane	0.59	6.65	1.4	A	639	958
4 - A280 South West	1.09	159.50	57.9	F	986	1478
5 - A27 On-Slip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	907	227	198	1792	0.506	903	806	0.0	1.0	4.029	A
2 - A27 Off-Slip	274	69	1101	1042	0.263	273	0	0.0	0.4	4.671	A
3 - Titnore Lane	524	131	697	1513	0.346	522	677	0.0	0.5	3.624	A
4 - A280 South West	809	202	649	1255	0.644	801	570	0.0	1.8	7.825	A
5 - A27 On-Slip			1003				447				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1083	271	236	1769	0.612	1081	962	1.0	1.6	5.215	A
2 - A27 Off-Slip	327	82	1317	919	0.356	326	0	0.4	0.5	6.064	A
3 - Titnore Lane	626	156	834	1427	0.439	625	809	0.5	0.8	4.484	A
4 - A280 South West	966	241	777	1184	0.815	956	682	1.8	4.1	15.207	C
5 - A27 On-Slip			1198				535				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1327	332	263	1753	0.757	1321	1106	1.6	3.0	8.231	A
2 - A27 Off-Slip	401	100	1584	768	0.522	399	0	0.5	1.1	9.705	A
3 - Titnore Lane	766	192	1019	1310	0.585	764	964	0.8	1.4	6.565	A
4 - A280 South West	1182	296	950	1089	1.086	1067	833	4.1	33.0	75.079	F
5 - A27 On-Slip			1370				647				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1327	332	267	1750	0.758	1326	1119	3.0	3.1	8.484	A
2 - A27 Off-Slip	401	100	1594	762	0.526	401	0	1.1	1.1	9.951	A
3 - Titnore Lane	766	192	1024	1307	0.586	766	971	1.4	1.4	6.655	A
4 - A280 South West	1182	296	953	1087	1.088	1083	837	33.0	57.9	159.503	F
5 - A27 On-Slip			1386				650				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1083	271	287	1738	0.623	1089	1105	3.1	1.7	5.590	A
2 - A27 Off-Slip	327	82	1376	887	0.369	329	0	1.1	0.6	6.477	A
3 - Titnore Lane	626	156	841	1422	0.440	628	864	1.4	0.8	4.547	A
4 - A280 South West	966	241	782	1182	0.817	1162	687	57.9	8.7	109.532	F
5 - A27 On-Slip			1392				553				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	907	227	206	1787	0.508	910	831	1.7	1.0	4.115	A
2 - A27 Off-Slip	274	69	1116	1034	0.265	275	0	0.6	0.4	4.750	A
3 - Titnore Lane	524	131	702	1510	0.347	525	689	0.8	0.5	3.661	A
4 - A280 South West	809	202	653	1252	0.646	836	574	8.7	1.9	9.180	A
5 - A27 On-Slip			1037				452				

2024 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	12.32	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	1 - A280 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)	Run automatically
D6	2024 Base + Dev	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 (%)
1 - A280 North		ONE HOUR	✓	1475	100.000
2 - A27 Off-Slip		ONE HOUR	✓	376	100.000
3 - Titnore Lane		ONE HOUR	✓	718	100.000
4 - A280 South West		ONE HOUR	✓	657	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	590	569	316
	2 - A27 Off-Slip	28	0	37	304	7
	3 - Titnore Lane	294	0	0	205	219
	4 - A280 South West	458	0	151	0	48
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	1	2	2
	2 - A27 Off-Slip	0	0	0	0	0
	3 - Titnore Lane	4	0	0	1	5
	4 - A280 South West	2	0	1	0	2
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.86	13.98	6.1	B	1353	2030
2 - A27 Off-Slip	0.60	12.92	1.5	B	345	518
3 - Titnore Lane	0.71	11.03	2.4	B	659	988
4 - A280 South West	0.66	9.73	1.9	A	603	904
5 - A27 On-Slip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1110	278	113	1911	0.581	1105	584	0.0	1.4	4.435	A
2 - A27 Off-Slip	283	71	1218	1012	0.280	282	0	0.0	0.4	4.921	A
3 - Titnore Lane	541	135	917	1376	0.393	538	583	0.0	0.6	4.283	A
4 - A280 South West	495	124	647	1259	0.393	492	807	0.0	0.6	4.679	A
5 - A27 On-Slip			697				442				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1326	331	135	1897	0.699	1322	700	1.4	2.3	6.224	A
2 - A27 Off-Slip	338	85	1458	877	0.385	337	0	0.4	0.6	6.652	A
3 - Titnore Lane	645	161	1097	1267	0.510	644	698	0.6	1.0	5.765	A
4 - A280 South West	591	148	775	1189	0.497	589	967	0.6	1.0	5.986	A
5 - A27 On-Slip			835				529				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1624	406	165	1878	0.865	1610	854	2.3	5.8	12.799	B
2 - A27 Off-Slip	414	103	1775	700	0.592	411	0	0.6	1.4	12.332	B
3 - Titnore Lane	791	198	1336	1122	0.704	785	850	1.0	2.3	10.531	B
4 - A280 South West	723	181	944	1097	0.660	720	1177	1.0	1.9	9.464	A
5 - A27 On-Slip			1019				645				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1624	406	166	1878	0.865	1623	859	5.8	6.1	13.978	B
2 - A27 Off-Slip	414	103	1789	692	0.598	414	0	1.4	1.5	12.921	B
3 - Titnore Lane	791	198	1347	1116	0.708	790	856	2.3	2.4	11.027	B
4 - A280 South West	723	181	951	1093	0.662	723	1186	1.9	1.9	9.725	A
5 - A27 On-Slip			1025				649				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1326	331	137	1896	0.699	1341	706	6.1	2.4	6.646	A
2 - A27 Off-Slip	338	85	1477	866	0.390	341	0	1.5	0.6	6.894	A
3 - Titnore Lane	645	161	1112	1258	0.513	651	706	2.4	1.1	5.977	A
4 - A280 South West	591	148	784	1184	0.499	594	979	1.9	1.0	6.137	A
5 - A27 On-Slip			843				535				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1110	278	114	1911	0.581	1114	589	2.4	1.4	4.542	A
2 - A27 Off-Slip	283	71	1228	1006	0.281	284	0	0.6	0.4	4.996	A
3 - Titnore Lane	541	135	925	1371	0.394	542	588	1.1	0.7	4.350	A
4 - A280 South West	495	124	653	1256	0.394	496	814	1.0	0.7	4.746	A
5 - A27 On-Slip			703				446				

2033 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	79.30	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	4 - A280 South West

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	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 North		ONE HOUR	✓	1260	100.000
2 - A27 Off-Slip		ONE HOUR	✓	385	100.000
3 - Titnore Lane		ONE HOUR	✓	673	100.000
4 - A280 South West		ONE HOUR	✓	1130	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	628	378	254
	2 - A27 Off-Slip	59	0	30	296	0
	3 - Titnore Lane	278	0	0	124	271
	4 - A280 South West	776	0	276	0	78
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	4	3	12
	2 - A27 Off-Slip	2	0	7	1	0
	3 - Titnore Lane	1	0	0	8	1
	4 - A280 South West	2	0	1	0	3
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.79	9.87	3.7	A	1156	1734
2 - A27 Off-Slip	0.58	11.79	1.4	B	353	530
3 - Titnore Lane	0.58	6.84	1.4	A	618	926
4 - A280 South West	1.14	225.68	86.2	F	1037	1555
5 - A27 On-Slip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	949	237	206	1787	0.531	944	831	0.0	1.1	4.248	A
2 - A27 Off-Slip	290	72	1150	1014	0.286	288	0	0.0	0.4	4.947	A
3 - Titnore Lane	507	127	739	1486	0.341	505	699	0.0	0.5	3.661	A
4 - A280 South West	851	213	646	1256	0.677	843	598	0.0	2.0	8.553	A
5 - A27 On-Slip			1037				452				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1133	283	245	1763	0.642	1130	991	1.1	1.8	5.661	A
2 - A27 Off-Slip	346	87	1375	887	0.390	345	0	0.4	0.6	6.639	A
3 - Titnore Lane	605	151	885	1394	0.434	604	835	0.5	0.8	4.552	A
4 - A280 South West	1016	254	773	1186	0.857	1003	716	2.0	5.2	18.537	C
5 - A27 On-Slip			1236				540				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1387	347	263	1752	0.792	1380	1110	1.8	3.6	9.482	A
2 - A27 Off-Slip	424	106	1643	734	0.578	421	0	0.6	1.3	11.409	B
3 - Titnore Lane	741	185	1080	1271	0.583	739	984	0.8	1.4	6.735	A
4 - A280 South West	1244	311	945	1091	1.141	1078	874	5.2	46.9	98.922	F
5 - A27 On-Slip			1373				650				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1387	347	265	1751	0.792	1387	1117	3.6	3.7	9.867	A
2 - A27 Off-Slip	424	106	1652	729	0.582	424	0	1.3	1.4	11.795	B
3 - Titnore Lane	741	185	1086	1267	0.585	741	990	1.4	1.4	6.842	A
4 - A280 South West	1244	311	949	1089	1.143	1087	878	46.9	86.2	225.683	F
5 - A27 On-Slip			1383				653				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1133	283	286	1739	0.652	1140	1107	3.7	1.9	6.086	A
2 - A27 Off-Slip	346	87	1425	859	0.403	349	0	1.4	0.7	7.096	A
3 - Titnore Lane	605	151	893	1389	0.436	607	881	1.4	0.8	4.622	A
4 - A280 South West	1016	254	779	1183	0.859	1169	722	86.2	47.9	207.655	F
5 - A27 On-Slip			1393				555				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	949	237	252	1759	0.539	951	964	1.9	1.2	4.474	A
2 - A27 Off-Slip	290	72	1204	985	0.294	291	0	0.7	0.4	5.199	A
3 - Titnore Lane	507	127	745	1482	0.342	508	749	0.8	0.5	3.698	A
4 - A280 South West	851	213	651	1253	0.679	1033	603	47.9	2.2	33.922	D
5 - A27 On-Slip			1216				468				

2033 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	14.76	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	1 - A280 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)	Run automatically
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 North		ONE HOUR	✓	1518	100.000
2 - A27 Off-Slip		ONE HOUR	✓	392	100.000
3 - Titnore Lane		ONE HOUR	✓	720	100.000
4 - A280 South West		ONE HOUR	✓	687	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	578	603	337
	2 - A27 Off-Slip	30	0	34	321	7
	3 - Titnore Lane	294	0	0	212	214
	4 - A280 South West	484	0	153	0	50
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	1	2	2
	2 - A27 Off-Slip	0	0	0	0	0
	3 - Titnore Lane	4	0	0	1	6
	4 - A280 South West	2	0	1	0	2
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.89	17.06	7.5	C	1393	2089
2 - A27 Off-Slip	0.65	15.39	1.8	C	360	540
3 - Titnore Lane	0.74	13.17	2.8	B	661	991
4 - A280 South West	0.70	11.05	2.3	B	630	946
5 - A27 On-Slip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1143	286	115	1910	0.598	1137	605	0.0	1.5	4.623	A
2 - A27 Off-Slip	295	74	1252	993	0.297	293	0	0.0	0.4	5.135	A
3 - Titnore Lane	542	136	972	1339	0.405	539	573	0.0	0.7	4.485	A
4 - A280 South West	517	129	661	1251	0.413	514	851	0.0	0.7	4.869	A
5 - A27 On-Slip			720				455				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1365	341	137	1896	0.720	1361	725	1.5	2.5	6.676	A
2 - A27 Off-Slip	352	88	1498	855	0.412	351	0	0.4	0.7	7.132	A
3 - Titnore Lane	647	162	1163	1224	0.529	646	686	0.7	1.1	6.206	A
4 - A280 South West	618	154	791	1180	0.524	616	1018	0.7	1.1	6.368	A
5 - A27 On-Slip			862				545				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1671	418	167	1876	0.891	1653	884	2.5	7.1	15.022	C
2 - A27 Off-Slip	432	108	1821	674	0.640	428	0	0.7	1.7	14.366	B
3 - Titnore Lane	793	198	1414	1073	0.739	786	834	1.1	2.7	12.315	B
4 - A280 South West	756	189	962	1086	0.697	752	1238	1.1	2.2	10.641	B
5 - A27 On-Slip			1051				663				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1671	418	168	1876	0.891	1669	889	7.1	7.5	17.061	C
2 - A27 Off-Slip	432	108	1838	665	0.650	431	0	1.7	1.8	15.385	C
3 - Titnore Lane	793	198	1428	1064	0.745	792	841	2.7	2.8	13.171	B
4 - A280 South West	756	189	970	1081	0.700	756	1250	2.2	2.3	11.052	B
5 - A27 On-Slip			1058				669				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1365	341	139	1895	0.720	1384	733	7.5	2.6	7.309	A
2 - A27 Off-Slip	352	88	1523	841	0.419	357	0	1.8	0.7	7.500	A
3 - Titnore Lane	647	162	1183	1212	0.534	654	697	2.8	1.2	6.526	A
4 - A280 South West	618	154	802	1173	0.526	622	1034	2.3	1.1	6.584	A
5 - A27 On-Slip			871				553				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1143	286	116	1909	0.599	1147	610	2.6	1.5	4.752	A
2 - A27 Off-Slip	295	74	1263	986	0.299	296	0	0.7	0.4	5.225	A
3 - Titnore Lane	542	136	981	1334	0.406	544	578	1.2	0.7	4.568	A
4 - A280 South West	517	129	666	1248	0.414	519	859	1.1	0.7	4.949	A
5 - A27 On-Slip			726				459				

2033 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	93.65	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	4 - A280 South West

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	2033 Base + Dev	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 (%)
1 - A280 North		ONE HOUR	✓	1278	100.000
2 - A27 Off-Slip		ONE HOUR	✓	387	100.000
3 - Titnore Lane		ONE HOUR	✓	734	100.000
4 - A280 South West		ONE HOUR	✓	1132	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	646	378	254
	2 - A27 Off-Slip	59	0	32	296	0
	3 - Titnore Lane	306	0	0	129	299
	4 - A280 South West	776	0	278	0	78
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	4	3	12
	2 - A27 Off-Slip	2	0	6	1	0
	3 - Titnore Lane	1	0	0	8	1
	4 - A280 South West	2	0	1	0	3
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.80	10.30	3.9	B	1173	1759
2 - A27 Off-Slip	0.59	12.17	1.4	B	355	533
3 - Titnore Lane	0.64	7.83	1.7	A	674	1010
4 - A280 South West	1.18	274.60	103.3	F	1039	1558
5 - A27 On-Slip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	962	241	207	1787	0.539	958	852	0.0	1.2	4.317	A
2 - A27 Off-Slip	291	73	1165	1007	0.289	290	0	0.0	0.4	5.011	A
3 - Titnore Lane	553	138	739	1487	0.372	550	715	0.0	0.6	3.835	A
4 - A280 South West	852	213	688	1233	0.691	844	602	0.0	2.2	9.045	A
5 - A27 On-Slip			1059				473				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1149	287	246	1763	0.652	1146	1014	1.2	1.8	5.812	A
2 - A27 Off-Slip	348	87	1392	877	0.397	347	0	0.4	0.6	6.774	A
3 - Titnore Lane	660	165	885	1395	0.473	659	854	0.6	0.9	4.883	A
4 - A280 South West	1018	254	824	1159	0.878	1002	720	2.2	6.0	21.146	C
5 - A27 On-Slip			1261				565				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1407	352	258	1756	0.801	1399	1119	1.8	3.8	9.873	A
2 - A27 Off-Slip	426	107	1657	727	0.586	423	0	0.6	1.4	11.757	B
3 - Titnore Lane	808	202	1080	1272	0.636	805	1000	0.9	1.7	7.660	A
4 - A280 South West	1246	312	1006	1058	1.178	1049	879	6.0	55.4	117.079	F
5 - A27 On-Slip			1377				678				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1407	352	259	1755	0.802	1407	1125	3.8	3.9	10.302	B
2 - A27 Off-Slip	426	107	1666	721	0.591	426	0	1.4	1.4	12.169	B
3 - Titnore Lane	808	202	1086	1268	0.638	808	1005	1.7	1.7	7.828	A
4 - A280 South West	1246	312	1011	1056	1.181	1055	884	55.4	103.3	273.816	F
5 - A27 On-Slip			1384				681				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1149	287	281	1742	0.660	1157	1114	3.9	2.0	6.236	A
2 - A27 Off-Slip	348	87	1438	852	0.408	351	0	1.4	0.7	7.220	A
3 - Titnore Lane	660	165	894	1389	0.475	663	895	1.7	0.9	4.980	A
4 - A280 South West	1018	254	830	1155	0.881	1144	727	103.3	71.7	274.596	F
5 - A27 On-Slip			1395				579				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	962	241	277	1744	0.552	965	1049	2.0	1.2	4.641	A
2 - A27 Off-Slip	291	73	1242	964	0.302	292	0	0.7	0.4	5.371	A
3 - Titnore Lane	553	138	745	1483	0.373	554	789	0.9	0.6	3.880	A
4 - A280 South West	852	213	693	1231	0.692	1129	606	71.7	2.5	89.015	F
5 - A27 On-Slip			1327				495				

2033 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 Off-Slip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A280 South 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	18.05	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	1 - A280 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)	Run automatically
D10	2033 Base + Dev	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 (%)
1 - A280 North		ONE HOUR	✓	1564	100.000
2 - A27 Off-Slip		ONE HOUR	✓	397	100.000
3 - Titnore Lane		ONE HOUR	✓	757	100.000
4 - A280 South West		ONE HOUR	✓	692	100.000
5 - A27 On-Slip					

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	624	603	337
	2 - A27 Off-Slip	30	0	39	321	7
	3 - Titnore Lane	311	0	0	215	231
	4 - A280 South West	484	0	158	0	50
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 North	2 - A27 Off-Slip	3 - Titnore Lane	4 - A280 South West	5 - A27 On-Slip
From	1 - A280 North	0	0	1	2	2
	2 - A27 Off-Slip	0	0	0	0	0
	3 - Titnore Lane	4	0	0	1	5
	4 - A280 South West	2	0	1	0	2
	5 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 North	0.92	22.16	10.0	C	1435	2153
2 - A27 Off-Slip	0.69	18.10	2.1	C	364	546
3 - Titnore Lane	0.78	15.20	3.4	C	695	1042
4 - A280 South West	0.72	11.94	2.5	B	635	952
5 - A27 On-Slip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1177	294	118	1908	0.617	1171	618	0.0	1.6	4.845	A
2 - A27 Off-Slip	299	75	1289	972	0.308	297	0	0.0	0.4	5.323	A
3 - Titnore Lane	570	142	972	1343	0.424	567	615	0.0	0.7	4.623	A
4 - A280 South West	521	130	686	1238	0.421	518	853	0.0	0.7	4.981	A
5 - A27 On-Slip			736				468				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1406	352	142	1893	0.743	1401	740	1.6	2.8	7.245	A
2 - A27 Off-Slip	357	89	1543	830	0.430	356	0	0.4	0.7	7.572	A
3 - Titnore Lane	681	170	1163	1227	0.555	679	736	0.7	1.2	6.538	A
4 - A280 South West	622	156	821	1164	0.534	620	1021	0.7	1.1	6.602	A
5 - A27 On-Slip			881				560				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1722	430	173	1873	0.919	1697	901	2.8	9.0	18.273	C
2 - A27 Off-Slip	437	109	1870	647	0.676	432	0	0.7	2.0	16.414	C
3 - Titnore Lane	833	208	1410	1078	0.773	826	892	1.2	3.2	13.852	B
4 - A280 South West	762	190	997	1068	0.714	757	1238	1.1	2.4	11.399	B
5 - A27 On-Slip			1074				680				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1722	430	174	1873	0.920	1718	908	9.0	10.0	22.156	C
2 - A27 Off-Slip	437	109	1892	634	0.689	436	0	2.0	2.1	18.100	C
3 - Titnore Lane	833	208	1426	1068	0.781	833	902	3.2	3.4	15.195	C
4 - A280 South West	762	190	1007	1062	0.717	762	1252	2.4	2.5	11.944	B
5 - A27 On-Slip			1082				687				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1406	352	143	1892	0.743	1434	749	10.0	3.0	8.312	A
2 - A27 Off-Slip	357	89	1577	811	0.440	362	0	2.1	0.8	8.121	A
3 - Titnore Lane	681	170	1188	1212	0.562	689	751	3.4	1.3	6.995	A
4 - A280 South West	622	156	836	1156	0.538	627	1041	2.5	1.2	6.876	A
5 - A27 On-Slip			892				571				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 North	1177	294	119	1907	0.617	1183	623	3.0	1.6	5.008	A
2 - A27 Off-Slip	299	75	1302	964	0.310	300	0	0.8	0.5	5.430	A
3 - Titnore Lane	570	142	982	1337	0.426	572	621	1.3	0.7	4.721	A
4 - A280 South West	521	130	692	1234	0.422	523	861	1.2	0.7	5.071	A
5 - A27 On-Slip			743				473				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: 18122 - A280 - A27 - Arundel Road - Base.j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\ARCADY\18122 - A27 - Angmering Bypass

Report generation date: 10/06/2020 15:56:24

-
- »2018, AM
 - »2018, PM
 - »2024 Base, AM
 - »2024 Base, PM
 - »2024 Base + Dev, AM
 - »2024 Base + Dev, PM
 - »2033 Base, AM
 - »2033 Base, PM
 - »2033 Base + Dev, AM
 - »2033 Base + Dev, 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
2018														
1 - A280 Long Furlong	1.2	5.82	0.55	A	5.85	A	28 % [4 - A27 Off-Slip]	2.3	7.56	0.70	A	5.55	A	28 % [1 - A280 Long Furlong]
3 - A280 South	1.0	3.86	0.51	A				0.6	3.08	0.37	A			
4 - A27 Off-Slip	1.6	8.55	0.61	A				0.5	4.40	0.32	A			
5 - Arundel Road	0.1	6.86	0.10	A				0.1	4.54	0.07	A			
2024 Base														
1 - A280 Long Furlong	2.0	8.43	0.67	A	9.34	A	9 % [4 - A27 Off-Slip]	5.0	14.68	0.84	B	9.22	A	10 % [1 - A280 Long Furlong]
3 - A280 South	1.5	4.76	0.60	A				0.8	3.47	0.45	A			
4 - A27 Off-Slip	3.5	16.74	0.78	C				0.7	5.39	0.42	A			
5 - Arundel Road	0.2	9.71	0.14	A				0.1	5.34	0.09	A			
2024 Base + Dev														
1 - A280 Long Furlong	1.9	8.16	0.66	A	8.53	A	11 % [4 - A27 Off-Slip]	5.7	16.31	0.86	C	10.03	B	8 % [1 - A280 Long Furlong]
3 - A280 South	1.6	4.96	0.62	A				0.8	3.53	0.46	A			
4 - A27 Off-Slip	2.9	14.35	0.75	B				0.7	5.39	0.42	A			
5 - Arundel Road	0.2	9.50	0.14	A				0.1	5.43	0.09	A			
2023 Base														
1 - A280 Long Furlong	2.6	10.46	0.72	B	13.00	B	2 % [4 - A27 Off-Slip]	8.3	23.29	0.90	C	13.50	B	3 % [1 - A280 Long Furlong]
3 - A280 South	1.8	5.27	0.64	A				0.9	3.64	0.47	A			
4 - A27 Off-Slip	5.8	26.76	0.87	D				0.8	5.67	0.45	A			
5 - Arundel Road	0.2	11.69	0.17	B				0.1	5.64	0.09	A			
2023 Base + Dev														
1 - A280 Long Furlong	2.5	9.93	0.72	A	11.08	B	5 % [4 - A27 Off-Slip]	9.7	26.99	0.92	D	15.31	C	2 % [1 - A280 Long Furlong]
3 - A280 South	1.9	5.48	0.65	A				0.9	3.71	0.48	A			
4 - A27 Off-Slip	4.5	20.97	0.83	C				0.8	5.86	0.46	A			
5 - Arundel Road	0.2	11.27	0.17	B				0.1	5.77	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	
Location	
Site number	
Date	10/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTGeneral
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
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2033 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Base + Dev	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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	4 - A27 Off-Slip

Arms

Arms

Arm	Name	Description
1	A280 Long Furlong	
2	A27 On-Slip	
3	A280 South	
4	A27 Off-Slip	
5	Arundel Road	

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 - A280 Long Furlong	3.65	7.30	29.0	35.0	60.0	35.0	
2 - A27 On-Slip							✓
3 - A280 South	3.65	8.10	14.0	37.0	60.0	12.0	
4 - A27 Off-Slip	3.65	6.60	30.0	15.0	60.0	44.0	
5 - Arundel Road	3.65	6.30	6.5	25.0	60.0	45.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A280 Long Furlong	0.593	1901
2 - A27 On-Slip		
3 - A280 South	0.618	1925
4 - A27 Off-Slip	0.535	1670
5 - Arundel Road	0.493	1393

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 (%)
1 - A280 Long Furlong		ONE HOUR	✓	685	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	867	100.000
4 - A27 Off-Slip		ONE HOUR	✓	603	100.000
5 - Arundel Road		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	19	664	0	2
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	655	191	0	0	21
	4 - A27 Off-Slip	178	29	396	0	0
	5 - Arundel Road	19	6	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	7	0	50
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	2	1	0	0	5
	4 - A27 Off-Slip	11	0	4	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.55	5.82	1.2	A	629	943
2 - A27 On-Slip						
3 - A280 South	0.51	3.86	1.0	A	796	1193
4 - A27 Off-Slip	0.61	8.55	1.6	A	553	830
5 - Arundel Road	0.10	6.86	0.1	A	46	69

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	516	129	485	1502	0.343	514	639	0.0	0.5	3.635	A
2 - A27 On-Slip			815				184				
3 - A280 South	653	163	1	1889	0.346	651	813	0.0	0.5	2.902	A
4 - A27 Off-Slip	454	113	652	1241	0.366	452	0	0.0	0.6	4.546	A
5 - Arundel Road	38	9	1087	839	0.045	37	17	0.0	0.0	4.491	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	616	154	581	1447	0.426	615	765	0.5	0.7	4.321	A
2 - A27 On-Slip			976				220				
3 - A280 South	779	195	2	1888	0.413	779	974	0.5	0.7	3.242	A
4 - A27 Off-Slip	542	136	781	1175	0.461	541	0	0.6	0.8	5.666	A
5 - Arundel Road	45	11	1301	730	0.062	45	21	0.0	0.1	5.257	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	754	189	710	1374	0.549	752	936	0.7	1.2	5.778	A
2 - A27 On-Slip			1193				269				
3 - A280 South	955	239	2	1888	0.506	953	1191	0.7	1.0	3.847	A
4 - A27 Off-Slip	664	166	956	1085	0.612	661	0	0.8	1.5	8.435	A
5 - Arundel Road	55	14	1591	581	0.095	55	25	0.1	0.1	6.835	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	754	189	712	1372	0.550	754	938	1.2	1.2	5.824	A
2 - A27 On-Slip			1197				270				
3 - A280 South	955	239	2	1888	0.506	955	1195	1.0	1.0	3.856	A
4 - A27 Off-Slip	664	166	957	1085	0.612	664	0	1.5	1.6	8.553	A
5 - Arundel Road	55	14	1595	579	0.095	55	25	0.1	0.1	6.864	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	616	154	584	1445	0.426	618	768	1.2	0.7	4.358	A
2 - A27 On-Slip			981				221				
3 - A280 South	779	195	2	1888	0.413	781	979	1.0	0.7	3.255	A
4 - A27 Off-Slip	542	136	782	1174	0.462	545	0	1.6	0.9	5.743	A
5 - Arundel Road	45	11	1307	727	0.062	45	21	0.1	0.1	5.282	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	516	129	488	1500	0.344	517	642	0.7	0.5	3.663	A
2 - A27 On-Slip			820				185				
3 - A280 South	653	163	2	1889	0.346	653	818	0.7	0.5	2.917	A
4 - A27 Off-Slip	454	113	655	1240	0.366	455	0	0.9	0.6	4.594	A
5 - Arundel Road	38	9	1093	836	0.045	38	17	0.1	0.0	4.511	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.55	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	1 - A280 Long Furlong

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	2018	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 (%)
1 - A280 Long Furlong		ONE HOUR	✓	1023	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	633	100.000
4 - A27 Off-Slip		ONE HOUR	✓	354	100.000
5 - Arundel Road		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	33	985	0	5
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	449	158	0	0	26
	4 - A27 Off-Slip	153	14	186	0	1
	5 - Arundel Road	8	8	35	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	2	0	0
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	4	1	0	0	0
	4 - A27 Off-Slip	9	7	4	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.70	7.56	2.3	A	939	1408
2 - A27 On-Slip						
3 - A280 South	0.37	3.08	0.6	A	581	871
4 - A27 Off-Slip	0.32	4.40	0.5	A	325	487
5 - Arundel Road	0.07	4.54	0.1	A	47	70

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	770	193	301	1686	0.457	767	458	0.0	0.8	3.903	A
2 - A27 On-Slip			908				160				
3 - A280 South	477	119	4	1865	0.256	475	904	0.0	0.3	2.587	A
4 - A27 Off-Slip	267	67	479	1323	0.201	266	0	0.0	0.3	3.401	A
5 - Arundel Road	38	10	720	1022	0.038	38	24	0.0	0.0	3.657	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	920	230	360	1651	0.557	918	548	0.8	1.2	4.903	A
2 - A27 On-Slip			1087				191				
3 - A280 South	569	142	4	1865	0.305	569	1082	0.3	0.4	2.777	A
4 - A27 Off-Slip	318	80	573	1274	0.250	318	0	0.3	0.3	3.764	A
5 - Arundel Road	46	11	862	949	0.048	46	29	0.0	0.1	3.983	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1126	282	441	1602	0.703	1122	671	1.2	2.3	7.431	A
2 - A27 On-Slip			1329				234				
3 - A280 South	697	174	5	1864	0.374	696	1323	0.4	0.6	3.081	A
4 - A27 Off-Slip	390	97	702	1207	0.323	389	0	0.3	0.5	4.397	A
5 - Arundel Road	56	14	1056	850	0.066	56	35	0.1	0.1	4.534	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1126	282	442	1602	0.703	1126	672	2.3	2.3	7.560	A
2 - A27 On-Slip			1333				235				
3 - A280 South	697	174	6	1864	0.374	697	1328	0.6	0.6	3.083	A
4 - A27 Off-Slip	390	97	702	1207	0.323	390	0	0.5	0.5	4.403	A
5 - Arundel Road	56	14	1057	849	0.066	56	35	0.1	0.1	4.537	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	920	230	361	1650	0.557	924	549	2.3	1.3	4.987	A
2 - A27 On-Slip			1093				192				
3 - A280 South	569	142	5	1865	0.305	570	1089	0.6	0.4	2.780	A
4 - A27 Off-Slip	318	80	574	1274	0.250	319	0	0.5	0.3	3.771	A
5 - Arundel Road	46	11	864	949	0.048	46	29	0.1	0.1	3.989	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	770	193	302	1685	0.457	772	460	1.3	0.8	3.949	A
2 - A27 On-Slip			914				161				
3 - A280 South	477	119	4	1865	0.256	477	910	0.4	0.3	2.593	A
4 - A27 Off-Slip	267	67	481	1322	0.202	267	0	0.3	0.3	3.411	A
5 - Arundel Road	38	10	723	1021	0.038	38	24	0.1	0.0	3.663	A

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	4 - A27 Off-Slip

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
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 Long Furlong		ONE HOUR	✓	773	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	1033	100.000
4 - A27 Off-Slip		ONE HOUR	✓	705	100.000
5 - Arundel Road		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	21	750	0	2
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	757	252	0	0	24
	4 - A27 Off-Slip	193	31	481	0	0
	5 - Arundel Road	21	7	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	7	0	50
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	2	0	0	0	4
	4 - A27 Off-Slip	11	10	4	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.67	8.43	2.0	A	709	1064
2 - A27 On-Slip						
3 - A280 South	0.60	4.76	1.5	A	948	1422
4 - A27 Off-Slip	0.78	16.74	3.5	C	647	970
5 - Arundel Road	0.14	9.71	0.2	A	50	76

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	582	145	598	1438	0.405	579	728	0.0	0.7	4.182	A
2 - A27 On-Slip			944				233				
3 - A280 South	778	194	1	1894	0.411	775	942	0.0	0.7	3.208	A
4 - A27 Off-Slip	531	133	776	1175	0.452	528	0	0.0	0.8	5.530	A
5 - Arundel Road	41	10	1284	738	0.056	41	20	0.0	0.1	5.163	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	695	174	716	1370	0.507	694	872	0.7	1.0	5.309	A
2 - A27 On-Slip			1130				279				
3 - A280 South	929	232	2	1894	0.490	928	1128	0.7	1.0	3.722	A
4 - A27 Off-Slip	634	158	929	1097	0.578	632	0	0.8	1.3	7.702	A
5 - Arundel Road	49	12	1538	609	0.081	49	23	0.1	0.1	6.427	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	851	213	872	1281	0.664	847	1065	1.0	1.9	8.232	A
2 - A27 On-Slip			1378				341				
3 - A280 South	1137	284	2	1894	0.601	1135	1376	1.0	1.5	4.734	A
4 - A27 Off-Slip	776	194	1137	990	0.784	768	0	1.3	3.4	15.657	C
5 - Arundel Road	61	15	1877	436	0.139	60	29	0.1	0.2	9.565	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	851	213	878	1278	0.666	851	1069	1.9	2.0	8.431	A
2 - A27 On-Slip			1387				342				
3 - A280 South	1137	284	2	1894	0.601	1137	1385	1.5	1.5	4.760	A
4 - A27 Off-Slip	776	194	1140	989	0.785	776	0	3.4	3.5	16.739	C
5 - Arundel Road	61	15	1887	431	0.140	61	29	0.2	0.2	9.706	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	695	174	724	1365	0.509	699	877	2.0	1.0	5.428	A
2 - A27 On-Slip			1142				281				
3 - A280 South	929	232	2	1894	0.490	931	1140	1.5	1.0	3.744	A
4 - A27 Off-Slip	634	158	933	1095	0.579	642	0	3.5	1.4	8.084	A
5 - Arundel Road	49	12	1551	602	0.082	50	23	0.2	0.1	6.518	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	582	145	603	1435	0.406	583	732	1.0	0.7	4.236	A
2 - A27 On-Slip			952				235				
3 - A280 South	778	194	2	1894	0.411	779	950	1.0	0.7	3.229	A
4 - A27 Off-Slip	531	133	780	1173	0.452	533	0	1.4	0.8	5.644	A
5 - Arundel Road	41	10	1294	734	0.056	42	20	0.1	0.1	5.202	A

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	1 - A280 Long Furlong

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
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 Long Furlong		ONE HOUR	✓	1162	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	757	100.000
4 - A27 Off-Slip		ONE HOUR	✓	438	100.000
5 - Arundel Road		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	36	1121	0	5
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	519	209	0	0	29
	4 - A27 Off-Slip	166	15	256	0	1
	5 - Arundel Road	9	9	40	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
1 - A280 Long Furlong	0	0	2	0	0
2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3 - A280 South	4	0	0	0	0
4 - A27 Off-Slip	9	0	3	0	0
5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.84	14.68	5.0	B	1066	1599
2 - A27 On-Slip						
3 - A280 South	0.45	3.47	0.8	A	695	1042
4 - A27 Off-Slip	0.42	5.39	0.7	A	402	603
5 - Arundel Road	0.09	5.34	0.1	A	53	80

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	875	219	397	1631	0.536	870	521	0.0	1.1	4.704	A
2 - A27 On-Slip			1065				202				
3 - A280 South	570	142	4	1871	0.305	568	1061	0.0	0.4	2.758	A
4 - A27 Off-Slip	330	82	572	1289	0.256	328	0	0.0	0.3	3.742	A
5 - Arundel Road	44	11	874	946	0.046	43	26	0.0	0.0	3.987	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1045	261	475	1585	0.659	1042	623	1.1	1.9	6.589	A
2 - A27 On-Slip			1275				242				
3 - A280 South	681	170	4	1871	0.364	680	1271	0.4	0.6	3.020	A
4 - A27 Off-Slip	394	98	684	1230	0.320	393	0	0.3	0.5	4.297	A
5 - Arundel Road	52	13	1046	858	0.061	52	31	0.0	0.1	4.466	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1279	320	581	1522	0.841	1268	763	1.9	4.8	13.562	B
2 - A27 On-Slip			1554				296				
3 - A280 South	833	208	5	1870	0.446	833	1548	0.6	0.8	3.465	A
4 - A27 Off-Slip	482	121	838	1150	0.419	481	0	0.5	0.7	5.374	A
5 - Arundel Road	64	16	1281	738	0.087	64	38	0.1	0.1	5.337	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1279	320	582	1522	0.841	1279	764	4.8	5.0	14.680	B
2 - A27 On-Slip			1565				296				
3 - A280 South	833	208	6	1870	0.446	833	1559	0.8	0.8	3.470	A
4 - A27 Off-Slip	482	121	839	1150	0.419	482	0	0.7	0.7	5.393	A
5 - Arundel Road	64	16	1283	737	0.087	64	39	0.1	0.1	5.345	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1045	261	477	1584	0.659	1057	625	5.0	2.0	6.979	A
2 - A27 On-Slip			1291				243				
3 - A280 South	681	170	5	1871	0.364	681	1286	0.8	0.6	3.028	A
4 - A27 Off-Slip	394	98	686	1230	0.320	395	0	0.7	0.5	4.316	A
5 - Arundel Road	52	13	1049	857	0.061	52	32	0.1	0.1	4.477	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	875	219	399	1630	0.537	878	523	2.0	1.2	4.809	A
2 - A27 On-Slip			1074				203				
3 - A280 South	570	142	4	1871	0.305	570	1070	0.6	0.4	2.767	A
4 - A27 Off-Slip	330	82	574	1288	0.256	330	0	0.5	0.3	3.762	A
5 - Arundel Road	44	11	878	944	0.046	44	26	0.1	0.0	4.000	A

2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	4 - A27 Off-Slip

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
D5	2024 Base + Dev	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 (%)
1 - A280 Long Furlong		ONE HOUR	✓	781	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	1061	100.000
4 - A27 Off-Slip		ONE HOUR	✓	684	100.000
5 - Arundel Road		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	21	758	0	2
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	780	257	0	0	24
	4 - A27 Off-Slip	193	491	0	0	0
	5 - Arundel Road	21	7	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	7	0	50
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	2	0	0	0	4
	4 - A27 Off-Slip	11	0	0	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.66	8.16	1.9	A	717	1075
2 - A27 On-Slip						
3 - A280 South	0.62	4.96	1.6	A	974	1460
4 - A27 Off-Slip	0.75	14.35	2.9	B	628	941
5 - Arundel Road	0.14	9.50	0.2	A	50	76

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	588	147	586	1453	0.405	585	745	0.0	0.7	4.135	A
2 - A27 On-Slip			590				581				
3 - A280 South	799	200	1	1894	0.422	796	588	0.0	0.7	3.270	A
4 - A27 Off-Slip	515	129	797	1199	0.429	512	0	0.0	0.7	5.217	A
5 - Arundel Road	41	10	1290	744	0.056	41	20	0.0	0.1	5.123	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	702	176	701	1389	0.505	701	892	0.7	1.0	5.218	A
2 - A27 On-Slip			706				696				
3 - A280 South	954	238	2	1894	0.504	953	704	0.7	1.0	3.819	A
4 - A27 Off-Slip	615	154	954	1116	0.551	613	0	0.7	1.2	7.126	A
5 - Arundel Road	49	12	1544	616	0.080	49	23	0.1	0.1	6.354	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	860	215	856	1304	0.660	856	1091	1.0	1.9	7.984	A
2 - A27 On-Slip			863				849				
3 - A280 South	1168	292	2	1893	0.617	1166	861	1.0	1.6	4.931	A
4 - A27 Off-Slip	753	188	1168	1004	0.750	747	0	1.2	2.8	13.659	B
5 - Arundel Road	61	15	1886	444	0.136	60	29	0.1	0.2	9.383	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	860	215	861	1301	0.661	860	1094	1.9	1.9	8.155	A
2 - A27 On-Slip			866				854				
3 - A280 South	1168	292	2	1893	0.617	1168	864	1.6	1.6	4.962	A
4 - A27 Off-Slip	753	188	1170	1003	0.751	753	0	2.8	2.9	14.354	B
5 - Arundel Road	61	15	1894	439	0.138	61	29	0.2	0.2	9.501	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	702	176	709	1385	0.507	706	897	1.9	1.0	5.325	A
2 - A27 On-Slip			711				703				
3 - A280 South	954	238	2	1894	0.504	956	709	1.6	1.0	3.848	A
4 - A27 Off-Slip	615	154	958	1115	0.552	622	0	2.9	1.3	7.399	A
5 - Arundel Road	49	12	1556	610	0.081	50	23	0.2	0.1	6.433	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	588	147	590	1451	0.405	589	750	1.0	0.7	4.187	A
2 - A27 On-Slip			594				586				
3 - A280 South	799	200	2	1894	0.422	800	592	1.0	0.7	3.292	A
4 - A27 Off-Slip	515	129	801	1197	0.430	517	0	1.3	0.8	5.309	A
5 - Arundel Road	41	10	1299	739	0.056	42	20	0.1	0.1	5.162	A

2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.03	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	1 - A280 Long Furlong

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
D6	2024 Base + Dev	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 (%)
1 - A280 Long Furlong		ONE HOUR	✓	1182	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	773	100.000
4 - A27 Off-Slip		ONE HOUR	✓	448	100.000
5 - Arundel Road		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	36	1141	0	5
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	532	212	0	0	29
	4 - A27 Off-Slip	166	281	0	0	1
	5 - Arundel Road	9	9	40	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
1 - A280 Long Furlong	0	0	2	0	0
2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3 - A280 South	4	0	0	0	0
4 - A27 Off-Slip	9	0	0	0	0
5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.86	16.31	5.7	C	1085	1627
2 - A27 On-Slip						
3 - A280 South	0.46	3.53	0.8	A	709	1064
4 - A27 Off-Slip	0.42	5.39	0.7	A	411	617
5 - Arundel Road	0.09	5.43	0.1	A	53	80

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	890	222	407	1629	0.546	885	530	0.0	1.2	4.810	A
2 - A27 On-Slip			888				403				
3 - A280 South	582	145	4	1871	0.311	580	884	0.0	0.4	2.785	A
4 - A27 Off-Slip	337	84	584	1306	0.258	336	0	0.0	0.3	3.708	A
5 - Arundel Road	44	11	894	939	0.046	43	26	0.0	0.0	4.018	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1063	266	487	1582	0.672	1059	635	1.2	2.0	6.844	A
2 - A27 On-Slip			1063				483				
3 - A280 South	695	174	4	1871	0.371	694	1059	0.4	0.6	3.058	A
4 - A27 Off-Slip	403	101	699	1245	0.324	402	0	0.3	0.5	4.271	A
5 - Arundel Road	52	13	1070	850	0.061	52	31	0.0	0.1	4.512	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1301	325	596	1519	0.857	1288	777	2.0	5.4	14.801	B
2 - A27 On-Slip			1293				591				
3 - A280 South	851	213	5	1870	0.455	850	1287	0.6	0.8	3.525	A
4 - A27 Off-Slip	493	123	856	1161	0.425	492	0	0.5	0.7	5.374	A
5 - Arundel Road	64	16	1309	728	0.088	64	38	0.1	0.1	5.419	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1301	325	597	1518	0.857	1300	778	5.4	5.7	16.311	C
2 - A27 On-Slip			1305				592				
3 - A280 South	851	213	6	1870	0.455	851	1299	0.8	0.8	3.531	A
4 - A27 Off-Slip	493	123	857	1161	0.425	493	0	0.7	0.7	5.393	A
5 - Arundel Road	64	16	1311	727	0.088	64	39	0.1	0.1	5.427	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1063	266	488	1581	0.672	1077	637	5.7	2.1	7.329	A
2 - A27 On-Slip			1080				485				
3 - A280 South	695	174	5	1871	0.371	696	1076	0.8	0.6	3.068	A
4 - A27 Off-Slip	403	101	700	1244	0.324	404	0	0.7	0.5	4.292	A
5 - Arundel Road	52	13	1073	848	0.061	52	32	0.1	0.1	4.522	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	890	222	409	1628	0.547	893	533	2.1	1.2	4.928	A
2 - A27 On-Slip			896				406				
3 - A280 South	582	145	4	1871	0.311	583	893	0.6	0.5	2.794	A
4 - A27 Off-Slip	337	84	586	1304	0.259	338	0	0.5	0.4	3.728	A
5 - Arundel Road	44	11	898	937	0.047	44	26	0.1	0.0	4.031	A

2033 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	13.00	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	4 - A27 Off-Slip

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	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 Long Furlong		ONE HOUR	✓	821	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	1095	100.000
4 - A27 Off-Slip		ONE HOUR	✓	749	100.000
5 - Arundel Road		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	22	797	0	2
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	804	266	0	0	25
	4 - A27 Off-Slip	206	34	509	0	0
	5 - Arundel Road	22	7	29	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
1 - A280 Long Furlong	0	0	7	0	50
2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3 - A280 South	2	1	0	0	4
4 - A27 Off-Slip	11	9	4	0	0
5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.72	10.46	2.6	B	753	1130
2 - A27 On-Slip						
3 - A280 South	0.64	5.27	1.8	A	1005	1507
4 - A27 Off-Slip	0.87	26.76	5.8	D	687	1031
5 - Arundel Road	0.17	11.69	0.2	B	53	80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	618	155	633	1417	0.436	615	774	0.0	0.8	4.474	A
2 - A27 On-Slip			1001				247				
3 - A280 South	824	206	1	1890	0.436	821	999	0.0	0.8	3.360	A
4 - A27 Off-Slip	564	141	823	1151	0.490	560	0	0.0	0.9	6.056	A
5 - Arundel Road	44	11	1363	698	0.063	43	20	0.0	0.1	5.500	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	738	185	757	1345	0.549	736	926	0.8	1.2	5.894	A
2 - A27 On-Slip			1198				295				
3 - A280 South	984	246	2	1889	0.521	983	1196	0.8	1.1	3.966	A
4 - A27 Off-Slip	673	168	985	1068	0.631	670	0	0.9	1.7	9.000	A
5 - Arundel Road	52	13	1631	561	0.093	52	24	0.1	0.1	7.077	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	904	226	919	1253	0.721	899	1130	1.2	2.5	10.017	B
2 - A27 On-Slip			1457				361				
3 - A280 South	1206	301	2	1889	0.638	1203	1455	1.1	1.7	5.228	A
4 - A27 Off-Slip	825	206	1205	955	0.864	810	0	1.7	5.3	22.909	C
5 - Arundel Road	64	16	1985	380	0.168	63	30	0.1	0.2	11.365	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	904	226	929	1247	0.725	904	1136	2.5	2.6	10.457	B
2 - A27 On-Slip			1470				362				
3 - A280 South	1206	301	2	1889	0.638	1206	1468	1.7	1.8	5.267	A
4 - A27 Off-Slip	825	206	1208	953	0.865	823	0	5.3	5.8	26.762	D
5 - Arundel Road	64	16	2001	372	0.172	64	30	0.2	0.2	11.685	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	738	185	772	1337	0.552	743	934	2.6	1.3	6.121	A
2 - A27 On-Slip			1218				297				
3 - A280 South	984	246	2	1889	0.521	987	1216	1.8	1.1	4.000	A
4 - A27 Off-Slip	673	168	989	1066	0.632	689	0	5.8	1.8	9.958	A
5 - Arundel Road	52	13	1654	549	0.095	53	24	0.2	0.1	7.260	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	618	155	639	1413	0.437	620	779	1.3	0.8	4.551	A
2 - A27 On-Slip			1011				248				
3 - A280 South	824	206	2	1890	0.436	826	1009	1.1	0.8	3.389	A
4 - A27 Off-Slip	564	141	827	1149	0.491	567	0	1.8	1.0	6.225	A
5 - Arundel Road	44	11	1374	692	0.063	44	20	0.1	0.1	5.556	A

2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	13.50	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	1 - A280 Long Furlong

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	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A280 Long Furlong		ONE HOUR	✓	1234	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	801	100.000
4 - A27 Off-Slip		ONE HOUR	✓	463	100.000
5 - Arundel Road		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	38	1190	0	6
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	550	220	0	0	31
	4 - A27 Off-Slip	177	16	269	0	1
	5 - Arundel Road	9	9	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	2	0	0
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	4	0	0	0	0
	4 - A27 Off-Slip	4	0	3	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.90	23.29	8.3	C	1132	1699
2 - A27 On-Slip						
3 - A280 South	0.47	3.64	0.9	A	735	1103
4 - A27 Off-Slip	0.45	5.67	0.8	A	425	637
5 - Arundel Road	0.09	5.64	0.1	A	55	83

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	929	232	417	1619	0.574	924	552	0.0	1.3	5.138	A
2 - A27 On-Slip			1128				212				
3 - A280 South	603	151	4	1871	0.322	601	1124	0.0	0.5	2.832	A
4 - A27 Off-Slip	349	87	606	1295	0.269	347	0	0.0	0.4	3.794	A
5 - Arundel Road	45	11	924	924	0.049	45	29	0.0	0.1	4.095	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1109	277	499	1571	0.706	1105	661	1.3	2.3	7.670	A
2 - A27 On-Slip			1350				254				
3 - A280 South	720	180	5	1870	0.385	719	1345	0.5	0.6	3.126	A
4 - A27 Off-Slip	416	104	725	1231	0.338	416	0	0.4	0.5	4.410	A
5 - Arundel Road	54	13	1106	831	0.065	54	34	0.1	0.1	4.630	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1359	340	611	1505	0.903	1338	809	2.3	7.6	19.510	C
2 - A27 On-Slip			1638				311				
3 - A280 South	882	220	7	1870	0.472	881	1632	0.6	0.9	3.637	A
4 - A27 Off-Slip	510	127	887	1145	0.445	509	0	0.5	0.8	5.646	A
5 - Arundel Road	66	17	1354	705	0.094	66	42	0.1	0.1	5.627	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1359	340	612	1504	0.903	1356	810	7.6	8.3	23.293	C
2 - A27 On-Slip			1656				311				
3 - A280 South	882	220	7	1870	0.472	882	1650	0.9	0.9	3.643	A
4 - A27 Off-Slip	510	127	888	1144	0.445	510	0	0.8	0.8	5.671	A
5 - Arundel Road	66	17	1356	704	0.094	66	42	0.1	0.1	5.639	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1109	277	501	1570	0.707	1133	663	8.3	2.5	8.652	A
2 - A27 On-Slip			1378				255				
3 - A280 South	720	180	6	1870	0.385	721	1373	0.9	0.6	3.134	A
4 - A27 Off-Slip	416	104	727	1231	0.338	417	0	0.8	0.5	4.434	A
5 - Arundel Road	54	13	1110	830	0.065	54	34	0.1	0.1	4.642	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	929	232	419	1618	0.574	933	555	2.5	1.4	5.295	A
2 - A27 On-Slip			1139				213				
3 - A280 South	603	151	5	1871	0.322	604	1135	0.6	0.5	2.841	A
4 - A27 Off-Slip	349	87	608	1294	0.269	349	0	0.5	0.4	3.813	A
5 - Arundel Road	45	11	929	921	0.049	45	29	0.1	0.1	4.110	A

2033 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.08	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	4 - A27 Off-Slip

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	2033 Base + Dev	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 (%)
1 - A280 Long Furlong		ONE HOUR	✓	829	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	1123	100.000
4 - A27 Off-Slip		ONE HOUR	✓	725	100.000
5 - Arundel Road		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	22	805	0	2
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	827	271	0	0	25
	4 - A27 Off-Slip	206	519	0	0	0
	5 - Arundel Road	22	7	29	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	7	0	50
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	2	0	0	0	4
	4 - A27 Off-Slip	11	0	0	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.72	9.93	2.5	A	761	1141
2 - A27 On-Slip						
3 - A280 South	0.65	5.48	1.9	A	1030	1546
4 - A27 Off-Slip	0.83	20.97	4.5	C	665	998
5 - Arundel Road	0.17	11.27	0.2	B	53	80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	624	156	618	1435	0.435	621	791	0.0	0.8	4.406	A
2 - A27 On-Slip			626				613				
3 - A280 South	845	211	1	1894	0.446	842	625	0.0	0.8	3.413	A
4 - A27 Off-Slip	546	136	844	1175	0.465	542	0	0.0	0.9	5.664	A
5 - Arundel Road	44	11	1366	705	0.062	43	20	0.0	0.1	5.434	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	745	186	740	1368	0.545	744	947	0.8	1.2	5.754	A
2 - A27 On-Slip			750				734				
3 - A280 South	1010	252	2	1894	0.533	1008	748	0.8	1.1	4.059	A
4 - A27 Off-Slip	652	163	1010	1087	0.600	649	0	0.9	1.5	8.181	A
5 - Arundel Road	52	13	1635	570	0.092	52	24	0.1	0.1	6.949	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	913	228	901	1279	0.714	908	1156	1.2	2.4	9.579	A
2 - A27 On-Slip			915				893				
3 - A280 South	1236	309	2	1893	0.653	1234	913	1.1	1.9	5.431	A
4 - A27 Off-Slip	798	200	1236	968	0.825	787	0	1.5	4.2	18.887	C
5 - Arundel Road	64	16	1993	390	0.164	63	30	0.1	0.2	11.028	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	913	228	909	1274	0.716	912	1161	2.4	2.5	9.933	A
2 - A27 On-Slip			920				901				
3 - A280 South	1236	309	2	1893	0.653	1236	918	1.9	1.9	5.478	A
4 - A27 Off-Slip	798	200	1239	966	0.826	797	0	4.2	4.5	20.975	C
5 - Arundel Road	64	16	2006	383	0.167	64	30	0.2	0.2	11.275	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	745	186	752	1361	0.547	750	954	2.5	1.2	5.939	A
2 - A27 On-Slip			757				745				
3 - A280 South	1010	252	2	1894	0.533	1012	755	1.9	1.2	4.098	A
4 - A27 Off-Slip	652	163	1014	1085	0.601	663	0	4.5	1.5	8.769	A
5 - Arundel Road	52	13	1653	561	0.093	53	24	0.2	0.1	7.088	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	624	156	624	1432	0.436	626	796	1.2	0.8	4.476	A
2 - A27 On-Slip			631				619				
3 - A280 South	845	211	2	1894	0.446	847	630	1.2	0.8	3.441	A
4 - A27 Off-Slip	546	136	848	1172	0.466	548	0	1.5	0.9	5.797	A
5 - Arundel Road	44	11	1376	700	0.062	44	20	0.1	0.1	5.488	A

2033 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	15.31	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	1 - A280 Long Furlong

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	2033 Base + Dev	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 (%)
1 - A280 Long Furlong		ONE HOUR	✓	1254	100.000
2 - A27 On-Slip					
3 - A280 South		ONE HOUR	✓	817	100.000
4 - A27 Off-Slip		ONE HOUR	✓	472	100.000
5 - Arundel Road		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	38	1210	0	6
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	563	223	0	0	31
	4 - A27 Off-Slip	177	294	0	0	1
	5 - Arundel Road	9	9	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A280 Long Furlong	2 - A27 On-Slip	3 - A280 South	4 - A27 Off-Slip	5 - Arundel Road
From	1 - A280 Long Furlong	0	0	2	0	0
	2 - A27 On-Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3 - A280 South	4	0	0	0	0
	4 - A27 Off-Slip	9	0	0	0	0
	5 - Arundel Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A280 Long Furlong	0.92	26.99	9.7	D	1151	1726
2 - A27 On-Slip						
3 - A280 South	0.48	3.71	0.9	A	750	1125
4 - A27 Off-Slip	0.46	5.86	0.8	A	433	650
5 - Arundel Road	0.10	5.77	0.1	A	55	83

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	944	236	426	1617	0.584	939	562	0.0	1.4	5.262	A
2 - A27 On-Slip			942				423				
3 - A280 South	615	154	4	1871	0.329	613	937	0.0	0.5	2.859	A
4 - A27 Off-Slip	355	89	618	1287	0.276	354	0	0.0	0.4	3.850	A
5 - Arundel Road	45	11	943	914	0.049	45	29	0.0	0.1	4.141	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1127	282	510	1569	0.719	1123	673	1.4	2.5	7.999	A
2 - A27 On-Slip			1127				506				
3 - A280 South	734	184	5	1870	0.393	734	1121	0.5	0.6	3.166	A
4 - A27 Off-Slip	424	106	739	1223	0.347	424	0	0.4	0.5	4.504	A
5 - Arundel Road	54	13	1129	820	0.066	54	34	0.1	0.1	4.701	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1381	345	624	1502	0.919	1356	823	2.5	8.7	21.683	C
2 - A27 On-Slip			1361				619				
3 - A280 South	900	225	6	1870	0.481	898	1354	0.6	0.9	3.704	A
4 - A27 Off-Slip	520	130	905	1134	0.458	518	0	0.5	0.8	5.831	A
5 - Arundel Road	66	17	1382	691	0.096	66	42	0.1	0.1	5.755	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1381	345	625	1501	0.920	1377	825	8.7	9.7	26.991	D
2 - A27 On-Slip			1381				621				
3 - A280 South	900	225	7	1869	0.481	900	1374	0.9	0.9	3.710	A
4 - A27 Off-Slip	520	130	906	1134	0.458	520	0	0.8	0.8	5.860	A
5 - Arundel Road	66	17	1384	690	0.096	66	42	0.1	0.1	5.768	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	1127	282	512	1568	0.719	1156	675	9.7	2.6	9.306	A
2 - A27 On-Slip			1158				509				
3 - A280 South	734	184	6	1870	0.393	736	1153	0.9	0.7	3.175	A
4 - A27 Off-Slip	424	106	741	1222	0.347	426	0	0.8	0.5	4.528	A
5 - Arundel Road	54	13	1132	818	0.066	54	34	0.1	0.1	4.713	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A280 Long Furlong	944	236	428	1616	0.584	949	565	2.6	1.4	5.434	A
2 - A27 On-Slip			952				425				
3 - A280 South	615	154	5	1871	0.329	616	947	0.7	0.5	2.869	A
4 - A27 Off-Slip	355	89	620	1286	0.276	356	0	0.5	0.4	3.873	A
5 - Arundel Road	45	11	948	912	0.050	45	29	0.1	0.1	4.156	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: A259 - Ferring Lane junction.j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\PICADY\18122 - A259 - Ferring Lane

Report generation date: 10/06/2020 12:14:21

- »2018 Base, AM
- »2018 Base, PM
- »2024 Base , AM
- »2024 Base, PM
- »2024 Base + Dev, AM
- »2024 Base + Dev, PM
- »2033 Base , AM
- »2033 Base, PM
- »2033 Base + Dev, AM
- »2033 Base + Dev, 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
2018 Base														
Stream B-AC	0.0	8.07	0.05	A	0.06	A	103 %	0.1	8.93	0.08	A	0.10	A	80 %
Stream C-B	0.0	0.00	0.00	A			[Stream B-AC]	0.0	0.00	0.00	A			[Stream B-AC]
2024 Base														
Stream B-AC	0.1	9.22	0.06	A	0.07	A	74 %	0.1	10.52	0.10	B	0.11	A	55 %
Stream C-B	0.0	0.00	0.00	A			[Stream B-AC]	0.0	0.00	0.00	A			[Stream B-AC]
2024 Base + Dev														
Stream B-AC	0.1	9.39	0.06	A	0.07	A	71 %	0.1	10.67	0.10	B	0.11	A	53 %
Stream C-B	0.0	0.00	0.00	A			[Stream B-AC]	0.0	0.00	0.00	A			[Stream B-AC]
2033 Base														
Stream B-AC	0.1	9.80	0.06	A	0.07	A	64 %	0.1	11.40	0.11	B	0.12	A	46 %
Stream C-B	0.0	0.00	0.00	A			[Stream B-AC]	0.0	0.00	0.00	A			[Stream B-AC]
2033 Base + Dev														
Stream B-AC	0.1	9.99	0.07	A	0.07	A	61 %	0.1	11.58	0.11	B	0.12	A	44 %
Stream C-B	0.0	0.00	0.00	A			[Stream B-AC]	0.0	0.00	0.00	A			[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	04/11/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2033 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Base + Dev	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

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	103	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		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	8.80			94.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.68	0	71

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	598	0.096	0.242	0.152	0.346
B-C	781	0.105	0.266	-	-
C-B	628	0.214	0.214	-	-

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	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1070	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	1424	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	53	1017
	B	0	0	20
	C	1424	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	3
	B	0	0	0
	C	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	0.05	8.07	0.0	A	18	28
C-A					1307	1960
C-B	0.00	0.00	0.0	A	0	0
A-B					49	73
A-C					933	1400

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)	Unsignalised level of service
B-AC	15	4	567	0.027	15	0.0	0.0	6.521	A
C-A	1072	268			1072				
C-B	0	0	451	0.000	0	0.0	0.0	0.000	A
A-B	40	10			40				
A-C	766	191			766				

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)	Unsignalised level of service
B-AC	18	4	525	0.034	18	0.0	0.0	7.092	A
C-A	1280	320			1280				
C-B	0	0	416	0.000	0	0.0	0.0	0.000	A
A-B	48	12			48				
A-C	914	229			914				

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)	Unsignalised level of service
B-AC	22	6	468	0.047	22	0.0	0.0	8.070	A
C-A	1568	392			1568				
C-B	0	0	368	0.000	0	0.0	0.0	0.000	A
A-B	58	15			58				
A-C	1120	280			1120				

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)	Unsignalised level of service
B-AC	22	6	468	0.047	22	0.0	0.0	8.071	A
C-A	1568	392			1568				
C-B	0	0	368	0.000	0	0.0	0.0	0.000	A
A-B	58	15			58				
A-C	1120	280			1120				

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)	Unsignalised level of service
B-AC	18	4	525	0.034	18	0.0	0.0	7.094	A
C-A	1280	320			1280				
C-B	0	0	416	0.000	0	0.0	0.0	0.000	A
A-B	48	12			48				
A-C	914	229			914				

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)	Unsignalised level of service
B-AC	15	4	567	0.027	15	0.0	0.0	6.522	A
C-A	1072	268			1072				
C-B	0	0	451	0.000	0	0.0	0.0	0.000	A
A-B	40	10			40				
A-C	766	191			766				

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	80	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	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1218	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	1385	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	83	1135
	B	0	0	30
	C	1385	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	0
	C	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	0.08	8.93	0.1	A	28	41
C-A					1271	1906
C-B	0.00	0.00	0.0	A	0	0
A-B					76	114
A-C					1041	1562

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)	Unsignalised level of service
B-AC	23	6	545	0.041	22	0.0	0.0	6.885	A
C-A	1043	261			1043				
C-B	0	0	430	0.000	0	0.0	0.0	0.000	A
A-B	62	16			62				
A-C	854	214			854				

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)	Unsignalised level of service
B-AC	27	7	499	0.054	27	0.0	0.1	7.620	A
C-A	1245	311			1245				
C-B	0	0	392	0.000	0	0.0	0.0	0.000	A
A-B	75	19			75				
A-C	1020	255			1020				

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)	Unsignalised level of service
B-AC	33	8	436	0.076	33	0.1	0.1	8.930	A
C-A	1525	381			1525				
C-B	0	0	339	0.000	0	0.0	0.0	0.000	A
A-B	91	23			91				
A-C	1250	312			1250				

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)	Unsignalised level of service
B-AC	33	8	436	0.076	33	0.1	0.1	8.933	A
C-A	1525	381			1525				
C-B	0	0	339	0.000	0	0.0	0.0	0.000	A
A-B	91	23			91				
A-C	1250	312			1250				

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)	Unsignalised level of service
B-AC	27	7	499	0.054	27	0.1	0.1	7.623	A
C-A	1245	311			1245				
C-B	0	0	392	0.000	0	0.0	0.0	0.000	A
A-B	75	19			75				
A-C	1020	255			1020				

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)	Unsignalised level of service
B-AC	23	6	545	0.041	23	0.1	0.0	6.889	A
C-A	1043	261			1043				
C-B	0	0	430	0.000	0	0.0	0.0	0.000	A
A-B	62	16			62				
A-C	854	214			854				

2024 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	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
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1250	100.000
B		ONE HOUR	✓	22	100.000
C		ONE HOUR	✓	1645	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	58	1192
	B	0	0	22
	C	1645	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	0	0	0
	C	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	0.06	9.22	0.1	A	20	30
C-A					1509	2264
C-B	0.00	0.00	0.0	A	0	0
A-B					53	80
A-C					1094	1641

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)	Unsignalised level of service
B-AC	17	4	531	0.031	16	0.0	0.0	7.000	A
C-A	1238	310			1238				
C-B	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	44	11			44				
A-C	897	224			897				

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)	Unsignalised level of service
B-AC	20	5	482	0.041	20	0.0	0.0	7.789	A
C-A	1479	370			1479				
C-B	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	52	13			52				
A-C	1072	268			1072				

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)	Unsignalised level of service
B-AC	24	6	415	0.058	24	0.0	0.1	9.214	A
C-A	1811	453			1811				
C-B	0	0	325	0.000	0	0.0	0.0	0.000	A
A-B	64	16			64				
A-C	1312	328			1312				

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)	Unsignalised level of service
B-AC	24	6	415	0.058	24	0.1	0.1	9.219	A
C-A	1811	453			1811				
C-B	0	0	325	0.000	0	0.0	0.0	0.000	A
A-B	64	16			64				
A-C	1312	328			1312				

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)	Unsignalised level of service
B-AC	20	5	482	0.041	20	0.1	0.0	7.793	A
C-A	1479	370			1479				
C-B	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	52	13			52				
A-C	1072	268			1072				

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)	Unsignalised level of service
B-AC	17	4	531	0.031	17	0.0	0.0	7.004	A
C-A	1238	310			1238				
C-B	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	44	11			44				
A-C	897	224			897				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	55	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
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1417	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	1590	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	90	1327
	B	0	0	33
	C	1590	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	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	0.10	10.52	0.1	B	30	45
C-A					1459	2189
C-B	0.00	0.00	0.0	A	0	0
A-B					83	124
A-C					1218	1827

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)	Unsignalised level of service
B-AC	25	6	506	0.049	25	0.0	0.1	7.477	A
C-A	1197	299			1197				
C-B	0	0	398	0.000	0	0.0	0.0	0.000	A
A-B	68	17			68				
A-C	999	250			999				

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)	Unsignalised level of service
B-AC	30	7	452	0.066	30	0.1	0.1	8.513	A
C-A	1429	357			1429				
C-B	0	0	353	0.000	0	0.0	0.0	0.000	A
A-B	81	20			81				
A-C	1193	298			1193				

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)	Unsignalised level of service
B-AC	36	9	379	0.096	36	0.1	0.1	10.511	B
C-A	1751	438			1751				
C-B	0	0	292	0.000	0	0.0	0.0	0.000	A
A-B	99	25			99				
A-C	1461	365			1461				

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)	Unsignalised level of service
B-AC	36	9	379	0.096	36	0.1	0.1	10.519	B
C-A	1751	438			1751				
C-B	0	0	292	0.000	0	0.0	0.0	0.000	A
A-B	99	25			99				
A-C	1461	365			1461				

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)	Unsignalised level of service
B-AC	30	7	452	0.066	30	0.1	0.1	8.521	A
C-A	1429	357			1429				
C-B	0	0	353	0.000	0	0.0	0.0	0.000	A
A-B	81	20			81				
A-C	1193	298			1193				

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)	Unsignalised level of service
B-AC	25	6	506	0.049	25	0.1	0.1	7.488	A
C-A	1197	299			1197				
C-B	0	0	398	0.000	0	0.0	0.0	0.000	A
A-B	68	17			68				
A-C	999	250			999				

2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	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
D5	2024 Base + Dev	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		ONE HOUR	✓	1275	100.000
B		ONE HOUR	✓	22	100.000
C		ONE HOUR	✓	1654	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	58	1217
	B	0	0	22
	C	1654	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	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	0.06	9.39	0.1	A	20	30
C-A					1518	2277
C-B	0.00	0.00	0.0	A	0	0
A-B					53	80
A-C					1117	1675

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)	Unsignalised level of service
B-AC	17	4	526	0.032	16	0.0	0.0	7.066	A
C-A	1245	311			1245				
C-B	0	0	417	0.000	0	0.0	0.0	0.000	A
A-B	44	11			44				
A-C	916	229			916				

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)	Unsignalised level of service
B-AC	20	5	476	0.042	20	0.0	0.0	7.887	A
C-A	1487	372			1487				
C-B	0	0	376	0.000	0	0.0	0.0	0.000	A
A-B	52	13			52				
A-C	1094	274			1094				

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)	Unsignalised level of service
B-AC	24	6	408	0.059	24	0.0	0.1	9.385	A
C-A	1821	455			1821				
C-B	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	64	16			64				
A-C	1340	335			1340				

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)	Unsignalised level of service
B-AC	24	6	408	0.059	24	0.1	0.1	9.389	A
C-A	1821	455			1821				
C-B	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	64	16			64				
A-C	1340	335			1340				

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)	Unsignalised level of service
B-AC	20	5	476	0.042	20	0.1	0.0	7.891	A
C-A	1487	372			1487				
C-B	0	0	376	0.000	0	0.0	0.0	0.000	A
A-B	52	13			52				
A-C	1094	274			1094				

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)	Unsignalised level of service
B-AC	17	4	526	0.032	17	0.0	0.0	7.073	A
C-A	1245	311			1245				
C-B	0	0	417	0.000	0	0.0	0.0	0.000	A
A-B	44	11			44				
A-C	916	229			916				

2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	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
D6	2024 Base + Dev	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		ONE HOUR	✓	1433	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	1613	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	90	1343
	B	0	0	33
	C	1613	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	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	0.10	10.67	0.1	B	30	45
C-A					1480	2220
C-B	0.00	0.00	0.0	A	0	0
A-B					83	124
A-C					1232	1849

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)	Unsignalised level of service
B-AC	25	6	503	0.049	25	0.0	0.1	7.528	A
C-A	1214	304			1214				
C-B	0	0	396	0.000	0	0.0	0.0	0.000	A
A-B	68	17			68				
A-C	1011	253			1011				

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)	Unsignalised level of service
B-AC	30	7	449	0.066	30	0.1	0.1	8.592	A
C-A	1450	363			1450				
C-B	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	81	20			81				
A-C	1207	302			1207				

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)	Unsignalised level of service
B-AC	36	9	374	0.097	36	0.1	0.1	10.659	B
C-A	1776	444			1776				
C-B	0	0	288	0.000	0	0.0	0.0	0.000	A
A-B	99	25			99				
A-C	1479	370			1479				

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)	Unsignalised level of service
B-AC	36	9	374	0.097	36	0.1	0.1	10.667	B
C-A	1776	444			1776				
C-B	0	0	288	0.000	0	0.0	0.0	0.000	A
A-B	99	25			99				
A-C	1479	370			1479				

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)	Unsignalised level of service
B-AC	30	7	449	0.066	30	0.1	0.1	8.601	A
C-A	1450	363			1450				
C-B	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	81	20			81				
A-C	1207	302			1207				

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)	Unsignalised level of service
B-AC	25	6	503	0.049	25	0.1	0.1	7.539	A
C-A	1214	304			1214				
C-B	0	0	396	0.000	0	0.0	0.0	0.000	A
A-B	68	17			68				
A-C	1011	253			1011				

2033 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1325	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	1746	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1264
	B	0	0	23
	C	1746	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	3
	B	0	0	0
	C	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	0.06	9.80	0.1	A	21	32
C-A					1602	2403
C-B	0.00	0.00	0.0	A	0	0
A-B					56	84
A-C					1160	1740

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)	Unsignalised level of service
B-AC	17	4	515	0.034	17	0.0	0.0	7.223	A
C-A	1314	329			1314				
C-B	0	0	408	0.000	0	0.0	0.0	0.000	A
A-B	46	11			46				
A-C	952	238			952				

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)	Unsignalised level of service
B-AC	21	5	464	0.045	21	0.0	0.0	8.121	A
C-A	1570	392			1570				
C-B	0	0	365	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	1136	284			1136				

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)	Unsignalised level of service
B-AC	25	6	393	0.065	25	0.0	0.1	9.799	A
C-A	1922	481			1922				
C-B	0	0	306	0.000	0	0.0	0.0	0.000	A
A-B	67	17			67				
A-C	1392	348			1392				

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)	Unsignalised level of service
B-AC	25	6	393	0.065	25	0.1	0.1	9.803	A
C-A	1922	481			1922				
C-B	0	0	306	0.000	0	0.0	0.0	0.000	A
A-B	67	17			67				
A-C	1392	348			1392				

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)	Unsignalised level of service
B-AC	21	5	464	0.045	21	0.1	0.0	8.126	A
C-A	1570	392			1570				
C-B	0	0	365	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	1136	284			1136				

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)	Unsignalised level of service
B-AC	17	4	515	0.034	17	0.0	0.0	7.227	A
C-A	1314	329			1314				
C-B	0	0	408	0.000	0	0.0	0.0	0.000	A
A-B	46	11			46				
A-C	952	238			952				

2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	46	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	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1503	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	1687	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	96	1407
	B	0	0	35
	C	1687	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	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	0.11	11.40	0.1	B	32	48
C-A					1548	2322
C-B	0.00	0.00	0.0	A	0	0
A-B					88	132
A-C					1291	1937

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)	Unsignalised level of service
B-AC	26	7	489	0.054	26	0.0	0.1	7.771	A
C-A	1270	318			1270				
C-B	0	0	384	0.000	0	0.0	0.0	0.000	A
A-B	72	18			72				
A-C	1059	265			1059				

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)	Unsignalised level of service
B-AC	31	8	433	0.073	31	0.1	0.1	8.972	A
C-A	1517	379			1517				
C-B	0	0	337	0.000	0	0.0	0.0	0.000	A
A-B	86	22			86				
A-C	1265	316			1265				

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)	Unsignalised level of service
B-AC	39	10	354	0.109	38	0.1	0.1	11.393	B
C-A	1857	464			1857				
C-B	0	0	271	0.000	0	0.0	0.0	0.000	A
A-B	106	26			106				
A-C	1549	387			1549				

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)	Unsignalised level of service
B-AC	39	10	354	0.109	39	0.1	0.1	11.404	B
C-A	1857	464			1857				
C-B	0	0	271	0.000	0	0.0	0.0	0.000	A
A-B	106	26			106				
A-C	1549	387			1549				

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)	Unsignalised level of service
B-AC	31	8	433	0.073	32	0.1	0.1	8.984	A
C-A	1517	379			1517				
C-B	0	0	337	0.000	0	0.0	0.0	0.000	A
A-B	86	22			86				
A-C	1265	316			1265				

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)	Unsignalised level of service
B-AC	26	7	489	0.054	26	0.1	0.1	7.782	A
C-A	1270	318			1270				
C-B	0	0	384	0.000	0	0.0	0.0	0.000	A
A-B	72	18			72				
A-C	1059	265			1059				

2033 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	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	2033 Base + Dev	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		ONE HOUR	✓	1350	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	1755	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1289
	B	0	0	23
	C	1755	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	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	0.07	9.99	0.1	A	21	32
C-A					1610	2416
C-B	0.00	0.00	0.0	A	0	0
A-B					56	84
A-C					1183	1774

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)	Unsignalised level of service
B-AC	17	4	511	0.034	17	0.0	0.0	7.293	A
C-A	1321	330			1321				
C-B	0	0	405	0.000	0	0.0	0.0	0.000	A
A-B	46	11			46				
A-C	970	243			970				

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)	Unsignalised level of service
B-AC	21	5	458	0.045	21	0.0	0.0	8.226	A
C-A	1578	394			1578				
C-B	0	0	361	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	1159	290			1159				

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)	Unsignalised level of service
B-AC	25	6	386	0.066	25	0.0	0.1	9.988	A
C-A	1932	483			1932				
C-B	0	0	301	0.000	0	0.0	0.0	0.000	A
A-B	67	17			67				
A-C	1419	355			1419				

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)	Unsignalised level of service
B-AC	25	6	386	0.066	25	0.1	0.1	9.992	A
C-A	1932	483			1932				
C-B	0	0	301	0.000	0	0.0	0.0	0.000	A
A-B	67	17			67				
A-C	1419	355			1419				

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)	Unsignalised level of service
B-AC	21	5	458	0.045	21	0.1	0.0	8.231	A
C-A	1578	394			1578				
C-B	0	0	361	0.000	0	0.0	0.0	0.000	A
A-B	55	14			55				
A-C	1159	290			1159				

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)	Unsignalised level of service
B-AC	17	4	511	0.034	17	0.0	0.0	7.300	A
C-A	1321	330			1321				
C-B	0	0	405	0.000	0	0.0	0.0	0.000	A
A-B	46	11			46				
A-C	970	243			970				

2033 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	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	2033 Base + Dev	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		ONE HOUR	✓	1519	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	1710	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	96	1423
	B	0	0	35
	C	1710	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	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	0.11	11.58	0.1	B	32	48
C-A					1569	2354
C-B	0.00	0.00	0.0	A	0	0
A-B					88	132
A-C					1306	1959

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)	Unsignalised level of service
B-AC	26	7	486	0.054	26	0.0	0.1	7.824	A
C-A	1287	322			1287				
C-B	0	0	382	0.000	0	0.0	0.0	0.000	A
A-B	72	18			72				
A-C	1071	268			1071				

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)	Unsignalised level of service
B-AC	31	8	429	0.073	31	0.1	0.1	9.059	A
C-A	1537	384			1537				
C-B	0	0	334	0.000	0	0.0	0.0	0.000	A
A-B	86	22			86				
A-C	1279	320			1279				

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)	Unsignalised level of service
B-AC	39	10	349	0.110	38	0.1	0.1	11.566	B
C-A	1883	471			1883				
C-B	0	0	267	0.000	0	0.0	0.0	0.000	A
A-B	106	26			106				
A-C	1567	392			1567				

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)	Unsignalised level of service
B-AC	39	10	349	0.110	39	0.1	0.1	11.577	B
C-A	1883	471			1883				
C-B	0	0	267	0.000	0	0.0	0.0	0.000	A
A-B	106	26			106				
A-C	1567	392			1567				

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)	Unsignalised level of service
B-AC	31	8	429	0.073	32	0.1	0.1	9.070	A
C-A	1537	384			1537				
C-B	0	0	334	0.000	0	0.0	0.0	0.000	A
A-B	86	22			86				
A-C	1279	320			1279				

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)	Unsignalised level of service
B-AC	26	7	486	0.054	26	0.1	0.1	7.836	A
C-A	1287	322			1287				
C-B	0	0	382	0.000	0	0.0	0.0	0.000	A
A-B	72	18			72				
A-C	1071	268			1071				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 18122 - A259-The Strand Existing Arrangement (Base).j9
Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\PICADY\18122 - A259 - The Strand Junction
Report generation date: 10/06/2020 10:59:45

»2018, AM
 »2018, 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
2018														
Stream B-AC	82.2	883.24	1.84	F	111.37	F	-23 %	33.1	691.44	1.83	F	37.46	E	-14 %
Stream C-AB	0.3	10.26	0.21	B			[Stream B-AC]	0.5	14.00	0.35	B			[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	18122 - A259 / The Strand
Location	
Site number	18-122
Date	17/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Milestone4-PC\Milestone4 - Newer
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
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		111.37	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A259 (North)		Major
B	The Strand		Minor
C	A259 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 (South)	6.30		✓	3.60	170.0	✓	9.00

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 - The Strand	One lane	4.70	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	597	0.107	0.271	0.171	0.388
B-C	760	0.115	0.290	-	-
C-B	775	0.296	0.296	-	-

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	2018	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 - A259 (North)		ONE HOUR	✓	1000	100.000
B - The Strand		ONE HOUR	✓	311	100.000
C - A259 (South)		ONE HOUR	✓	1150	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - A259 (North)	B - The Strand	C - A259 (South)	
A - A259 (North)	0	33	967	
B - The Strand	67	0	244	
C - A259 (South)	1067	83	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - A259 (North)	B - The Strand	C - A259 (South)	
A - A259 (North)	0	0	2	
B - The Strand	0	0	1	
C - A259 (South)	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	1.84	883.24	82.2	F	285	428
C-AB	0.21	10.26	0.3	B	76	114
C-A					979	1469
A-B					30	45
A-C					887	1331

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)	Unsignalised level of service
B-AC	234	59	417	0.562	229	0.0	1.2	18.761	C
C-AB	62	16	547	0.114	62	0.0	0.1	7.407	A
C-A	803	201			803				
A-B	25	6			25				
A-C	728	182			728				

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)	Unsignalised level of service
B-AC	280	70	340	0.823	270	1.2	3.6	46.566	E
C-AB	75	19	503	0.148	74	0.1	0.2	8.390	A
C-A	959	240			959				
A-B	30	7			30				
A-C	869	217			869				

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)	Unsignalised level of service
B-AC	342	86	186	1.839	185	3.6	43.0	484.742	F
C-AB	91	23	442	0.207	91	0.2	0.3	10.240	B
C-A	1175	294			1175				
A-B	36	9			36				
A-C	1065	266			1065				

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)	Unsignalised level of service
B-AC	342	86	186	1.841	186	43.0	82.2	883.236	F
C-AB	91	23	442	0.207	91	0.3	0.3	10.257	B
C-A	1175	294			1175				
A-B	36	9			36				
A-C	1065	266			1065				

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)	Unsignalised level of service
B-AC	280	70	339	0.824	335	82.2	68.3	743.034	F
C-AB	75	19	503	0.148	75	0.3	0.2	8.409	A
C-A	959	240			959				
A-B	30	7			30				
A-C	869	217			869				

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)	Unsignalised level of service
B-AC	234	59	416	0.562	410	68.3	24.2	411.214	F
C-AB	62	16	547	0.114	63	0.2	0.1	7.427	A
C-A	803	201			803				
A-B	25	6			25				
A-C	728	182			728				

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		37.46	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	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	2018	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 - A259 (North)		ONE HOUR	✓	1143	100.000
B - The Strand		ONE HOUR	✓	127	100.000
C - A259 (South)		ONE HOUR	✓	1116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 (North)	B - The Strand	C - A259 (South)
From	A - A259 (North)	0	103	1040
	B - The Strand	42	0	85
	C - A259 (South)	988	128	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 (North)	B - The Strand	C - A259 (South)
From	A - A259 (North)	0	0	0
	B - The Strand	0	0	1
	C - A259 (South)	2	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-AC	1.83	691.44	33.1	F	117	175
C-AB	0.35	14.00	0.5	B	117	176
C-A					907	1360
A-B					95	142
A-C					954	1431

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)	Unsignalised level of service
B-AC	96	24	348	0.275	94	0.0	0.4	14.098	B
C-AB	96	24	515	0.187	95	0.0	0.2	8.569	A
C-A	744	186			744				
A-B	78	19			78				
A-C	783	196			783				

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)	Unsignalised level of service
B-AC	114	29	257	0.445	113	0.4	0.8	24.693	C
C-AB	115	29	466	0.247	115	0.2	0.3	10.243	B
C-A	888	222			888				
A-B	93	23			93				
A-C	935	234			935				

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)	Unsignalised level of service
B-AC	140	35	77	1.811	74	0.8	17.2	492.117	F
C-AB	141	35	398	0.354	140	0.3	0.5	13.910	B
C-A	1088	272			1088				
A-B	113	28			113				
A-C	1145	286			1145				

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)	Unsignalised level of service
B-AC	140	35	76	1.829	76	17.2	33.1	691.438	F
C-AB	141	35	398	0.354	141	0.5	0.5	13.996	B
C-A	1088	272			1088				
A-B	113	28			113				
A-C	1145	286			1145				

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)	Unsignalised level of service
B-AC	114	29	256	0.446	242	33.1	1.1	254.468	F
C-AB	115	29	466	0.247	116	0.5	0.3	10.316	B
C-A	888	222			888				
A-B	93	23			93				
A-C	935	234			935				

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)	Unsignalised level of service
B-AC	96	24	348	0.275	99	1.1	0.4	14.616	B
C-AB	96	24	515	0.187	97	0.3	0.2	8.622	A
C-A	744	186			744				
A-B	78	19			78				
A-C	783	196			783				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 18122 - A259-Goring Street Existing Arrangement.j9

Path: P:\18 Jobs\122 Land at Chatsmore Farm - Goring, West Sussex\Technical Assessments\PICADY\18122 - A259 Goring Street Junction

Report generation date: 15/06/2020 11:05:41

»2018 Base, AM

»2018 Base, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2018 Base														
Stream B-AC	0.2	13.33	0.16	B	0.48	A	3 % [Stream B-AC]	0.1	15.53	0.12	C	0.36	A	7 % [Stream B-AC]
Stream C-AB	0.2	11.06	0.14	B				0.1	11.01	0.09	B			

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	A259 / Goring Street
Location	
Site number	18-122
Date	16/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	18-122
Enumerator	Milestone4-PC\Milestone4 - Newer
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
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A259 (South)		Major
B	Goring Street		Minor
C	A259 (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 (North)	6.60		✓	3.33	100.0	✓	5.00

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 - Goring Street	One lane	4.54	215	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	665	0.118	0.298	0.187	0.426
B-C	760	0.113	0.287	-	-
C-B	710	0.268	0.268	-	-

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	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 (South)		ONE HOUR	✓	1112	100.000
B - Goring Street		ONE HOUR	✓	47	100.000
C - A259 (North)		ONE HOUR	✓	1213	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 (South)	B - Goring Street	C - A259 (North)
From	A - A259 (South)	0	11	1101
	B - Goring Street	1	0	46
	C - A259 (North)	1165	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 (South)	B - Goring Street	C - A259 (North)
From	A - A259 (South)	0	9	1
	B - Goring Street	0	0	0
	C - A259 (North)	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	0.16	13.33	0.2	B	43	65
C-AB	0.14	11.06	0.2	B	44	66
C-A					1069	1604
A-B					10	15
A-C					1010	1515

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)	Unsignalised level of service
B-AC	35	9	506	0.070	35	0.0	0.1	7.646	A
C-AB	36	9	483	0.075	36	0.0	0.1	8.044	A
C-A	877	219			877				
A-B	8	2			8				
A-C	829	207			829				

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)	Unsignalised level of service
B-AC	42	11	451	0.094	42	0.1	0.1	8.806	A
C-AB	43	11	439	0.098	43	0.1	0.1	9.089	A
C-A	1047	262			1047				
A-B	10	2			10				
A-C	990	247			990				

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)	Unsignalised level of service
B-AC	52	13	322	0.161	51	0.1	0.2	13.282	B
C-AB	53	13	378	0.140	53	0.1	0.2	11.048	B
C-A	1283	321			1283				
A-B	12	3			12				
A-C	1212	303			1212				

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)	Unsignalised level of service
B-AC	52	13	322	0.161	52	0.2	0.2	13.327	B
C-AB	53	13	378	0.140	53	0.2	0.2	11.061	B
C-A	1283	321			1283				
A-B	12	3			12				
A-C	1212	303			1212				

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)	Unsignalised level of service
B-AC	42	11	451	0.094	43	0.2	0.1	8.826	A
C-AB	43	11	439	0.098	43	0.2	0.1	9.102	A
C-A	1047	262			1047				
A-B	10	2			10				
A-C	990	247			990				

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)	Unsignalised level of service
B-AC	35	9	506	0.070	35	0.1	0.1	7.662	A
C-AB	36	9	483	0.075	36	0.1	0.1	8.061	A
C-A	877	219			877				
A-B	8	2			8				
A-C	829	207			829				

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	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	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 (South)		ONE HOUR	✓	1094	100.000
B - Goring Street		ONE HOUR	✓	30	100.000
C - A259 (North)		ONE HOUR	✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 (South)	B - Goring Street	C - A259 (North)
From	A - A259 (South)	0	6	1088
	B - Goring Street	3	0	27
	C - A259 (North)	1094	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 (South)	B - Goring Street	C - A259 (North)
From	A - A259 (South)	0	0	1
	B - Goring Street	0	0	0
	C - A259 (North)	0	7	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	0.12	15.53	0.1	C	28	41
C-AB	0.09	11.01	0.1	B	27	40
C-A					1004	1506
A-B					6	8
A-C					998	1498

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)	Unsignalised level of service
B-AC	23	6	472	0.048	22	0.0	0.0	8.001	A
C-AB	22	5	455	0.048	22	0.0	0.0	8.303	A
C-A	824	206			824				
A-B	5	1			5				
A-C	819	205			819				

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)	Unsignalised level of service
B-AC	27	7	405	0.067	27	0.0	0.1	9.511	A
C-AB	26	7	415	0.063	26	0.0	0.1	9.263	A
C-A	983	246			983				
A-B	5	1			5				
A-C	978	245			978				

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)	Unsignalised level of service
B-AC	33	8	265	0.125	33	0.1	0.1	15.484	C
C-AB	32	8	359	0.089	32	0.1	0.1	11.007	B
C-A	1205	301			1205				
A-B	7	2			7				
A-C	1198	299			1198				

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)	Unsignalised level of service
B-AC	33	8	265	0.125	33	0.1	0.1	15.527	C
C-AB	32	8	359	0.089	32	0.1	0.1	11.014	B
C-A	1205	301			1205				
A-B	7	2			7				
A-C	1198	299			1198				

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)	Unsignalised level of service
B-AC	27	7	405	0.067	27	0.1	0.1	9.529	A
C-AB	26	7	415	0.063	26	0.1	0.1	9.270	A
C-A	983	246			983				
A-B	5	1			5				
A-C	978	245			978				

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)	Unsignalised level of service
B-AC	23	6	472	0.048	23	0.1	0.1	8.013	A
C-AB	22	5	455	0.048	22	0.1	0.1	8.312	A
C-A	824	206			824				
A-B	5	1			5				
A-C	819	205			819				

Appendix 4

This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

RESULTS TAB

Occupancy Vehicles by Link Table :- This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

PARKING TAB

Vehicle Information :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

Length of classifications (m) by link :- This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

Calculated capacity (spaces) by link :- The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total length divided by 5m.

LINKS CLASSIFIED

Link Classification :- This tab contains all the individual link (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).



Length of Classifications by Link (Metres)

Link	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Nose-in Bay	School Keep Clear	Thick White Line	Unclassified	Zig zag	Grand Total
A259 GORING STREET	0.00	0.00	0.00	11.16	0.00	0.00	0.00	0.00	423.74	0.00	434.90
ARDLINGLY DRIVE	0.00	4.61	0.00	465.43	14.75	0.00	0.00	0.00	737.92	0.00	1222.72
CHATSMORE CRESCENT	0.00	6.68	57.51	12.16	0.00	0.00	0.00	0.00	179.80	0.00	256.15
GORING STREET	0.00	7.78	127.75	62.47	0.00	8.14	46.46	0.00	1312.64	0.00	1565.23
GORING WAY (EAST SECTION)	0.00	0.00	0.00	88.21	0.00	0.00	0.00	0.00	640.06	0.00	728.27
GORING WAY (WEST SECTION)	18.85	0.00	15.13	85.18	0.00	0.00	0.00	0.00	302.32	80.07	501.55
JUPPS LANE	0.00	0.00	0.00	25.18	0.00	0.00	0.00	0.00	251.05	0.00	276.23
THE STRAND	0.00	0.00	0.00	0.00	26.95	0.00	0.00	33.36	284.76	0.00	345.08
Grand Total	18.85	19.07	200.39	749.78	41.71	8.14	46.46	33.36	4132.30	80.07	5330.13

Calculated Capacity by Link (Official - No. of Spaces)

Link	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Nose-in Bay	School Keep Clear	Thick White Line	Unclassified	Zig zag	Grand Total
A259 GORING STREET	0	0	0	0	0	0	0	0	82	0	82
ARDLINGLY DRIVE	0	1	0	0	0	0	0	0	111	0	112
CHATSMORE CRESCENT	0	2	0	0	0	0	0	0	32	0	34
GORING STREET	0	2	0	0	0	3	0	0	243	0	248
GORING WAY (EAST SECTION)	0	0	0	0	0	0	0	0	114	0	114
GORING WAY (WEST SECTION)	0	0	0	0	0	0	0	0	50	0	50
JUPPS LANE	0	0	0	0	0	0	0	0	43	0	43
THE STRAND	0	0	0	0	0	0	0	0	54	0	54
Grand Total	0	5	0	0	0	3	0	0	729	0	737



OBJECTID	TOWN	LINK	CLASS	CAPACITY (Spaces)	NOTES	LENGTH (M)
3675	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	23		116.75
3676	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1		9.49
3677	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		4.03
3802	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1		5.03
3803	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		8.81
3804	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1		7.23
3805	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		7.55
3806	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0		2.83
3807	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		13.94
3808	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0		3.04
3809	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		3.46
3810	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		11.40
3811	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		3.54
3812	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		10.46
3813	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		5.82
3814	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	10		54.50
3815	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		2.64
3816	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		12.37
3817	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		4.60
3818	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		14.32
3819	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		4.43
3820	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		10.16
3821	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		4.10
3822	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0		3.50
3823	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		6.81
3824	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	3		16.76
3825	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		11.13
3827	GORING-BY-SEA	JUPPS LANE	Unclassified	2		13.98
3828	GORING-BY-SEA	JUPPS LANE	Unclassified	10		54.88
3829	GORING-BY-SEA	JUPPS LANE	Unclassified	6		33.92
3830	GORING-BY-SEA	JUPPS LANE	Unclassified	9		47.14
3831	GORING-BY-SEA	JUPPS LANE	Unclassified	5		29.78
3832	GORING-BY-SEA	JUPPS LANE	Dropped Kerb	0		3.77
3833	GORING-BY-SEA	JUPPS LANE	Unclassified	3		15.37
3834	GORING-BY-SEA	JUPPS LANE	Dropped Kerb	0		4.39
3835	GORING-BY-SEA	JUPPS LANE	Unclassified	2		12.83
3836	GORING-BY-SEA	JUPPS LANE	Dropped Kerb	0		3.74
3837	GORING-BY-SEA	JUPPS LANE	Unclassified	2		14.72
3838	GORING-BY-SEA	JUPPS LANE	Dropped Kerb	0		8.20
3839	GORING-BY-SEA	JUPPS LANE	Unclassified	1		8.68
3840	GORING-BY-SEA	JUPPS LANE	Dropped Kerb	0		5.08
3841	GORING-BY-SEA	JUPPS LANE	Unclassified	3		19.76
3476	GORING-BY-SEA	GORING STREET	Unclassified	31		155.98
3477	GORING-BY-SEA	GORING STREET	Unclassified	3		19.29
3478	GORING-BY-SEA	GORING STREET	Unclassified	5		28.05
3479	GORING-BY-SEA	GORING STREET	Unclassified	2		13.07
3480	GORING-BY-SEA	GORING STREET	Double yellow lines	0		34.48
3534	GORING-BY-SEA	GORING STREET	Unclassified	4		20.82
3535	GORING-BY-SEA	GORING STREET	Unclassified	9		48.37
3536	GORING-BY-SEA	GORING STREET	Unclassified	8		41.82
3537	GORING-BY-SEA	GORING STREET	Unclassified	0		4.84
3538	GORING-BY-SEA	GORING STREET	Unclassified	1		5.33
3539	GORING-BY-SEA	GORING STREET	Unclassified	2		11.20
3540	GORING-BY-SEA	GORING STREET	Unclassified	1		7.53
3541	GORING-BY-SEA	GORING STREET	Unclassified	2		13.41
3542	GORING-BY-SEA	GORING STREET	Unclassified	5		26.96
3543	GORING-BY-SEA	GORING STREET	Unclassified	7		37.80
3544	GORING-BY-SEA	GORING STREET	Unclassified	5		26.05
3545	GORING-BY-SEA	GORING STREET	Unclassified	3		15.23
3565	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	4		22.56
3566	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	1		8.03
3567	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0		3.13
3608	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	9		45.47
3609	GORING-BY-SEA	GORING WAY (WEST SECTION)	Zig zag	0		23.03
3610	GORING-BY-SEA	GORING WAY (WEST SECTION)	Zig zag	0		15.60
3611	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0		6.65
3613	GORING-BY-SEA	GORING WAY (WEST SECTION)	Zig zag	0		27.93
3614	GORING-BY-SEA	GORING WAY (WEST SECTION)	Double yellow lines	0		7.63
3619	GORING-BY-SEA	A259 GORING STREET	Unclassified	39		199.38
3547	GORING-BY-SEA	GORING STREET	Double yellow lines	0		7.56
3548	GORING-BY-SEA	GORING STREET	Double yellow lines	0		4.79
3568	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	1		6.28
3569	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0		3.94
3570	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	1		7.73
3678	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		10.23
3679	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		5.34
3680	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		10.13
3681	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		3.99
3682	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2		10.04
3683	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		3.26
3684	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1		7.57
3685	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		6.34
3686	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0		3.61
3687	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0		5.89

3688	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.69
3689	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.45
3690	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.07
3691	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.27
3692	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.34
3693	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	21.23
3694	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.34
3695	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.70
3696	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.18
3746	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	11.83
3747	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.79
3748	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.84
3749	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	5	25.31
3750	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.18
3751	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	1.85
3752	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.36
3753	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.28
3754	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.80
3755	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.03
3756	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	10.23
3757	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.20
3758	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.65
3759	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.56
3760	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.93
3761	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.77
3762	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.81
3763	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.66
3764	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.25
3765	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.56
3766	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.41
3767	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	1.89
3768	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	24.01
3769	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.46
3770	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	12.16
3771	GORING-BY-SEA	ARDLINGLY DRIVE	Disabled	1	4.61
3772	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.30
3773	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.71
3481	GORING-BY-SEA	GORING STREET	Double yellow lines	0	12.08
3482	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	15.89
3483	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	11	59.85
3484	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	14.50
3485	GORING-BY-SEA	CHATSMORE CRESCENT	Disabled	1	MARKINGS ARE COVERED WITH BLACK PAINT 2.62
3486	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	1	7.76
3487	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	5.19
3571	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.26
3572	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	8.82
3573	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.07
3574	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	7.83
3575	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.41
3594	GORING-BY-SEA	GORING STREET	Unclassified	13	67.09
3595	GORING-BY-SEA	GORING STREET	Unclassified	8	42.58
3596	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.92
3597	GORING-BY-SEA	GORING STREET	Unclassified	3	17.95
3620	GORING-BY-SEA	A259 GORING STREET	Unclassified	3	16.46
3621	GORING-BY-SEA	A259 GORING STREET	Dropped Kerb	0	5.17
3622	GORING-BY-SEA	A259 GORING STREET	Unclassified	39	197.99
3623	GORING-BY-SEA	A259 GORING STREET	Unclassified	1	9.91
3697	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.11
3698	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.33
3774	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.67
3775	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.30
3776	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.36
3777	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	8.07
3778	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	11.01
3779	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	9.96
3780	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	1.68
3781	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	8.49
3782	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.08
3783	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.18
3784	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.77
3785	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	11.33
3786	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.19
3787	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.03
3466	GORING-BY-SEA	THE STRAND	Unclassified	17	89.29
3467	GORING-BY-SEA	THE STRAND	Unclassified	5	27.54
3468	GORING-BY-SEA	THE STRAND	Unclassified	20	100.79
3469	GORING-BY-SEA	THE STRAND	Unclassified	5	27.41
3470	GORING-BY-SEA	THE STRAND	Thick White Line	0	18.28
3471	GORING-BY-SEA	THE STRAND	I-Bar	0	26.95
3472	GORING-BY-SEA	THE STRAND	Unclassified	3	18.64
3473	GORING-BY-SEA	THE STRAND	Thick White Line	0	7.51
3474	GORING-BY-SEA	THE STRAND	Unclassified	4	21.09
3475	GORING-BY-SEA	THE STRAND	Thick White Line	0	7.57
3488	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	2	11.05
3489	GORING-BY-SEA	CHATSMORE CRESCENT	Disabled	1	4.06
3490	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	0	3.50
3491	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	7.92
3492	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	8.03
3493	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	2	13.48
3494	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	14	70.74
3495	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	5.98
3496	GORING-BY-SEA	GORING STREET	Disabled	1	3.82
3497	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	2.66
3498	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	2.44

3499	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	3.35
3500	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	2	13.42
3501	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	3.71
3502	GORING-BY-SEA	GORING STREET	Unclassified	10	54.06
3503	GORING-BY-SEA	GORING STREET	Unclassified	3	19.50
3504	GORING-BY-SEA	GORING STREET	Unclassified	2	11.10
3505	GORING-BY-SEA	GORING STREET	School Keep Clear	0	12.77
3506	GORING-BY-SEA	GORING STREET	School Keep Clear	0	4.94
3507	GORING-BY-SEA	GORING STREET	Unclassified	4	20.24
3508	GORING-BY-SEA	GORING STREET	Unclassified	3	15.12
3509	GORING-BY-SEA	GORING STREET	School Keep Clear	0	5.72
3510	GORING-BY-SEA	GORING STREET	Unclassified	7	38.82
3511	GORING-BY-SEA	GORING STREET	School Keep Clear	0	7.69
3512	GORING-BY-SEA	GORING STREET	Unclassified	12	63.84
3576	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	9.11
3577	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.98
3578	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	7.69
3579	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.76
3580	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	9.36
3581	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.22
3582	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	8.11
3583	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.81
3584	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	6.90
3788	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	14.88
3789	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.97
3790	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.04
3791	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.14
3792	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.39
3793	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	10.48
3794	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.35
3513	GORING-BY-SEA	GORING STREET	Unclassified	1	8.80
3514	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	2.60
3515	GORING-BY-SEA	GORING STREET	Unclassified	2	10.01
3516	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	3.66
3517	GORING-BY-SEA	GORING STREET	Unclassified	3	16.41
3518	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	3.22
3519	GORING-BY-SEA	GORING STREET	Unclassified	2	13.83
3520	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	3.18
3521	GORING-BY-SEA	GORING STREET	Unclassified	8	40.21
3522	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.60
3523	GORING-BY-SEA	GORING STREET	Unclassified	3	16.35
3524	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	5.08
3525	GORING-BY-SEA	GORING STREET	Double yellow lines	0	8.46
3526	GORING-BY-SEA	GORING STREET	Double yellow lines	0	18.45
3527	GORING-BY-SEA	GORING STREET	School Keep Clear	0	4.31
3528	GORING-BY-SEA	GORING STREET	Double yellow lines	0	8.43
3529	GORING-BY-SEA	GORING STREET	Double yellow lines	0	7.48
3530	GORING-BY-SEA	GORING STREET	Double yellow lines	0	6.95
3531	GORING-BY-SEA	GORING STREET	School Keep Clear	0	11.03
3532	GORING-BY-SEA	GORING STREET	Double yellow lines	0	8.74
3533	GORING-BY-SEA	GORING STREET	Double yellow lines	0	10.34
3598	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.22
3599	GORING-BY-SEA	GORING STREET	Unclassified	16	83.51
3795	GORING-BY-SEA	ARDLINGLY DRIVE	I-Bar	0	7.44
3796	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.34
3546	GORING-BY-SEA	GORING STREET	Nose-in Bay	3	8.14
3549	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	16.85
3585	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.04
3586	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	2	13.50
3624	GORING-BY-SEA	A259 GORING STREET	Dropped Kerb	0	5.99
3699	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.98
3700	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	9.36
3701	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.74
3702	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.02
3703	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.88
3704	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.92
3705	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	12.50
3706	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.93
3707	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.01
3797	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.93
3798	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.99
3799	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.25
3800	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.81
3801	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.56
3550	GORING-BY-SEA	GORING WAY (WEST SECTION	Double yellow lines	0	7.50
3551	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	15.35
3552	GORING-BY-SEA	GORING WAY (WEST SECTION	Bus Stop	0	10.85
3553	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	6	30.90
3554	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	5.58
3555	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	18.62
3556	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	6.21
3557	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	18.23
3558	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	6.21
3559	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	17.83
3560	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	5.44
3561	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	15.89
3562	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	5.66
3563	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	7.28
3564	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.95
3587	GORING-BY-SEA	GORING WAY (WEST SECTION	Bus Stop	0	8.01
3588	GORING-BY-SEA	GORING STREET	Unclassified	32	162.78
3589	GORING-BY-SEA	GORING STREET	Unclassified	6	32.18
3590	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	6.45
3591	GORING-BY-SEA	GORING STREET	Unclassified	4	24.71

3592	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	5.85
3593	GORING-BY-SEA	GORING STREET	Unclassified	6	32.63
3600	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.92
3601	GORING-BY-SEA	GORING STREET	Unclassified	3	18.07
3602	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.09
3603	GORING-BY-SEA	GORING STREET	Unclassified	1	8.95
3604	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.10
3605	GORING-BY-SEA	GORING STREET	Disabled	1	3.96
3606	GORING-BY-SEA	GORING STREET	Unclassified	3	18.14
3607	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	5.56
3617	GORING-BY-SEA	GORING WAY (WEST SECTION)	Zig zag	0	13.52
3618	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0	5.86
3629	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	7	38.32
3630	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	13	67.11
3631	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	4	24.88
3632	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	0	1.67
3633	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	17.27
3634	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	0	3.69
3635	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	57	288.78
3636	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	18.67
3637	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	18.75
3638	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.14
3639	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	0	1.78
3640	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.36
3641	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	15.96
3642	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.83
3643	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.13
3644	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	6.74
3645	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	19.39
3646	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.77
3647	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.86
3648	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.88
3649	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	17.11
3650	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.30
3651	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	7.66
3652	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.02
3653	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	8.50
3654	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.98
3655	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.54
3656	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.81
3657	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	8.12
3658	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.26
3659	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.67
3660	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.91
3661	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	8.38
3662	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.57
3663	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	7.60
3664	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.18
3665	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	9.36
3666	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.16
3667	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	5.50
3668	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.16
3669	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	7.74
3670	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	6.95
3671	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	17.62
3672	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.79
3673	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.39
3708	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.33
3709	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.66
3710	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	9.12
3711	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.76
3712	GORING-BY-SEA	ARDLINGLY DRIVE	I-Bar	0	7.31
3713	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.03
3714	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.79
3715	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.08
3716	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.45
3717	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.21
3718	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.02
3719	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.21
3720	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	14.55
3721	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.72
3722	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.31
3723	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.08
3724	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.79
3725	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.98
3726	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.65
3727	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.96
3728	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.66
3729	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	9.59
3730	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	9.12
3731	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.95
3732	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	10.93
3733	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.03
3734	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	10.46
3735	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.13
3736	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.31
3737	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.31
3738	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	13.68
3739	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.74
3740	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	13.52
3741	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.46
3742	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.89
3743	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.85
3744	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.43
3745	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.43

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	00:00 - 05:00			07:00 - 07:15			07:15 - 07:30			07:30 - 07:45			07:45 - 08:00			08:00 - 08:15			08:15 - 08:30			08:30 - 08:45		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%
ARDLINGLY DRIVE	112	59	52.7%	112	53	47.3%	112	55	49.1%	112	53	47.3%	112	49	43.8%	112	50	44.6%	112	47	42.0%	112	44	39.3%
CHATSMORE CRESCENT	34	15	44.1%	34	16	47.1%	34	16	47.1%	34	16	47.1%	34	16	47.1%	34	15	44.1%	34	15	44.1%	34	13	38.2%
GORING STREET	248	83	33.5%	248	118	47.6%	248	122	49.2%	248	124	50.0%	248	123	49.6%	248	126	50.8%	248	127	51.2%	248	128	51.6%
GORING WAY (EAST SECTION)	114	7	6.1%	114	8	7.0%	114	8	7.0%	114	7	6.1%	114	7	6.1%	114	6	5.3%	114	6	5.3%	114	6	5.3%
GORING WAY (WEST SECTION)	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	4	8.0%	50	0	0.0%
IJUPPS LANE	43	8	18.6%	43	9	20.9%	43	8	18.6%	43	10	23.3%	43	11	25.6%	43	11	25.6%	43	12	27.9%	43	13	30.2%
THE STRAND	54	18	33.3%	54	15	27.8%	54	14	25.9%	54	13	24.1%	54	13	24.1%	54	14	25.9%	54	14	25.9%	54	15	27.8%
TOTAL	737	190	25.8%	737	219	29.7%	737	223	30.3%	737	224	30.4%	737	220	29.9%	737	223	30.3%	737	225	30.5%	737	219	29.7%

NUMBER OF VEHICLES PARKED (AT)																										
STREET NAME	08:45 - 09:00			14:00 - 14:15			14:15 - 14:30			14:30 - 14:45			14:45 - 15:00			15:00 - 15:15			15:15 - 15:30			15:30 - 15:45				
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%		
ARDLINGLY DRIVE	112	46	41.1%	112	47	42.0%	112	49	43.8%	112	46	41.1%	112	48	42.9%	112	44	39.3%	112	42	37.5%	112	47	42.0%		
CHATSMORE CRESCENT	34	13	38.2%	34	16	47.1%	34	15	44.1%	34	15	44.1%	34	20	58.8%	34	13	38.2%	34	15	44.1%	34	15	44.1%		
GORING STREET	248	133	53.6%	248	137	55.2%	248	141	56.9%	248	137	55.2%	248	145	58.5%	248	131	52.8%	248	133	53.6%	248	130	52.4%		
GORING WAY (EAST SECTION)	114	5	4.4%	114	7	6.1%	114	9	7.9%	114	8	7.0%	114	10	8.8%	114	8	7.0%	114	8	7.0%	114	7	6.1%		
GORING WAY (WEST SECTION)	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	3	6.0%	50	16	32.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%		
IJUPPS LANE	43	16	37.2%	43	23	53.5%	43	21	48.8%	43	23	53.5%	43	20	46.5%	43	20	46.5%	43	19	44.2%	43	19	44.2%		
THE STRAND	54	15	27.8%	54	19	35.2%	54	19	35.2%	54	19	35.2%	54	18	33.3%	54	17	31.5%	54	17	31.5%	54	18	33.3%		
TOTAL	737	229	31.1%	737	250	33.9%	737	255	34.6%	737	251	34.1%	737	277	37.6%	737	234	31.8%	737	235	31.9%	737	237	32.2%		

NUMBER OF VEHICLES PARKED (AT)																										
STREET NAME	15:45 - 16:00			16:00 - 16:15			16:15 - 16:30			16:30 - 16:45			16:45 - 17:00			17:00 - 17:15			17:15 - 17:30			17:30 - 17:45				
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%		
ARDLINGLY DRIVE	112	50	44.6%	112	49	43.8%	112	50	44.6%	112	52	46.4%	112	52	46.4%	112	51	45.5%	112	49	43.8%	112	54	48.2%		
CHATSMORE CRESCENT	34	15	44.1%	34	13	38.2%	34	15	44.1%	34	14	41.2%	34	17	50.0%	34	17	50.0%	34	15	44.1%	34	14	41.2%		
GORING STREET	248	128	51.6%	248	128	51.6%	248	125	50.4%	248	125	50.4%	248	126	50.8%	248	112	45.2%	248	114	46.0%	248	108	43.5%		
GORING WAY (EAST SECTION)	114	8	7.0%	114	8	7.0%	114	8	7.0%	114	7	6.1%	114	7	6.1%	114	7	6.1%	114	8	7.0%	114	9	7.9%		
GORING WAY (WEST SECTION)	50	1	2.0%	50	1	2.0%	50	2	4.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%		
IJUPPS LANE	43	18	41.9%	43	16	37.2%	43	16	37.2%	43	16	37.2%	43	16	37.2%	43	15	34.9%	43	13	30.2%	43	8	18.6%		
THE STRAND	54	18	33.3%	54	19	35.2%	54	19	35.2%	54	20	37.0%	54	20	37.0%	54	15	27.8%	54	15	27.8%	54	13	24.1%		
TOTAL	737	238	32.3%	737	234	31.8%	737	235	31.9%	737	235	31.9%	737	239	32.4%	737	218	29.6%	737	215	29.2%	737	207	28.1%		

NUMBER OF VEHICLES PARKED (AT)															
STREET NAME	17:45 - 18:00			18:00 - 18:15			18:15 - 18:30			18:30 - 18:45			18:45 - 19:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%
ARDLINGLY DRIVE	112	54	48.2%	112	55	49.1%	112	57	50.9%	112	59	52.7%	112	61	54.5%
CHATSMORE CRESCENT	34	14	41.2%	34	13	38.2%	34	14	41.2%	34	14	41.2%	34	14	41.2%
GORING STREET	248	109	44.0%	248	110	44.4%	248	107	43.1%	248	106	42.7%	248	94	37.9%
GORING WAY (EAST SECTION)	114	12	10.5%	114	10	8.8%	114	11	9.6%	114	11	9.6%	114	11	9.6%
GORING WAY (WEST SECTION)	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	0	0.0%
IJUPPS LANE	43	10	23.3%	43	11	25.6%	43	9	20.9%	43	9	20.9%	43	12	27.9%
THE STRAND	54	13	24.1%	54	15	27.8%	54	14	25.9%	54	15	27.8%	54	15	27.8%
TOTAL	737	213	28.9%	737	215	29.2%	737	213	28.9%	737	215	29.2%	737	207	28.1%

SUMMARY NOTES :	
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Goring-by-Sea Parking - Tuesday 11th December 2018 (00:00 - 05:00, 07:00 - 09:00 & 14:00 - 19:00)

Occupancy

Parking Locations

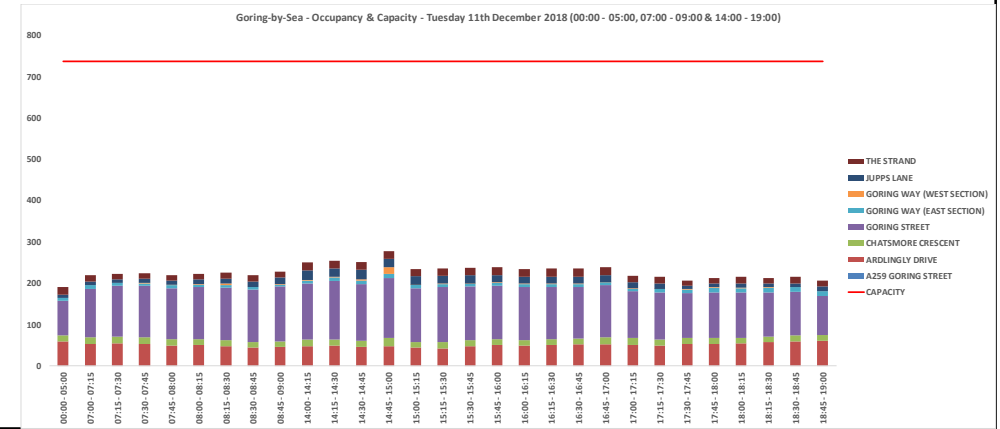
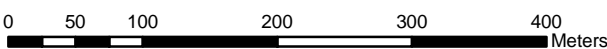
CLASS

- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- School Keep Clear
- Thick White Line
- Unclassified

Classified links

CLASS

- Bus Stop
- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- Nose-in Bay
- School Keep Clear
- Thick White Line
- Unclassified
- Zig zag



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This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

RESULTS TAB

Occupancy Vehicles by Link Table :- This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

PARKING TAB

Vehicle Information :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

Length of classifications (m) by link :- This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

Calculated capacity (spaces) by link :- The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total length divided by 5m.

LINKS CLASSIFIED

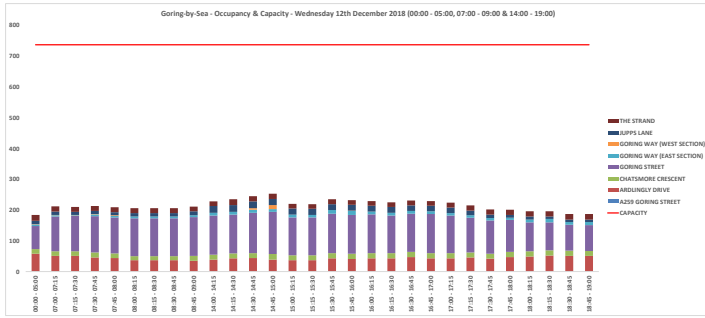
Link Classification :- This tab contains all the individual link (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).



LINE	06:00 - 06:05	07:05 - 07:10	07:15 - 07:20	07:25 - 07:30	07:35 - 07:40	07:45 - 07:50	08:00 - 08:05	08:10 - 08:15	08:20 - 08:25	08:30 - 08:35	08:45 - 08:50	14:00 - 14:05	14:15 - 14:20	14:30 - 14:35	14:45 - 14:50	15:00 - 15:05	15:15 - 15:20	15:30 - 15:35	15:45 - 16:00	16:00 - 16:15	16:15 - 16:30	16:30 - 16:45	16:45 - 17:00	17:00 - 17:15	17:15 - 17:30	17:30 - 17:45	17:45 - 18:00	18:00 - 18:15	18:15 - 18:30	18:30 - 18:45	18:45 - 19:00
THE STRAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPS LANE	13	13	15	15	15	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
GORING WAY (WEST SECTION)	12	118	115	120	122	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123
GORING WAY (EAST SECTION)	5	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GORING STREET	11	11	10	10	10	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
QUENBORNE CRESCENT	13	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
ABINGDON DRIVE	134	132	130	131	128	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126
ADZ GORING STREET	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
CAPACITY	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222





Length of Classifications by Link (Metres)

Link	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Nose-in Bay	School Keep Clear	Thick White Line	Unclassified	Zig zag	Grand Total
A259 GORING STREET	0.00	0.00	0.00	11.16	0.00	0.00	0.00	0.00	423.74	0.00	434.90
ARDLINGLY DRIVE	0.00	4.61	0.00	465.43	14.75	0.00	0.00	0.00	737.92	0.00	1222.72
CHATSMORE CRESCENT	0.00	6.68	57.51	12.16	0.00	0.00	0.00	0.00	179.80	0.00	256.15
GORING STREET	0.00	7.78	127.75	62.47	0.00	8.14	46.46	0.00	1312.64	0.00	1565.23
GORING WAY (EAST SECTION)	0.00	0.00	0.00	88.21	0.00	0.00	0.00	0.00	640.06	0.00	728.27
GORING WAY (WEST SECTION)	18.85	0.00	15.13	85.18	0.00	0.00	0.00	0.00	302.32	80.07	501.55
JUPPS LANE	0.00	0.00	0.00	25.18	0.00	0.00	0.00	0.00	251.05	0.00	276.23
THE STRAND	0.00	0.00	0.00	0.00	26.95	0.00	0.00	33.36	284.76	0.00	345.08
Grand Total	18.85	19.07	200.39	749.78	41.71	8.14	46.46	33.36	4132.30	80.07	5330.13

Calculated Capacity by Link (Official - No. of Spaces)

Link	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Nose-in Bay	School Keep Clear	Thick White Line	Unclassified	Zig zag	Grand Total
A259 GORING STREET	0	0	0	0	0	0	0	0	82	0	82
ARDLINGLY DRIVE	0	1	0	0	0	0	0	0	111	0	112
CHATSMORE CRESCENT	0	2	0	0	0	0	0	0	32	0	34
GORING STREET	0	2	0	0	0	3	0	0	243	0	248
GORING WAY (EAST SECTION)	0	0	0	0	0	0	0	0	114	0	114
GORING WAY (WEST SECTION)	0	0	0	0	0	0	0	0	50	0	50
JUPPS LANE	0	0	0	0	0	0	0	0	43	0	43
THE STRAND	0	0	0	0	0	0	0	0	54	0	54
Grand Total	0	5	0	0	0	3	0	0	729	0	737



OBJECTID	TOWN	LINK	CLASS	CAPACITY (Spaces)	NOTES	LENGTH (M)
3675	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		23	116.75
3676	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		1	9.49
3677	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	4.03
3802	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		1	5.03
3803	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	8.81
3804	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		1	7.23
3805	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	7.55
3806	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		0	2.83
3807	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	13.94
3808	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		0	3.04
3809	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	3.46
3810	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	11.40
3811	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	3.54
3812	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	10.46
3813	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	5.82
3814	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		10	54.50
3815	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	2.64
3816	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	12.37
3817	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	4.60
3818	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	14.32
3819	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	4.43
3820	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	10.16
3821	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	4.10
3822	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		0	3.50
3823	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	6.81
3824	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		3	16.76
3825	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	11.13
3827	GORING-BY-SEA	JUPPS LANE	Unclassified		2	13.98
3828	GORING-BY-SEA	JUPPS LANE	Unclassified		10	54.88
3829	GORING-BY-SEA	JUPPS LANE	Unclassified		6	33.92
3830	GORING-BY-SEA	JUPPS LANE	Unclassified		9	47.14
3831	GORING-BY-SEA	JUPPS LANE	Unclassified		5	29.78
3832	GORING-BY-SEA	JUPPS LANE	Dropped Kerb		0	3.77
3833	GORING-BY-SEA	JUPPS LANE	Unclassified		3	15.37
3834	GORING-BY-SEA	JUPPS LANE	Dropped Kerb		0	4.39
3835	GORING-BY-SEA	JUPPS LANE	Unclassified		2	12.83
3836	GORING-BY-SEA	JUPPS LANE	Dropped Kerb		0	3.74
3837	GORING-BY-SEA	JUPPS LANE	Unclassified		2	14.72
3838	GORING-BY-SEA	JUPPS LANE	Dropped Kerb		0	8.20
3839	GORING-BY-SEA	JUPPS LANE	Unclassified		1	8.68
3840	GORING-BY-SEA	JUPPS LANE	Dropped Kerb		0	5.08
3841	GORING-BY-SEA	JUPPS LANE	Unclassified		3	19.76
3476	GORING-BY-SEA	GORING STREET	Unclassified		31	155.98
3477	GORING-BY-SEA	GORING STREET	Unclassified		3	19.29
3478	GORING-BY-SEA	GORING STREET	Unclassified		5	28.05
3479	GORING-BY-SEA	GORING STREET	Unclassified		2	13.07
3480	GORING-BY-SEA	GORING STREET	Double yellow lines		0	34.48
3534	GORING-BY-SEA	GORING STREET	Unclassified		4	20.82
3535	GORING-BY-SEA	GORING STREET	Unclassified		9	48.37
3536	GORING-BY-SEA	GORING STREET	Unclassified		8	41.82
3537	GORING-BY-SEA	GORING STREET	Unclassified		0	4.84
3538	GORING-BY-SEA	GORING STREET	Unclassified		1	5.33
3539	GORING-BY-SEA	GORING STREET	Unclassified		2	11.20
3540	GORING-BY-SEA	GORING STREET	Unclassified		1	7.53
3541	GORING-BY-SEA	GORING STREET	Unclassified		2	13.41
3542	GORING-BY-SEA	GORING STREET	Unclassified		5	26.96
3543	GORING-BY-SEA	GORING STREET	Unclassified		7	37.80
3544	GORING-BY-SEA	GORING STREET	Unclassified		5	26.05
3545	GORING-BY-SEA	GORING STREET	Unclassified		3	15.23
3565	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified		4	22.56
3566	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified		1	8.03
3567	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb		0	3.13
3608	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified		9	45.47
3609	GORING-BY-SEA	GORING WAY (WEST SECTION	Zig zag		0	23.03
3610	GORING-BY-SEA	GORING WAY (WEST SECTION	Zig zag		0	15.60
3611	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb		0	6.65
3613	GORING-BY-SEA	GORING WAY (WEST SECTION	Zig zag		0	27.93
3614	GORING-BY-SEA	GORING WAY (WEST SECTION	Double yellow lines		0	7.63
3619	GORING-BY-SEA	A259 GORING STREET	Unclassified		39	199.38
3547	GORING-BY-SEA	GORING STREET	Double yellow lines		0	7.56
3548	GORING-BY-SEA	GORING STREET	Double yellow lines		0	4.79
3568	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified		1	6.28
3569	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb		0	3.94
3570	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified		1	7.73
3678	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	10.23
3679	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	5.34
3680	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	10.13
3681	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	3.99
3682	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		2	10.04
3683	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	3.26
3684	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		1	7.57
3685	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	6.34
3686	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		0	3.61
3687	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	5.89
3688	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		1	7.69
3689	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb		0	5.45
3690	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified		1	7.07

3691	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.27
3692	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.34
3693	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	21.23
3694	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.34
3695	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.70
3696	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.18
3746	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	11.83
3747	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.79
3748	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.84
3749	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	5	25.31
3750	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.18
3751	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	1.85
3752	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.36
3753	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.28
3754	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.80
3755	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.03
3756	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	10.23
3757	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.20
3758	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.65
3759	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.56
3760	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.93
3761	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.77
3762	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.81
3763	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.66
3764	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.25
3765	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.56
3766	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.41
3767	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	1.89
3768	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	24.01
3769	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.46
3770	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	12.16
3771	GORING-BY-SEA	ARDLINGLY DRIVE	Disabled	1	4.61
3772	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.30
3773	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.71
3481	GORING-BY-SEA	GORING STREET	Double yellow lines	0	12.08
3482	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	15.89
3483	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	11	59.85
3484	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	14.50
3485	GORING-BY-SEA	CHATSMORE CRESCENT	Disabled	1	MARKINGS ARE COVERED WITH BLACK PAINT 2.62
3486	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	1	7.76
3487	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	5.19
3571	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0	4.26
3572	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	1	8.82
3573	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0	3.07
3574	GORING-BY-SEA	GORING WAY (WEST SECTION)	Unclassified	1	7.83
3575	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0	4.41
3594	GORING-BY-SEA	GORING STREET	Unclassified	13	67.09
3595	GORING-BY-SEA	GORING STREET	Unclassified	8	42.58
3596	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.92
3597	GORING-BY-SEA	GORING STREET	Unclassified	3	17.95
3620	GORING-BY-SEA	A259 GORING STREET	Unclassified	3	16.46
3621	GORING-BY-SEA	A259 GORING STREET	Dropped Kerb	0	5.17
3622	GORING-BY-SEA	A259 GORING STREET	Unclassified	39	197.99
3623	GORING-BY-SEA	A259 GORING STREET	Unclassified	1	9.91
3697	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.11
3698	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.33
3774	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.67
3775	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.30
3776	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.36
3777	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	8.07
3778	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	11.01
3779	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	9.96
3780	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	1.68
3781	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	8.49
3782	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.08
3783	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.18
3784	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.77
3785	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	11.33
3786	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.19
3787	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.03
3466	GORING-BY-SEA	THE STRAND	Unclassified	17	89.29
3467	GORING-BY-SEA	THE STRAND	Unclassified	5	27.54
3468	GORING-BY-SEA	THE STRAND	Unclassified	20	100.79
3469	GORING-BY-SEA	THE STRAND	Unclassified	5	27.41
3470	GORING-BY-SEA	THE STRAND	Thick White Line	0	18.28
3471	GORING-BY-SEA	THE STRAND	I-Bar	0	26.95
3472	GORING-BY-SEA	THE STRAND	Unclassified	3	18.64
3473	GORING-BY-SEA	THE STRAND	Thick White Line	0	7.51
3474	GORING-BY-SEA	THE STRAND	Unclassified	4	21.09
3475	GORING-BY-SEA	THE STRAND	Thick White Line	0	7.57
3488	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	2	11.05
3489	GORING-BY-SEA	CHATSMORE CRESCENT	Disabled	1	4.06
3490	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	0	3.50
3491	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	7.92
3492	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	8.03
3493	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	2	13.48
3494	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	14	70.74
3495	GORING-BY-SEA	CHATSMORE CRESCENT	Double yellow lines	0	5.98
3496	GORING-BY-SEA	GORING STREET	Disabled	1	3.82
3497	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	2.66
3498	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	2.44
3499	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	3.35
3500	GORING-BY-SEA	CHATSMORE CRESCENT	Unclassified	2	13.42
3501	GORING-BY-SEA	CHATSMORE CRESCENT	Dropped Kerb	0	3.71
3502	GORING-BY-SEA	GORING STREET	Unclassified	10	54.06

3503	GORING-BY-SEA	GORING STREET	Unclassified	3	19.50
3504	GORING-BY-SEA	GORING STREET	Unclassified	2	11.10
3505	GORING-BY-SEA	GORING STREET	School Keep Clear	0	12.77
3506	GORING-BY-SEA	GORING STREET	School Keep Clear	0	4.94
3507	GORING-BY-SEA	GORING STREET	Unclassified	4	20.24
3508	GORING-BY-SEA	GORING STREET	Unclassified	3	15.12
3509	GORING-BY-SEA	GORING STREET	School Keep Clear	0	5.72
3510	GORING-BY-SEA	GORING STREET	Unclassified	7	38.82
3511	GORING-BY-SEA	GORING STREET	School Keep Clear	0	7.69
3512	GORING-BY-SEA	GORING STREET	Unclassified	12	63.84
3576	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	9.11
3577	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.98
3578	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	7.69
3579	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.76
3580	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	9.36
3581	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.22
3582	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	8.11
3583	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	3.81
3584	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	6.90
3788	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	14.88
3789	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.97
3790	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.04
3791	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.14
3792	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.39
3793	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	10.48
3794	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.35
3513	GORING-BY-SEA	GORING STREET	Unclassified	1	8.80
3514	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	2.60
3515	GORING-BY-SEA	GORING STREET	Unclassified	2	10.01
3516	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	3.66
3517	GORING-BY-SEA	GORING STREET	Unclassified	3	16.41
3518	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	3.22
3519	GORING-BY-SEA	GORING STREET	Unclassified	2	13.83
3520	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	3.18
3521	GORING-BY-SEA	GORING STREET	Unclassified	8	40.21
3522	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.60
3523	GORING-BY-SEA	GORING STREET	Unclassified	3	16.35
3524	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	5.08
3525	GORING-BY-SEA	GORING STREET	Double yellow lines	0	8.46
3526	GORING-BY-SEA	GORING STREET	Double yellow lines	0	18.45
3527	GORING-BY-SEA	GORING STREET	School Keep Clear	0	4.31
3528	GORING-BY-SEA	GORING STREET	Double yellow lines	0	8.43
3529	GORING-BY-SEA	GORING STREET	Double yellow lines	0	7.48
3530	GORING-BY-SEA	GORING STREET	Double yellow lines	0	6.95
3531	GORING-BY-SEA	GORING STREET	School Keep Clear	0	11.03
3532	GORING-BY-SEA	GORING STREET	Double yellow lines	0	8.74
3533	GORING-BY-SEA	GORING STREET	Double yellow lines	0	10.34
3598	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.22
3599	GORING-BY-SEA	GORING STREET	Unclassified	16	83.51
3795	GORING-BY-SEA	ARDLINGLY DRIVE	I-Bar	0	7.44
3796	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.34
3546	GORING-BY-SEA	GORING STREET	Nose-in Bay	3	8.14
3549	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	16.85
3585	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.04
3586	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	2	13.50
3624	GORING-BY-SEA	A259 GORING STREET	Dropped Kerb	0	5.99
3699	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.98
3700	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	9.36
3701	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.74
3702	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.02
3703	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.88
3704	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.92
3705	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	12.50
3706	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.93
3707	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.01
3797	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.93
3798	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	3.99
3799	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.25
3800	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.81
3801	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.56
3550	GORING-BY-SEA	GORING WAY (WEST SECTION	Double yellow lines	0	7.50
3551	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	15.35
3552	GORING-BY-SEA	GORING WAY (WEST SECTION	Bus Stop	0	10.85
3553	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	6	30.90
3554	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	5.58
3555	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	18.62
3556	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	6.21
3557	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	18.23
3558	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	6.21
3559	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	17.83
3560	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	5.44
3561	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	3	15.89
3562	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	5.66
3563	GORING-BY-SEA	GORING WAY (WEST SECTION	Unclassified	1	7.28
3564	GORING-BY-SEA	GORING WAY (WEST SECTION	Dropped Kerb	0	4.95
3587	GORING-BY-SEA	GORING WAY (WEST SECTION	Bus Stop	0	8.01
3588	GORING-BY-SEA	GORING STREET	Unclassified	32	162.78
3589	GORING-BY-SEA	GORING STREET	Unclassified	6	32.18
3590	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	6.45
3591	GORING-BY-SEA	GORING STREET	Unclassified	4	24.71
3592	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	5.85
3593	GORING-BY-SEA	GORING STREET	Unclassified	6	32.63
3600	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.92

3601	GORING-BY-SEA	GORING STREET	Unclassified	3	18.07
3602	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.09
3603	GORING-BY-SEA	GORING STREET	Unclassified	1	8.95
3604	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	4.10
3605	GORING-BY-SEA	GORING STREET	Disabled	1	3.96
3606	GORING-BY-SEA	GORING STREET	Unclassified	3	18.14
3607	GORING-BY-SEA	GORING STREET	Dropped Kerb	0	5.56
3617	GORING-BY-SEA	GORING WAY (WEST SECTION)	Zig zag	0	13.52
3618	GORING-BY-SEA	GORING WAY (WEST SECTION)	Dropped Kerb	0	5.86
3629	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	7	38.32
3630	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	13	67.11
3631	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	4	24.88
3632	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	0	1.67
3633	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	17.27
3634	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	0	3.69
3635	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	57	288.78
3636	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	18.67
3637	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	18.75
3638	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.14
3639	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	0	1.78
3640	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.36
3641	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	15.96
3642	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.83
3643	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.13
3644	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	6.74
3645	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	19.39
3646	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.77
3647	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.86
3648	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.88
3649	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	17.11
3650	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.30
3651	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	7.66
3652	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.02
3653	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	8.50
3654	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.98
3655	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.54
3656	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.81
3657	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	8.12
3658	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.26
3659	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	6.67
3660	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.91
3661	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	8.38
3662	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	5.57
3663	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	7.60
3664	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.18
3665	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	9.36
3666	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	3.16
3667	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	5.50
3668	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.16
3669	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	1	7.74
3670	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	6.95
3671	GORING-BY-SEA	GORING WAY (EAST SECTION)	Unclassified	3	17.62
3672	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.79
3673	GORING-BY-SEA	GORING WAY (EAST SECTION)	Dropped Kerb	0	4.39
3708	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.33
3709	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.66
3710	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	9.12
3711	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.76
3712	GORING-BY-SEA	ARDLINGLY DRIVE	I-Bar	0	7.31
3713	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.03
3714	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.79
3715	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.08
3716	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	6.45
3717	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.21
3718	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.02
3719	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.21
3720	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	14.55
3721	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.72
3722	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.31
3723	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.08
3724	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.79
3725	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.98
3726	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	8.65
3727	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.96
3728	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.66
3729	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	9.59
3730	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	9.12
3731	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	4.95
3732	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	10.93
3733	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.03
3734	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	10.46
3735	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	6.13
3736	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	7.31
3737	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	7.31
3738	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	13.68
3739	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	5.74
3740	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	2	13.52
3741	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.46
3742	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	0	4.89
3743	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	2.85
3744	GORING-BY-SEA	ARDLINGLY DRIVE	Unclassified	1	5.43
3745	GORING-BY-SEA	ARDLINGLY DRIVE	Dropped Kerb	0	3.43

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	00:00 - 05:00			07:00 - 07:15			07:15 - 07:30			07:30 - 07:45			07:45 - 08:00			08:00 - 08:15			08:15 - 08:30			08:30 - 08:45		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%
ARDLINGLY DRIVE	112	58	51.8%	112	51	45.5%	112	51	45.5%	112	46	41.1%	112	44	39.3%	112	37	33.0%	112	37	33.0%	112	37	33.0%
CHATSMORE CRESCENT	34	15	44.1%	34	15	44.1%	34	15	44.1%	34	16	47.1%	34	15	44.1%	34	13	38.2%	34	13	38.2%	34	13	38.2%
GORING STREET	248	75	30.2%	248	113	45.6%	248	115	46.4%	248	118	47.6%	248	117	47.2%	248	123	49.6%	248	123	49.6%	248	123	49.6%
GORING WAY (EAST SECTION)	114	5	4.4%	114	4	3.5%	114	2	1.8%	114	6	5.3%	114	5	4.4%	114	6	5.3%	114	6	5.3%	114	6	5.3%
GORING WAY (WEST SECTION)	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	1	2.0%	50	2	4.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%
IJUPPS LANE	43	11	25.6%	43	11	25.6%	43	10	23.3%	43	10	23.3%	43	10	23.3%	43	11	25.6%	43	11	25.6%	43	11	25.6%
THE STRAND	54	19	35.2%	54	17	31.5%	54	16	29.6%	54	16	29.6%	54	16	29.6%	54	16	29.6%	54	16	29.6%	54	16	29.6%
TOTAL	737	184	25.0%	737	212	28.8%	737	210	28.5%	737	213	28.9%	737	209	28.4%	737	206	28.0%	737	206	28.0%	737	206	28.0%

NUMBER OF VEHICLES PARKED (AT)																										
STREET NAME	08:45 - 09:00			14:00 - 14:15			14:15 - 14:30			14:30 - 14:45			14:45 - 15:00			15:00 - 15:15			15:15 - 15:30			15:30 - 15:45				
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%		
ARDLINGLY DRIVE	112	35	31.3%	112	39	34.8%	112	43	38.4%	112	44	39.3%	112	39	34.8%	112	37	33.0%	112	37	33.0%	112	43	38.4%		
CHATSMORE CRESCENT	34	16	47.1%	34	16	47.1%	34	16	47.1%	34	16	47.1%	34	18	52.9%	34	16	47.1%	34	16	47.1%	34	17	50.0%		
GORING STREET	248	126	50.8%	248	127	51.2%	248	126	50.8%	248	131	52.8%	248	137	55.2%	248	123	49.6%	248	123	49.6%	248	128	51.6%		
GORING WAY (EAST SECTION)	114	6	5.3%	114	9	7.9%	114	9	7.9%	114	10	8.8%	114	9	7.9%	114	9	7.9%	114	8	7.0%	114	12	10.5%		
GORING WAY (WEST SECTION)	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	5	10.0%	50	13	26.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%		
IJUPPS LANE	43	13	30.2%	43	22	51.2%	43	22	51.2%	43	22	51.2%	43	20	46.5%	43	20	46.5%	43	20	46.5%	43	19	44.2%		
THE STRAND	54	15	27.8%	54	15	27.8%	54	19	35.2%	54	17	31.5%	54	17	31.5%	54	15	27.8%	54	15	27.8%	54	16	29.6%		
TOTAL	737	211	28.6%	737	228	30.9%	737	235	31.9%	737	245	33.2%	737	253	34.3%	737	220	29.9%	737	219	29.7%	737	235	31.9%		

NUMBER OF VEHICLES PARKED (AT)																										
STREET NAME	15:45 - 16:00			16:00 - 16:15			16:15 - 16:30			16:30 - 16:45			16:45 - 17:00			17:00 - 17:15			17:15 - 17:30			17:30 - 17:45				
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%		
ARDLINGLY DRIVE	112	41	36.6%	112	43	38.4%	112	43	38.4%	112	47	42.0%	112	43	38.4%	112	43	38.4%	112	46	41.1%	112	42	37.5%		
CHATSMORE CRESCENT	34	17	50.0%	34	17	50.0%	34	17	50.0%	34	17	50.0%	34	17	50.0%	34	17	50.0%	34	16	47.1%	34	16	47.1%		
GORING STREET	248	126	50.8%	248	126	50.8%	248	122	49.2%	248	124	50.0%	248	127	51.2%	248	122	49.2%	248	113	45.6%	248	108	43.5%		
GORING WAY (EAST SECTION)	114	13	11.4%	114	9	7.9%	114	9	7.9%	114	9	7.9%	114	9	7.9%	114	8	7.0%	114	8	7.0%	114	8	7.0%		
GORING WAY (WEST SECTION)	50	1	2.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%		
IJUPPS LANE	43	19	44.2%	43	19	44.2%	43	19	44.2%	43	18	41.9%	43	18	41.9%	43	18	41.9%	43	15	34.9%	43	11	25.6%		
THE STRAND	54	15	27.8%	54	15	27.8%	54	15	27.8%	54	16	29.6%	54	15	27.8%	54	16	29.6%	54	17	31.5%	54	17	31.5%		
TOTAL	737	232	31.5%	737	229	31.1%	737	225	30.5%	737	231	31.3%	737	229	31.1%	737	224	30.4%	737	215	29.2%	737	202	27.4%		

NUMBER OF VEHICLES PARKED (AT)															
STREET NAME	17:45 - 18:00			18:00 - 18:15			18:15 - 18:30			18:30 - 18:45			18:45 - 19:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
A259 GORING STREET	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%	82	0	0.0%
ARDLINGLY DRIVE	112	47	42.0%	112	49	43.8%	112	52	46.4%	112	51	45.5%	112	51	45.5%
CHATSMORE CRESCENT	34	17	50.0%	34	17	50.0%	34	17	50.0%	34	17	50.0%	34	16	47.1%
GORING STREET	248	104	41.9%	248	94	37.9%	248	91	36.7%	248	84	33.9%	248	84	33.9%
GORING WAY (EAST SECTION)	114	7	6.1%	114	9	7.9%	114	11	9.6%	114	9	7.9%	114	10	8.8%
GORING WAY (WEST SECTION)	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%	50	0	0.0%
IJUPPS LANE	43	9	20.9%	43	10	23.3%	43	8	18.6%	43	8	18.6%	43	8	18.6%
THE STRAND	54	17	31.5%	54	17	31.5%	54	17	31.5%	54	18	33.3%	54	18	33.3%
TOTAL	737	201	27.3%	737	196	26.6%	737	196	26.6%	737	187	25.4%	737	187	25.4%

SUMMARY NOTES :	
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Goring-by-Sea Parking - Wednesday 12th December 2018 (00:00 - 05:00, 07:00 - 09:00 & 14:00 - 19:00)

Occupancy

Parking Locations

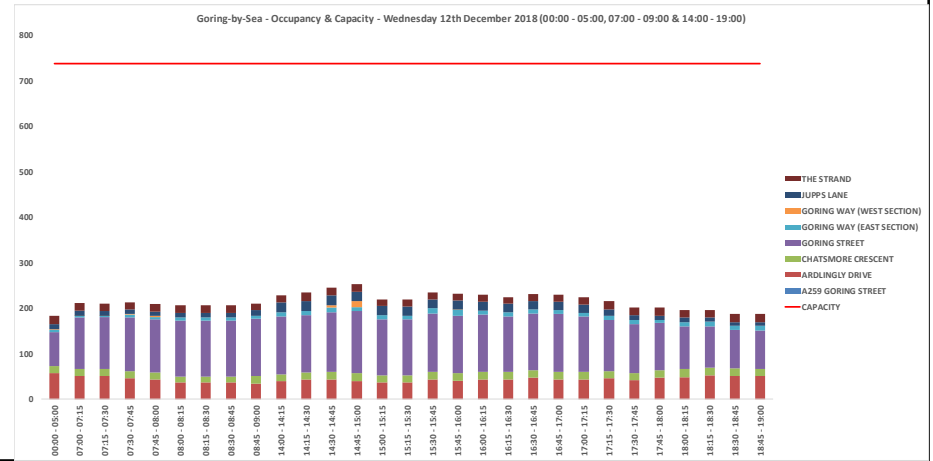
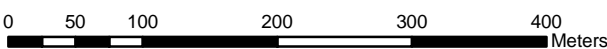
CLASS

- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- School Keep Clear
- Thick White Line
- Unclassified

Classified links

CLASS

- Bus Stop
- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- Nose-in Bay
- School Keep Clear
- Thick White Line
- Unclassified
- Zig zag



Streetwise Services Ltd
www.streetwiseservices.com
 Tel: 01895 540 290
 Email: england@streetwiseservices.com

Appendix 5

Chatsmore Farm – Goring – Milestone

Collision report 01/09/2014 – 31/08/2019

Date produced
13 September 2019

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



Safer Roads
Safer Communities
Sharing the Responsibility

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

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

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

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection: Notes:

Selected using Manual Selection

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
0844033	28/05/2019	1727	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: GORING WAY ROUNDABOUT (A259) AT JUNCTION WITH ALDSWORTH AVENUE

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Did not impact	Leaving roundabout
Pedal Cycle	Going ahead other	Did not impact	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
0846863	10/06/2019	1130	Raining - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: GORING CROSSWAYS ROUNDABOUT (A259) AT JUNCTION WITH LITTLEHAMPTON ROAD (A259)

Vehicles:

Type	Manvres	Impact	Junct_Lo
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Leaving roundabout
Car	Going ahead other	Front	Leaving roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/09/2014 and 31/08/2019 (60) months

Selection: Notes:

Selected using Manual Selection

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
0851283	26/06/2019	1013	Fine - no high winds	1	Not applicable	Not at or within 20M

Location: LITTLEHAMPTON ROAD (A2032) - 21 METRES FROM JUNCTION WITH GORING CROSSWAYS ROUNDABOUT (A259)

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
0852175	28/06/2019	1044	Fine - no high winds	1	Give way or Uncontrolled	Crossroads

Location: ALDSWORTH PARADE AT JUNCTION WITH GORING WAY SOUTH

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Leaving main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/09/2014 and 31/08/2019 (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1405178	07/09/2014	0830	Fine - no high winds	2	Give way or Uncontrolled	Normal roundabout
Location: A2700 TITNORE LANE WORTHING AT JUNCTION OF A2032 LITTLEHAMPTON ROAD						

Vehicles:

Type	Manvres	Impact	Junct_Lo
Van / Goods 3.5 tonnes mgw and under	Starting	Front	Entering roundabout
Car	Going ahead but held up	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1406338	29/10/2014	0239	Raining - no high winds	1	Give way or Uncontrolled	Staggered or T Junction
Location: U HIGHDOWN HILL GORING BY SEA AT JUNCTION OF A259 LITTLEHAMPTON ROAD						

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Entering main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1406880	22/11/2014	1745	Raining - no high winds	3	Not applicable	Not at or within 20M
Location:	A259 GORING STREET WORTHING 50M NORTH OF A259 GORING WAY OUTSIDE ON HUMP OF BRIDGE					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1407558	19/12/2014	1725	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout
Location:	A259 GORING WAY WORTHING AT JUNCTION OF U ALDSWORTH AV OUTSIDE TESCO EXPRESS					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/09/2014 and 31/08/2019 (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1407666	30/12/2014	0540	Other	1	Give way or Uncontrolled	Normal roundabout

Location: A259 LITTLEHAMPTON ROAD WORTHING AT JUNCTION OF A2032 GORING ROAD

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Offside	Entering roundabout
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1500325	16/01/2015	2045	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 GORING WAY WORTHING AT JUNCTION OF A259 GORING WAY OUTSIDE AT ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead left bend	Offside	Entering roundabout
Car	Going ahead other	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1500333	16/01/2015	1805	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 GORING WAY WORTHING AT JUNCTION OF A259 GORING WAY

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Entering roundabout
Car	Turning left	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1501473	12/03/2015	1440	Fine - no high winds	1	Not applicable	Not at or within 20M

Location: A259 GORING BY SEA 70M SOUTH OF U THE STRAND

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1502462	05/05/2015	1920	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 WORTHING AT JUNCTION OF A2032

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Changing lane to right	Front	Mid Junction - on roundabout or main road
Car	Turning left	Front	Mid Junction - on roundabout or main road
Car	Turning left	Did not impact	Leaving roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1502913	24/05/2015	0920	Fine - no high winds	1	Give way or Uncontrolled	Staggered or T Junction

Location: U THE STRAND WORTHING AT JUNCTION OF U GORING CHASE

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Reversing	Did not impact	Leaving main road
Pedal Cycle	Going ahead but held up	Did not impact	Leaving main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection: Notes:

Selected using Manual Selection

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1504953	19/08/2015	1610	Unknown	1	Not applicable	Not at or within 20M

Location: U ARDINGLY DRIVE GORING-BY-SEA 30M NORTH OF A259 GORING WAY

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead right bend	Did not impact	Not at, or within 20M of Jct
Motor Cycle over 50 cc and up to 125cc	Going ahead left bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/09/2014 and 31/08/2019 (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1505616	27/09/2015	1253	Fine - no high winds	1	Not applicable	Not at or within 20M
Location:	A259 GORING WAY GORING 168M NORTH OF A259 GORING WAY OUTSIDE ON BRIDGE OVER TRAIN LINE					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1507450	09/12/2015	1648	Raining - no high winds	1	Give way or Uncontrolled	Normal roundabout
Location:	A259 GORING WAY GORING AT JUNCTION OF A259 OUTSIDE TESCOS EXPRESS					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Waiting to turn right	Nearside	Entering roundabout

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1600009	01/01/2016	1546	Other	1	Give way or Uncontrolled	Normal roundabout

Location: A259 WORTHING AT JUNCTION OF U ALDSWORTH AVENUE OUTSIDE TESCO

Vehicles:

Type	Manvres	Impact	Junct_Lo
Motor Cycle over 50 cc and up to 125cc	Overtaking nearside	Did not impact	Jct Approach
Car	Overtaking nearside	Did not impact	Jct Approach
Car	Waiting to turn right	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1604984	19/08/2016	0721	Raining - no high winds	1	Give way or Uncontrolled	Normal roundabout
Location:	A259 GORING WAY GORING-BY-SEA AT JUNCTION OF U ALDSWORTH AVENUE OUTSIDE "TESCO ROUNDABOUT"					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Turning left	Front	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1605294	02/09/2016	2040	Raining - no high winds	1	Give way or Uncontrolled	Normal roundabout
Location:	A259 WORTHING AT JUNCTION OF A259					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road
Car	Going ahead other	Did not impact	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1605479	09/09/2016	0830	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 LITTLEHAMPTON RD WORTHING AT JUNCTION OF A259

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1701339	09/03/2017	1530	Fine - no high winds	1	Give way or Uncontrolled	Staggered or T Junction

Location: A259 GORING STREET WORTHING AT JUNCTION OF U GORING STREET OUTSIDE ON PEDESTRIAN CROSSING

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1701667	21/03/2017	0800	Fine - no high winds	1	Give way or Uncontrolled	Staggered or T Junction
Location:	A259 GORING WAY WORTHING AT JUNCTION OF U ALDSWORTH PARADE OUTSIDE HARVEST PETROL STATION					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Motorcycle over 500cc	Overtaking nearside	Front	Mid Junction - on roundabout or main road
Car	Turning right	Offside	Leaving main road
Car	Parked	Offside	Cleared junction or waiting/parked at junction exit
Van / Goods 3.5 tonnes mgw and under	Going ahead but held up	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1703057	03/06/2017	1424	Fine - high winds	1	Give way or Uncontrolled	Staggered or T Junction

Location: A259 GORING STREET WORTHING AT JUNCTION OF U THE STRAND

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Turning right	Front	Entering main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1704145	23/07/2017	1210	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 GORING WAY WORTHING AT JUNCTION OF U ALDSWORTH AVENUE

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Turning right	Front	Leaving roundabout
Car	Going ahead other	Front	Entering roundabout
Car	Going ahead other	Offside	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1706948	06/12/2017	1301	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout
Location:	A2032 LITTLEHAMPTON ROAD WORTHING AT JUNCTION OF A259 TITNORE LANE OUTSIDE NORTHBROOK COLLEGE					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Motor Cycle over 50 cc and up to 125cc	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Turning right	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1707241	21/12/2017	0820	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout
Location:	A259 LITTLEHAMPTON ROAD GORING AT JUNCTION OF A259 GORING WAY					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Entering roundabout
Pedal Cycle	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1800057	03/01/2018	1630	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 GORING WAY WORTHING AT JUNCTION OF A259 LITTLEHAMPTON ROAD

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Waiting to turn left	Nearside	Jct Approach
Pedal Cycle	Waiting to turn left	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1800513	29/01/2018	1905	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 LITTLEHAMPTON ROAD WORTHING AT JUNCTION OF A2032 TITNORE LANE

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Leaving roundabout
Pedal Cycle	Going ahead other	Offside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1801812	04/04/2018	1110	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A259 GORING AT JUNCTION OF A259 OUTSIDE AT ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Starting	Front	Jct Approach
Car	Starting	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1802772	22/05/2018	1535	Fine - no high winds	1	Give way or Uncontrolled	Staggered or T Junction

Location: A259 GORING AT JUNCTION OF U THE STRAND

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Turning right	Nearside	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection:

Selected using Manual Selection

Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1805024	10/09/2018	1655	Fine - no high winds	1	Automatic traffic signal	Staggered or T Junction
Location:	A259 WORTHING AT JUNCTION OF U GORING STREET OUTSIDE JUST BEFORE JUNCTION WITH GORING STREET					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1901277	06/03/2019	1600	Fine - no high winds	1	Not applicable	Not at or within 20M
Location:	A259 GORING WAY GORING-BY-SEA 45M EAST OF U ALDSWORTH AVENUE					

Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Stopping	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/09/2014** and **31/08/2019** (60) months

Selection: Notes:

Selected using Manual Selection

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1902468	07/05/2019	1630	Fine - no high winds	1	Give way or Uncontrolled	Normal roundabout

Location: A2032 LITTLEHAMPTON ROAD WORTHING AT JUNCTION OF A259 TITNORE LANE OUTSIDE ON R/A

Vehicles:

Type	Manvres	Impact	Junct_Lo
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Did not impact	Mid Junction - on roundabout or main road
Car	Going ahead other	Did not impact	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: **34**

Appendix 6

A1



NOTES
 This drawing is the copyright of Thrive Architects Ltd ©. All rights reserved.
 Ordnance Survey Data © Crown Copyright. All rights reserved.
 Licence No. 100007359. DO NOT scale from this drawing.
 Contractors, Sub-contractors and suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.
 Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

REV	DESCRIPTION	DATE	AUTHOR	CHK'D
P1	Preliminary Issue	12/06/19	PM/SWD	MB
P2	Amendments to Layout	19/06/20	MB/aa	MB
P3	Amendments to Layout	26/06/20	MB/aa	MB
P4	Amendments to Layout	29/06/20	MB/aa	MB
P5	Amendments to Layout and Redline Boundaries	10/07/20	MB/aa	MB
P6	Amendments Boundaries	15/07/20	MB/aa	MB

KEY

- Site Boundary (19.96 Ha)
- Land in Applicant's Control (11.17 Ha)
- Proposed Development Parcels
- Indicative Development Units
- Mixed Use Development Blocks
- Key Space
- Shared Surface
- Courtyard
- Mews Lane
- Parkland
- Open Space
- Sustainable Drainage Strategy (SuDS)
- Existing Vegetation
- Proposed Vegetation
- Proposed Planting to Northern Boundary
- Potential New Pedestrian Route
- Principal Vehicular Access Point
- Principal Vehicular Route
- ✳ Potential Location of Play Area
- 200m Walking Distance from Goring Station
- Existing High Voltage Cable
- Pylon Grounded
- Potential Secondary Access
- Proposed Car Park Entrance



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PROJECT
 Goring Station
 Goring-on-Sea
 For: Persimmon Thames Valley

DRAWING
 Concept Masterplan - 02

SCALE	DATE	AUTHOR	CHK'D
1:1250 @ A1	12/06/19	PM/SWD	PM
JOB NO.	DRAWING NO.	REV	
PERS190227	CMP-02	P6	

Appendix 7

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to Items Raised.**



Proposed Highway Works at the A259 Roundabout with Goring Way and Aldsworth Avenue, Goring by Sea

Client:
Milestone Transport Planning

Client reference:
18122

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Report Status 3

Job no	RSA-20-029	Issue no	3	Date	July 2020
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-029-3				



1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	July 2020
Document reference and revision:	RSA-20-029-3
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	Milestone Transport Planning
Project Sponsor:	Persimmon Homes Thames Valley

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			18 th June 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	19 th June 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			19 th June 2020
3	Design Organisation Response incorporated	Tony Wares on behalf of Milestone Transport Planning			1 st July 2020

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Road Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	9

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of proposed highway works to the A259 roundabout with Goring Way and Aldsworth Avenue in Goring-by-Sea. The proposals consist of minor widening on each approach to include Ardingly Drive which meets the roundabout parallel to the northern arm. It is understood that the have been developed in line with a Junctions 9 / ARCADY assessment in order to mitigate the traffic impact of a mixed use development of 475 dwellings on lane to the north.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during June 2020 in accordance with the Road Safety Audit Brief provided, on the 5th June 2020 by the Design Organisation, Milestone Transport Planning, on behalf of the Project Sponsor, Persimmon Homes Thames Valley. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit Team has been approved to undertake this Road Safety Audit. The Audit Team consists of the following members:
- Audit Team Leader**
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer
- Audit Team Member**
Farouk Bhatti *MCIHT*
Road Safety Auditor
- 2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the early afternoon of Thursday 11th June 2020 between 3:30pm and 5pm. The site visit involved walking and driving around the local highway network for a 90-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was clear with scattered clouds, the road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic to include motorcycles, cars, passenger service vehicles, light and heavy goods vehicles were also observed.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or

the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.8 The Design Organisation Response has been prepared by:

Name: Tony Wares



Position / Organisation: Associate Transport Planner, Milestone Transport Planning

2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix C3**, if applicable.

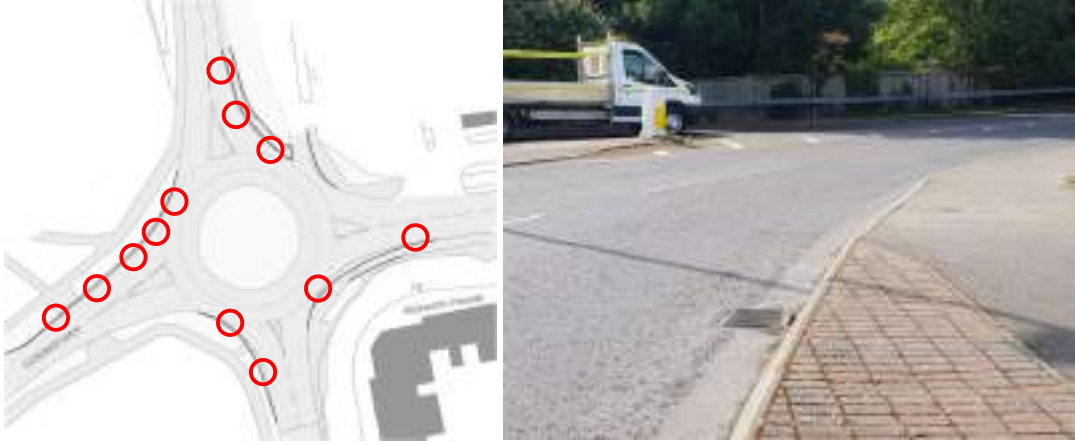
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS


3.1 Fenley Road Safety Limited not been made aware of any previous road safety audits associated with the proposals.


4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	A259, east
Summary:	Proposed widening reduces the level of entry deflection
Acc Type:	Vehicle loss of control
<p>The A259 roundabout with Goring Way and Aldsworth Avenue currently benefits from a good level of deflection from each arm except the minor Ardingly Drive. The proposals widen each approach to the roundabout in order to increase the theoretical operation capacity of the roundabout. The scheme drawings illustrate that the A259 westbound approach is to be widened by approximately 1.5 metres. Widening of this degree will reduce the amount of deflection achievable and could therefore increase entry speeds which could result in heavy braking, overshoot and side impact type incidents.</p>	
RECOMMENDATION:	
It is recommended that an appropriate level of entry deflection is provided	
Location Plan:	
 	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>It should be noted that the design of the proposed mitigation for the 5-arm A259 Goring Street / Goring Way / Ardingly Drive / Aldsworth Avenue roundabout junction is based on OS mapping as opposed to topographical survey data. In line with the Auditor's recommendation, an appropriate level of entry deflection will be provided as part of the detailed design process</p>	

A.2	GENERAL
A.2.1	PROBLEM
Location:	A259, Goring Way
Summary:	A service cover with insufficient frictional properties may be within the path of vehicles
Acc Type:	Vehicle loss of control
<p>A number of services that are present within the existing footway and verge of the A259 east and Goring Way west approaches to the roundabout with Aldsworth Avenue. The scheme drawing is based upon Ordnance Survey rather than a topographical survey and as such, does not indicate the location of services; however, should covers be situated within the carriageway and their frictional surface properties be insufficient, there could be a rise in loss of control type incidents.</p>	
RECOMMENDATION:	
<p>It is recommended that all service covers within the carriageway provide sufficient frictional properties if their relocation is not feasible.</p>	
Location Plan:	
 	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, the potential relocation / amendment of all service covers within the carriageway, to ensure that they have sufficient frictional properties will be considered as part of the detailed design stage.</p>	

A.2.2	PROBLEM
Location:	Roundabout / Scheme
Summary:	Proposed carriageway widening will result in gullies being located within the path of a vehicle
Acc Type:	Vehicle loss of control
<p>The A259 roundabout with Goring Way and Aldsworth Avenue accommodates a network of gullies that are situated along the channel line and cater for surface water that accumulates on the carriageway. The proposals widen the nearside of each lane on approach to the roundabout junction by up to 1.5 metres and as such, existing road gullies will be situated away from the channel line and within the path of a vehicle approaching the roundabout. A road gully within the path of a vehicle could give rise to loss of control type incidents especially for two wheeled vehicles and vehicles undertaking a braking manoeuvre.</p>	
RECOMMENDATION:	
It is recommended that road gullies are relocated to the edge of carriageway	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, the potential relocation of road gullies to prevent loss of control type incidents, particularly for two-wheeled vehicles and those undertaking a braking manoeuvre will be considered as part of the detailed design stage.</p>	

A.2.3	PROBLEM
Location:	Roundabout / Scheme
Summary:	Street furniture within the verge will become an obstruction
Acc Type:	Vehicle collisions and loss of control
<p>Street furniture to include signage, telephone / electric cabinets and street lighting columns are present within the existing verge of the A259 roundabout with Goring Way and Aldsworth Avenue. The proposals realign nearside of each lane on approach to the roundabout such that the existing items of street furniture will be located within the path of a vehicle or within 450mm of the carriageway and path of a vehicle. Items of street furniture within 450mm of a live carriageway will become an obstruction to vehicles.</p>	
RECOMMENDATION:	
It is recommended that all street furniture is relocated accordingly.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, the potential relocation of street furniture to ensure it is positioned beyond a distance of 450mm from the edge of the carriageway will be considered at the detailed design stage. This will ensure that there are no obstacles to car driver inter-visibility.</p>	
A.3	JUNCTIONS
<p><i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i></p>	

A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Roundabout / Scheme
Summary:	Full height kerbs will be an obstruction to pedestrians especially the mobility impaired
Acc Type:	Vehicle pedestrian and pedestrian trips and falls
<p>The A259 roundabout with Goring Way and Aldsworth Avenue provides a footway along each side of the carriageway, albeit some behind verges, which benefit from dropped kerbs at pedestrian crossing points. The proposals increase the width and realign each arm of the roundabout; however, the scheme drawings do not identify that dropped kerbs are to be reinstalled and provided where pedestrians are likely to cross. Whilst full height kerbs will become an obstruction to pedestrians particularly the mobility impaired or those walking with buggies and children on a scooter, the lack of a tactile warning could result in a visually impaired pedestrian entering the carriageway when it is not safe to do so which raises the risk of a vehicle-pedestrian collision.</p>	
RECOMMENDATION:	
<p>It is recommended that dropped kerbs with a maximum upstand of 6mm and tactile paving are provided where appropriate.</p>	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's recommendation, and as shown on Drawing No. 18122/003 Rev A, dropped kerbs with a maximum upstand of 6mm and tactile paving will be provided at dedicated pedestrian crossing points. This will ensure there are no obstructions to pedestrians, particularly mobility impaired or those walking with buggies and children on scooters. Notwithstanding the above, the provision of dropped kerbs and tactile paving tiles will be considered at the detailed design stage.</p>	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
<p><i>No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i></p>	

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 19th June 2020

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 19th June 2020

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 5 th June '20		Stage 1 Road Safety Audit Brief
	Collision Report 01/09/2014- 31/08/2019	-	Chatsmore Farm – Goring - Milestone
	-	-	PIA Data Analysis
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
18122-003	-	Proposed Southern Roundabout Mitigation Measures	



Appendix A2

Item Location Plan

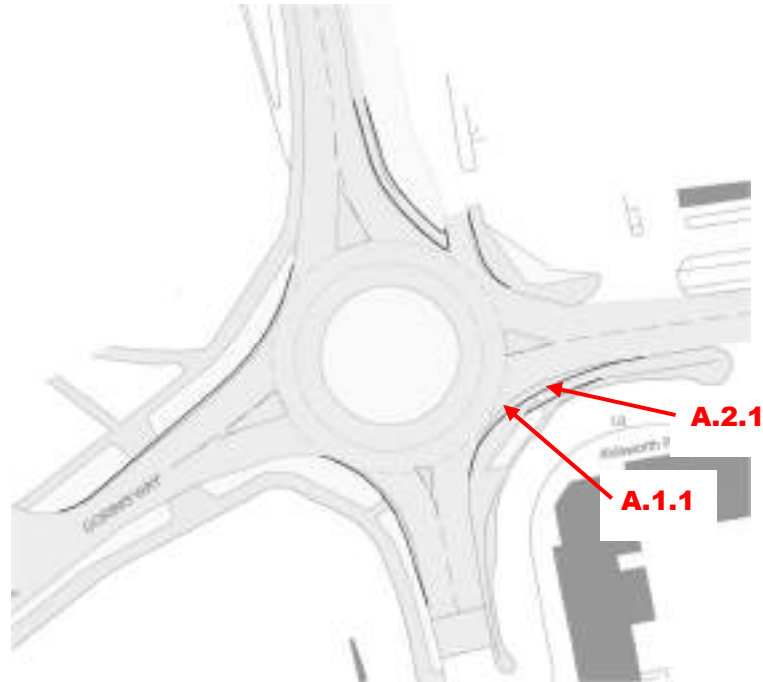


Scheme

A.2.2

A.2.3

A.4.1



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	18122/003	A	Proposed Southern Roundabout Mitigation Measures

fenley

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to Items Raised.**



Proposed Highway Works at the Goring Crossways Roundabout Goring by Sea

Client:
Milestone Transport Planning

Client reference:
18122

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READING
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Report Status 3

Job no	RSA-20-028	Issue no	3	Date	July 2020
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-028-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	July 2020
Document reference and revision:	RSA-20-028-3
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	Milestone Transport Planning
Project Sponsor:	Persimmon Homes Thames Valley

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			18 th June 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	19 th June 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			19 th June 2020
3	Design Organisation Response incorporated	Tony Wares on behalf of Milestone Transport Planning			1 st July 2020

Contents:

1.0	Project Details	1
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	A.4 Walking, Cycling and Horse Riding	
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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of proposed highway works at the Goring Crossways roundabout in Goring-by-Sea. The proposals consist of widening along the northern arm to extend the existing two lane entry, the eastern and southern arms to increase the number of entry arms from two to three and the widening of the southern half of the roundabout to accommodate three circulatory lanes. It is understood that they have been developed in line with a Junctions 9 / ARCADY assessment in order to mitigate the traffic impact of a mixed-use development of 475 dwellings on lane to the south.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during June 2020 in accordance with the Road Safety Audit Brief provided, on the 5th June 2020 by the Design Organisation, Milestone Transport Planning, on behalf of the Project Sponsor, Persimmon Homes Thames Valley. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit Team has been approved to undertake this Road Safety Audit. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti *MCIHT*
Road Safety Auditor

2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the early afternoon of Thursday 11th June 2020 between 3:30pm and 5pm. The site visit involved walking and driving around the local highway network for a 90-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was clear with scattered clouds, the road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic to include motorcycles, cars, passenger service vehicles, light and heavy goods vehicles were also observed.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance

with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

- 2.7 During the site visit associated with this Stage 1 Road Safety Audit, the Audit Team noted that the circulatory carriageway was subject to rutting.

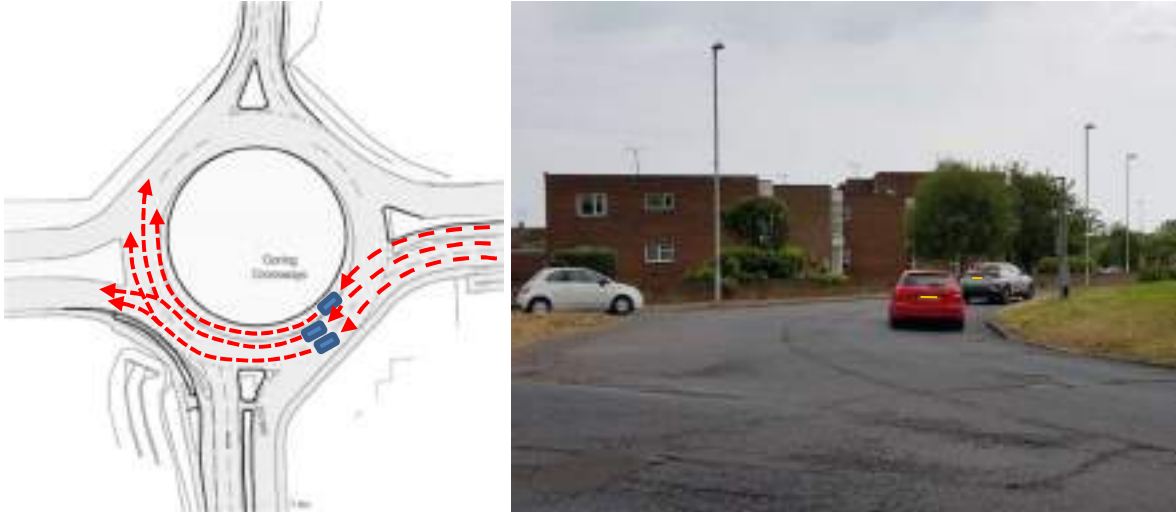
Design Organisation Response

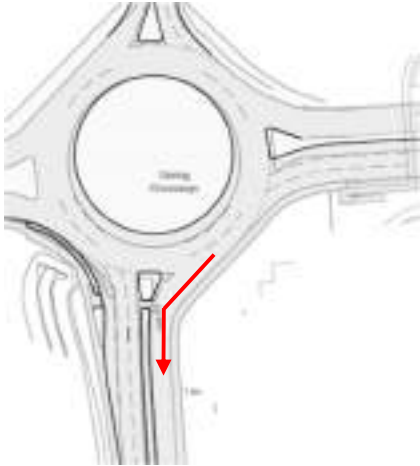

- 2.8 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.9 The Design Organisation Response has been prepared by:
Name: Tony Wares
Position / Organisation: Associate Transport Planner, Milestone Transport Planning
- 2.10 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix C3**, if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

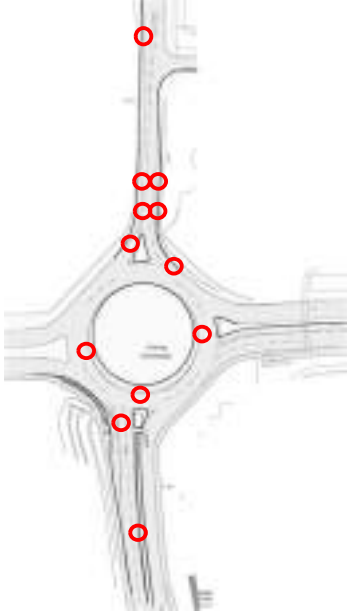

- 3.1 Fenley Road Safety Limited not been made aware of any previous road safety audits associated with the proposals.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Scheme
Summary:	Insufficient space may be provided to allow for expected vehicle manoeuvres
Acc Type:	Sideswipes
<p>The Goring Crossways roundabout is subject a 40mph speed limit along with the southern Goring Street arm, the northern Titnore Lane approach is a single carriageway derestricted rural road, and the eastern and western dual carriageway approaches are subject to a 50mph speed limit. The scheme drawings provided with the Audit Brief, identify that the two entry lanes from the north are to be extended, both the two lane eastern and southern arms are to be increased to provide three lane entries and that the southern section of the circulatory is to be widened to accommodate three lanes. No details have been provided to identify that proposals are adequate to accommodate the expected vehicles and manoeuvres simultaneously. Should insufficient space be available for the expected vehicles to manoeuvre, there is likely to be an increase in sideswipe type incidents.</p>	
RECOMMENDATION:	
It is recommended that the proposals are adequate to accommodate the expected vehicles	
<p>Location Plan: (The image below illustrates manoeuvres from eastern arm only, the item relates to all arms)</p>	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's recommendation, and as shown on Drawing No. 18122/TK01 (attached), swept-path analyses has been undertaken to demonstrate that the proposed mitigation for the Goring Crossways roundabout junction can accommodate various sized vehicles in a safe and convenient manner, thereby reducing the potential for sideswipe type of incidents.</p>	

A.1.2	PROBLEM
Location:	A259 south
Summary:	Southern exit radius
Acc Type:	Loss of control
<p>Goring Crossways roundabout is subject a 40mph speed limit and currently accommodates two lane entries on each approach with a single lane exit to the north and south as well as two lane exit to the dual carriageway to the east and west. The kerbing associated with the southern exit from the roundabout forms a tight radius, however existing edge of carriageway road markings and associated hatching, increase the radius to a suitable degree. The proposals provide widening works in order to increase the capacity of the junction and mitigate the traffic impact of a mixed-use development on land to the south. The scheme drawing provided with the Audit Brief, identifies that the edge of carriageway road marking and hatching that is present on the offside of the southern arm is to be remain but the markings on the nearside are not to be re-provided. The removal of the existing road markings on the nearside of the carriageway increases the likelihood of a vehicle exiting the roundabout tight to the nearside. A vehicle following the tight radius along a carriageway with a speed limit of 40mph, could result in a loss of control type incident.</p>	
RECOMMENDATION:	
It is recommended that the existing road markings, are retained.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's recommendation, and as shown on Drawing No. 18122/002 Rev A (attached), the design of the proposed mitigation includes road markings / hatching on the nearside of the southern arm of the Goring Crossways roundabout junction. Consequently, this will reduce the likelihood of a vehicle exiting the roundabout tight to the nearside and potential occurrence of loss of control type incidents.</p>	

A.2	GENERAL
A.2.1	PROBLEM
Location:	Southern approach
Summary:	Existing footway service covers will be within the carriageway
Acc Type:	Loss of control
<p>The existing footways and verges in proximity of the Goring Crossways roundabout accommodate a number of utility covers. The scheme drawing is based upon Ordnance Survey rather than a topographical survey and as such, does not indicate the location of services. Should covers be situated within the carriageway and their frictional surface properties be insufficient, there could be a rise in loss of control type incidents.</p>	
RECOMMENDATION:	
<p>It is recommended that all service covers within the carriageway provide sufficient frictional properties if their relocation is not feasible.</p>	
<p>Location Plan: (the illustration below does not identify all locations where the road safety concern is present)</p>	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, the potential relocation / amendment of all service covers within the carriageway, to ensure that they have sufficient frictional properties will be considered as part of the detailed design stage.</p>	

A.2.2	PROBLEM
Location:	Roundabout / Scheme
Summary:	Proposed carriageway widening will result in gullies being located within the path of a vehicle
Acc Type:	Loss of control
<p>The Goring Crossways roundabout accommodates a network of road and kerb gullies that cater for surface water that accumulates on the carriageway. The proposals realign and widen the existing carriageways and as such, the amount of surface water that accumulates on the carriageway will increase and existing road gullies will be situated away from the channel line and within the path of a vehicle. No details have been provided to identify that the existing surface water drainage network is to be modified in accordance with the proposals or that provision will be made to accommodate the additional surface water that is generated. A road gully within the path of a vehicle could give rise to loss of control type incidents especially for two wheeled vehicles and vehicles undertaking a braking manoeuvre and an inadequate surface water network could result in ponding during inclement conditions which would be exacerbated during freezing conditions.</p>	
RECOMMENDATION:	
It is recommended that road gullies are relocated to the edge of carriageway and surface water is drained sufficiently.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, the potential relocation of road gullies to prevent loss of control type incidents, particularly for two-wheeled vehicles and those undertaking a braking manoeuvre will be considered as part of the detailed design stage.</p>	

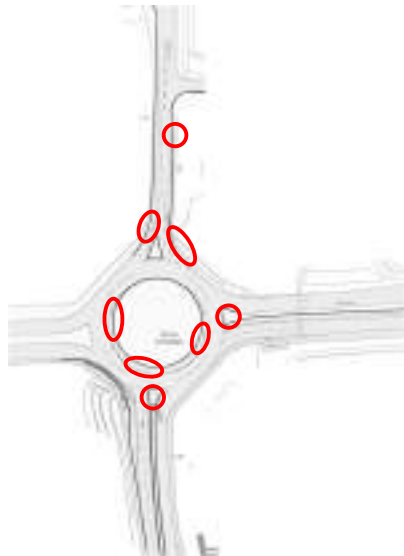
A.2.3	PROBLEM
Location:	Roundabout / Scheme
Summary:	Street furniture within the verge will become an obstruction
Acc Type:	Vehicle collisions with obstructions and loss of control

Street furniture to include signage and street lighting columns are present within the existing verges of the A259, A2032 and Titnore Lane as well as the central island of the Goring Crossways roundabout. The proposed highway works reduce the diameter of the central island as well as increase the width and realign the approaches. Following implementation of the proposals, existing items of street furniture will be located within the path of a vehicle or within 450mm of the carriageway. Items of street furniture within 450mm of a live carriageway will become an obstruction to vehicles.

RECOMMENDATION:



It is recommended that all street furniture is relocated accordingly

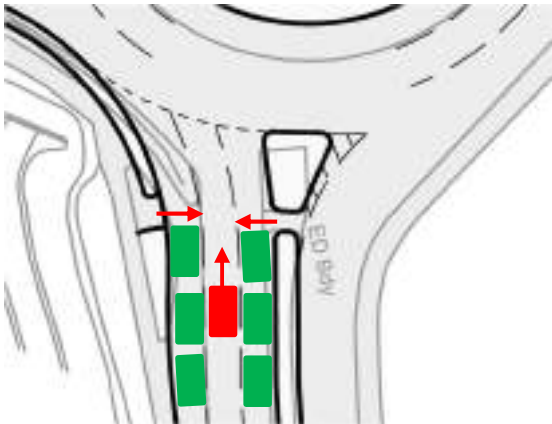

Location Plan:

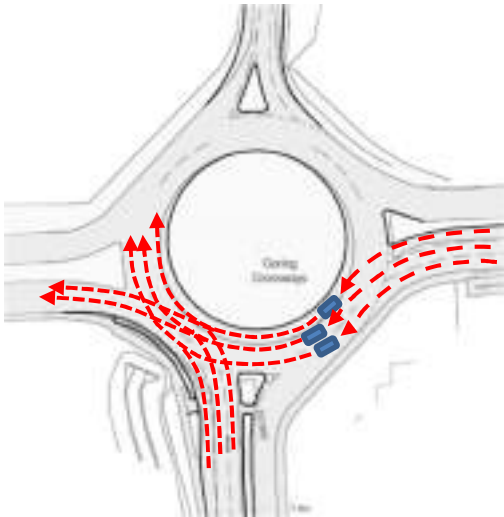



DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20

In line with the Auditor's recommendation, the potential relocation of street furniture to ensure it is positioned beyond a distance of 450mm from the edge of the carriageway will be considered at the detailed design stage. This will ensure that there are no obstacles to car driver inter-visibility.

A.2.4	PROBLEM
Location:	A2032, A259 Goring Street
Summary:	Errant vehicles could enter the footway
Acc Type:	Vehicle pedestrian collision
<p>The Goring Crossways roundabout forms the junction of the A259 with the A2032 and Titnore Lane which accommodates a footway either side of the southern A259 arm which wraps around the corner radii with a Vehicle Restraint System (VRS) present on the southwest. The VRS protects pedestrians from errant vehicles travelling from the eastern A2032 dual carriageway to the A259 western dual carriageway. The proposals widen the southern approach and circulatory carriageway slackening the level of deflection for westbound vehicles which could increase entry and through speeds and give rise to loss of control type incidents resulting in errant vehicles travelling towards the footway.</p>	
RECOMMENDATION:	
It is recommended that a VRS is installed to prevent errant vehicles from encroaching the footway.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, and as shown on Drawing No. 18122/002 Rev A, a VRS will be installed adjacent to the southeast corner of the roundabout junction, to prevent errant vehicles from encroaching onto the footway.</p>	
A.3	JUNCTIONS
<p><i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i></p>	

A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	A259, Goring Street
Summary:	Pedestrians will be required to cross three lanes of traffic
Acc Type:	Vehicle-pedestrian collisions
<p>A footway is present along the southern side of the eastern and western dual carriageway arms with an uncontrolled crossing point provided over the southern arm of the A259, Goring Street which accommodates two entry lanes. The proposal illustrated on the scheme drawing increase the width of the southern A259 arm of the roundabout to provide three approach lanes and identify that the location of the uncontrolled crossing point is to be retained. A pedestrian wishing to travel between the existing footways may attempt to cross the three lanes it is not safe to do so, for example when congestion is present within the outside lanes and traffic within the central lane is not clearly visible and free flowing, which could result in a vehicle pedestrian collision.</p>	
RECOMMENDATION:	
<p>It is recommended that the uncontrolled crossing point is relocated further south prior to the three-lane approach.</p>	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, and as shown on Drawing No. 18122/002 Rev A (attached), an uncontrolled crossing point will be provided to the south of the three-lane approach of the Goring Crossways roundabout junction. This facility will minimise the potential occurrence of pedestrian / vehicle collisions along the A259 Goring Street.</p>	

A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
A.5.1	PROBLEM
Location:	Southern half of the circulatory
Summary:	Circulatory road markings guide traffic inappropriately
Acc Type:	Sideswipes
<p>The Goring Crossways roundabout currently accommodates two lane entries and sufficient width for two vehicles side by side on the circulatory. The proposals widen both the two lane eastern and southern arms as well as the southern half of the circulatory, to provide three lane entries. Besides the road centreline markings, no further guidance is provided to identify which lane is for which exit and as such, the proposals could give rise to vehicles in any circulatory lane attempting to cross the path of an adjacent vehicle to exit and side swipe type incidents. Moreover, three circulatory lanes are provided on the southwestern quadrant which merges to two in the northwestern quadrant.</p>	
RECOMMENDATION:	
It is recommended that the road markings are amended and signage is provided to ensure vehicles are guided sufficiently	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's recommendation, and as shown on Drawing No. 18122-002 Rev A (attached), the design of the proposed mitigation has been amended to include the provision of road markings and signage, to enable motorised users to identify lanes for various exits, This will prevent the potential for side swipe incidents.</p>	

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 19th June 2020

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 19th June 2020

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 5 th June '20		Stage 1 Road Safety Audit Brief
	Collision Report 01/09/2014- 31/08/2019	-	Chatsmore Farm – Goring - Milestone
	-	-	PIA Data Analysis
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
18122-002	-	Proposed Northern Roundabout Mitigation Measures	

Appendix A2

Item Location Plan

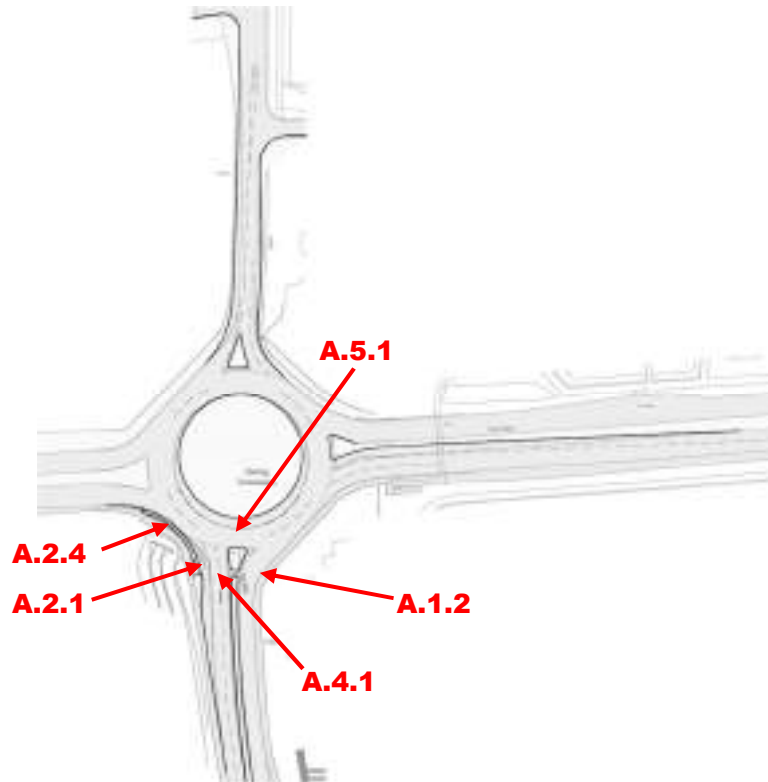


Scheme

A.1.1

A.2.2

A.2.3



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	18122/002	A	Proposed Northern Roundabout Mitigation Measures
	18122/TK01		Swept-Path Analysis: Private Car

fenley

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to Items Raised.**



Proposed Access Roundabout and associated Highway Works, A259 Goring Street Goring by Sea

Client:
Milestone Transport Planning

Client reference:
18122

Fenley
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Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	RSA-20-027	Issue no	3	Date	July 2020
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-027-3				



1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	July 2020
Document reference and revision:	RSA-20-027-3
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	Milestone Transport Planning
Project Sponsor:	Persimmon Homes Thames Valley

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			18 th June 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	19 th June 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			19 th June 2020
3	Design Organisation Response incorporated	Tony Wares on behalf of Milestone Transport Planning			1 st July 2020

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Road Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	12

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of proposed highway access off and associated works along the A259 in Goring-by-Sea. The scheme is to facilitate a mixed-use development consisting of circa 475 dwellings and a local centre with a parking facility to also serve Goring-by-Sea railway station. The proposals consist of the provision of a 40 mere ICD 3-arm access roundabout along the A259, the modification of The Strand priority junction with the A259 to a left in left out, the diversion of the northern end of Goring Street to meet the proposed access road with a shared footway cycleway provided along the existing, the relocation of a Toucan crossing along the A259 Goring Street approximately 70-metres south of the existing facility, the provision of a raised table at the junction of Goring Street with the private access to a number of residential buildings as well as at the junction with Goring-on-Sea Station / level crossing and the provision of a parking facility to serve the station and local centre accessed via a priority junction along Goring Street.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during June 2020 in accordance with the Road Safety Audit Brief provided, on the 5th June 2020 by the Design Organisation, Milestone Transport Planning, on behalf of the Project Sponsor, Persimmon Homes Thames Valley. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit Team has been approved to undertake this Road Safety Audit. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti *MCIHT*
Road Safety Auditor

2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the early afternoon of Thursday 11th June 2020 between 3:30pm and 5pm. The site visit involved walking and driving around the local highway network for a 90-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was clear with scattered clouds, the road surface was dry and visibility was good. A number of pedestrians and cyclists were

observed during the site visit. Vehicular traffic to include motorcycles, cars, passenger service vehicles, light and heavy goods vehicles were also observed.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.


Design Organisation Response

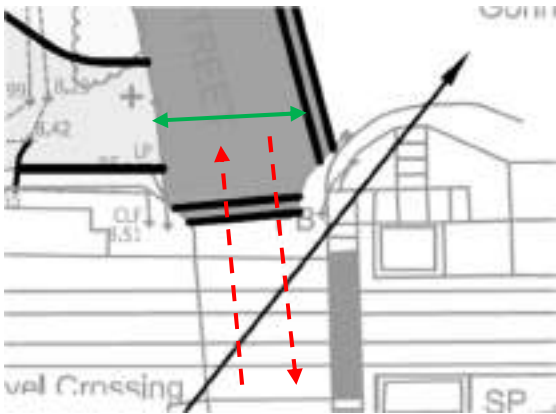

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Tony Wares
Position / Organisation: Associate Transport Planner, Milestone Transport Planning
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix C3**, if applicable.


3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS


- 3.1 Fenley Road Safety Limited not been made aware of any previous road safety audits associated with the proposals.


4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT



A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Proposed primary access road
Summary:	Vehicles travelling from the proposed development can enter and travel through the proposed roundabout at speed
Acc Type:	Loss of control
<p>The A259 is subject to a 40mph speed limit. It is proposed to provide a three arm 40 metre ICD roundabout along the A259 that allows access to a development of 475 dwellings and associated facilities. The A259 is to be realigned on approach to the roundabout to ensure that a good level of deflection is achieved, however, the proposed development arm meets the roundabout at a slack angle with a large entry radius that allows for an approaching vehicle, to take a racing line to the A259 north. The lack of deflection is likely to result in high speed entries as well as through movements which could give rise to loss of control type incidents.</p>	
RECOMMENDATION:	
It is recommended that sufficient deflection is provided or a traffic calming feature is situated along the proposed access road in order to ensure vehicles cannot enter the roundabout at high speeds.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p> <p>As shown on Drawing No.'s 18122/001 Rev A and 18122/SK04 (attached), the design of the site's proposed access achieves a level of deflection below 100-metres, in line with DMRBS 'CD 116 Geometric design of roundabouts' document. Consequently this will reduce the risk of loss of control type incidents.</p>	


A.1.2	PROBLEM
Location:	Goring Street, Goring-by-Sea Station
Summary:	Proposed works do not allow for a smooth transition to / from the level crossing
Acc Type:	Loss of control, cyclist fall and train strike
<p>Goring Street provides access to Goring-by-Sea Station car park and a level crossing allowing access across the rail network. The Audit Brief provided to undertake this Stage 1 Road Safety Audit, identifies that a raised table is to be provided at the junction of the existing station car park that is to be retained for mobility impaired drivers, just north of the level crossing. It is understood that the raised table acts as a traffic calming feature to reduce speeds and provide pedestrians with priority, however, vehicles and cyclists travelling to and from the level crossing will be faced with a ramp as well as a change in priorities immediately prior to entry or upon exit from the feature. No details have been provided to identify the gradient or level difference of the ramp, however the raised table and change in priorities, could give rise to drivers stopping abruptly immediately adjacent to the existing level crossing resulting in shunt type incidents as well as delays in users leaving the level crossing prior to the barriers closing and train strikes.</p>	
RECOMMENDATION:	
It is recommended that the carriageway is retained in order to ensure no delays are observed clearing the level crossing	
Location Plan:	
 	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's recommendation, and as shown on Drawing No. 18122/001 Rev A (attached), the raised table feature has been removed from the design of the proposed access arrangement. In so doing, this will prevent motorised and non-motorised users from stopping abruptly immediately adjacent to the existing level crossing and, as a consequence reduce the risk of 'rear' shunt collisions and associated delays.</p>	

A.2	GENERAL
A.2.1	PROBLEM
Location:	Scheme
Summary:	Existing utility covers will be an obstruction to vehicles
Acc Type:	Loss of control
<p>The existing footways and verges in proximity of the Goring Street accommodate a number of utility covers. Covers situated within the area of the works and not be adjusted properly or their frictional surface properties be insufficient, there could be a rise in loss of control type incidents.</p>	
RECOMMENDATION:	
<p>It is recommended that existing utility covers are relocated / adjusted appropriately with sufficient frictional properties</p>	
<p>Location Plan: (the illustration below does not identify all locations where the road safety concern is present)</p>	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's recommendations, the relocation / adjustment of existing utility covers will be considered as part of the Detailed Design process.</p>	

A.2.2	PROBLEM
Location:	Scheme
Summary:	Existing road gullies will be within the path of vehicles
Acc Type:	Loss of control
<p>In proximity of the proposed highway works, the A259 and the minor arm of Goring Street accommodate a drainage network that caters for surface water that accumulates on the carriageway. The proposals include the provision of a 3-arm roundabout junction in order to serve as the primary access to a development of 475 dwellings as well as associated facilities and the closure of the existing Goring Street priority junction with the A259. At this stage, no details have been provided to identify that the existing surface water drainage network is to be modified in accordance with the proposals or that provisions will be made to accommodate the additional surface water that is generated. An inadequate drainage network could result in ponding during inclement conditions which may give rise to loss of control type incidents which would be exacerbated during freezing conditions.</p>	
RECOMMENDATION:	
It is recommended that an adequate surface water drainage network is provided.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's comments, adequate surface water drainage will be considered as part of the detailed design stage.</p>	

A.2.3	PROBLEM
Location:	Scheme
Summary:	Street furniture within the verge will become an obstruction
Acc Type:	Loss of control
<p>Street furniture to include signage and street lighting columns are present within the existing verge along the A259 and Goring Street. The proposals subject to this Stage 1 Road Safety Audit, include the provision of a 40 metre ICD 3-arm roundabout junction and realign the A259 approaches as well as Goring Street. Items of street furniture within 450mm of a live carriageway will become an obstruction to vehicles.</p>	
RECOMMENDATION:	
It is recommended that all street furniture is relocated accordingly	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In line with the Auditor's comments, all street furniture within a 450mm distance of the carriageway will be relocated to ensure that there are no obstructions to motorised users undertaking various manoeuvres. This aspect will be considered as part of the detailed design.</p>	

A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Goring-by-Sea Station
Summary:	Visibility at the proposed parking facility may become restricted
Acc Type:	Side or rear impact collisions
<p>As existing, Goring Street provides a footway along the eastern side of the carriageway and accommodates dense vegetation abutting the carriageway, to the west. The proposals provide a simple priority access off the western side of Goring Street that allows access to a parking facility for the proposed local centre and existing station. The scheme drawings provided with the Audit Brief, does not illustrate visibility splays from the access which are likely to be restricted by vegetation unless cleared. Restricted visibility from or to a priority access could give rise to a vehicle attempting to exit when it is not safe to do so and side / rear impact collisions.</p>	
RECOMMENDATION:	
It is recommended that vegetation within visibility splays is maintained below 600mm in height	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>As per the Auditor's recommendation, Drawing No. 18122/004 (attached) demonstrates that visibility splays measuring 2.4-metres (X-distance) x 43.0-metres (Y-distance) can be achieved to the left and right of the simple priority access of the proposed on-site car parking facility. Vegetation on either side of the proposed simple priority access will be regularly maintained to a height below 600mm, to ensure motorists benefit from having adequate inter-visibility with other motorised and non-motorised users. Consequently, this will substantially reduce the potential risk of side / rear impact collisions.</p>	

A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Goring-by-Sea Station
Summary:	Pedestrians are likely to access the raised table from the Station forecourt
Acc Type:	Pedestrian trip and fall
<p>No level route is provided for pedestrians travelling between the western side of Goring Street and Goring-by-Sea Station. As such pedestrians utilising the existing footpath that runs to the north of the rail tracks to the west, are required to step up / down full height kerbs. The proposals subject to this Stage 1 Road Safety Audit, include the provision of a raised table immediately to the north of the existing level crossing and a wide shared pedestrian cyclist area between the raised table and a proposed parking facility. Pedestrians traveling between the proposed parking facility footpath will therefore have level access to Goring Street, however, pedestrians will be required to funnel onto a narrow section of footway fronting the Station or travel down / up the ramp associated with the raised table. Pedestrians travelling up / down a ramp, could give rise to trips and falls.</p>	
RECOMMENDATION:	
<p>It is recommended that a safe level pedestrian route between the parking facility and station that is of sufficient width to cater for the demand, is provided</p>	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>In accordance with the Auditor's comments, an uncontrolled crossing together with a change in surface treatment material will be incorporated into the design to provide a safe and convenient pedestrian route for future end-users travelling from the proposed residential-led mixed use development to Goring rail station. In addition, it is proposed that the station forecourt is designed as a shared space to ensure pedestrians are afforded priority over motorised users accessing the car park. This facility comprises of 11 spaces and is unlikely to generate a significant number of vehicular movements over the course of a typical weekday, thereby making it appropriate to be designed as a shared space.</p>	

A.4.2	PROBLEM
Location:	Goring Street
Summary:	Visually impaired pedestrians could step into the path of a cyclist without warning
Acc Type:	Cyclist-pedestrian collisions
<p>The proposals include the provision of a shared 3.0 metre footway / cycleways as well as a 2.0 metre footway and links to an existing footway. The scheme drawing provided with the Audit Brief, identifies that tactile paving is to be provided at crossing points, albeit an insufficient depth at direct crossings, however, no tactile warning is provided for visually impaired pedestrians travelling between a footway and a share footway cycleway. As such, there is a risk that pedestrians will not become aware of the potential for cyclists and could step into their path which could give rise to cyclist pedestrian collisions.</p>	
RECOMMENDATION:	
It is recommended that tactile paving is provided in accordance with national guidance.	
Location Plan:	
	
<p>DESIGN ORGANISATION RESPONSE provided by Milestone Transport Planning on the 1st July '20 following formal issue of this Stage 1 Road Safety Audit on the 19th June '20</p>	
<p>As shown on Drawing No. 18122/001 Rev A (attached), the design of the proposed access arrangements has been amended to incorporate tactile paving of sufficient depth at designated crossing points as well as tactile warning for visually impaired pedestrians travelling between the footway and shared foot / cycleway, in accordance with national guidance. This will ensure pedestrians are made aware of the potential of cyclists using the shared foot / cycleway and substantially minimise cyclist / pedestrian collisions.</p>	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
<p><i>No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i></p>	

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 19th June 2020

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 19th June 2020

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 5 th June '20		Stage 1 Road Safety Audit Brief
	Collision Report 01/09/2014- 31/08/2019	-	Chatsmore Farm – Goring - Milestone
	-	-	PIA Data Analysis
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	18122-SK07	-	Proposed Site Access Strategy
	PERS190227	P1	Concept Masterplan - 02

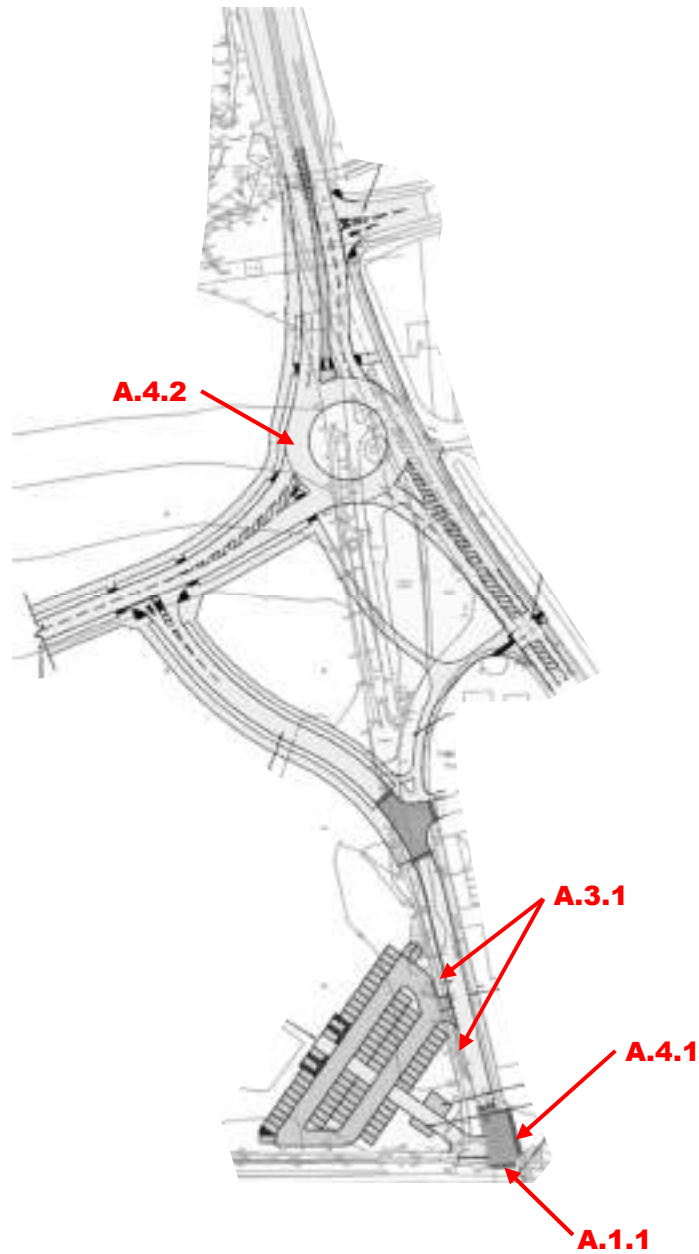
Appendix A2

Item Location Plan



Scheme

- A.2.1**
- A.2.2**
- A.2.3**
- A.4.2**



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	18122/001	A	Proposed Access Strategy
	18122/SK10		Proposed Deflection – Site Access Roundabout

fenley

Appendix 8

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 4 September 2019]

population All households; All cars or vans
 units Households
 date 2011
 rural urban Total

Cars	gor:South East		uacounty09:West Sussex		ualad09:Worthing		msoa2011:E02006626 : Worthing 006		Isoa2011:E01031785 : Worthing 006B	
	Count	%	Count	%	Count	%	Count	%	Count	%
No cars or vans in household	660,430	19%	61,657	18%	11,414	24%	653	22%	132	20%
1 car or van in household	1,483,911	42%	150,046	43%	21,310	45%	1,409	47%	322	50%
2 cars or vans in household	1,059,380	30%	100,934	29%	11,216	24%	716	24%	145	22%
3 cars or vans in household	253,552	7%	23,709	7%	2,276	5%	169	6%	36	6%
4 or more cars or vans in household	98,190	3%	9,268	3%	828	2%	54	2%	12	2%
Total	3,555,463	100%	345,614	100%	47,044	100%	3,001	100%	647	100%
Sum of all cars or vans in the area	4,803,729		464,829		54,229		3,580		770	
Average no. of cars per household	1.4		1.3		1.2		1.2		1.2	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 4 September 2019]

population units date rural urban All households; All cars or vans Households 2011 Total

Cars	gor:South East		uacounty09:West Sussex		ualad09:Worthing		msoa2011:E02006626 : Worthing 006		Is0a2011:E01031785 : Worthing 006B	
	Count	%	Count	%	Count	%	Count	%	Count	%
No cars or vans in household	660,430	19%	61,657	18%	11,414	24%	653	22%	132	20%
1 car or van in household	1,483,911	42%	150,046	43%	21,310	45%	1,409	47%	322	50%
2 cars or vans in household	1,059,380	30%	100,934	29%	11,216	24%	716	24%	145	22%
3 cars or vans in household	253,552	7%	23,709	7%	2,276	5%	169	6%	36	6%
4 or more cars or vans in household	98,190	3%	9,268	3%	828	2%	54	2%	12	2%
Total	3,555,463	100%	345,614	100%	47,044	100%	3,001	100%	647	100%
Sum of all cars or vans in the area	4,803,729		464,829		54,229		3,580		770	
Average no. of cars per household	1.4		1.3		1.2		1.2		1.2	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



Appendix 9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 37 to 395 (units:)
 Range Selected by User: 16 to 1412 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 13/03/19

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

Selected survey days:

Wednesday	3 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	10
------------------	----

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

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	5 days
No	5 days

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-M-02 KINGS ROAD DORCHESTER FORDINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 16/09/16</i>	TERRACED & BUNGALOWS	DORSET	<i>Survey Type: MANUAL</i>
2	DV-03-M-01 TOPSHAM ROAD EXETER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 61 <i>Survey date: THURSDAY 06/10/11</i>	HOUSES & FLATS	DEVON	<i>Survey Type: MANUAL</i>
3	ES-03-M-07 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 188 <i>Survey date: THURSDAY 12/11/15</i>	MIXED HOUSING	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	ES-03-M-11 HEMPSTEAD LANE HAILSHAM UPPER HORSEBRIDGE Edge of Town Residential Zone Total Number of dwellings: 354 <i>Survey date: WEDNESDAY 13/07/16</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
5	ES-03-M-12 PARK ROAD HAILSHAM Edge of Town Residential Zone Total Number of dwellings: 93 <i>Survey date: THURSDAY 21/06/18</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
6	ES-03-M-15 FIELD END MARESFIELD Edge of Town Residential Zone Total Number of dwellings: 80 <i>Survey date: WEDNESDAY 13/03/19</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>
7	WK-03-M-01 BIRMINGHAM ROAD STRATFORD UPON AVON Edge of Town Residential Zone Total Number of dwellings: 395 <i>Survey date: FRIDAY 29/06/18</i>	MIXED HOUSES & FLATS	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
8	WK-03-M-02 BISHOPTON LANE STRATFORD UPON AVON BISHOPTON Edge of Town Residential Zone Total Number of dwellings: 130 <i>Survey date: FRIDAY 29/06/18</i>	MIXED HOUSES	WARWICKSHIRE	<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.084	10	151	0.275	10	151	0.359
08:00 - 09:00	10	151	0.107	10	151	0.290	10	151	0.397
09:00 - 10:00	10	151	0.116	10	151	0.169	10	151	0.285
10:00 - 11:00	10	151	0.122	10	151	0.142	10	151	0.264
11:00 - 12:00	10	151	0.154	10	151	0.145	10	151	0.299
12:00 - 13:00	10	151	0.162	10	151	0.144	10	151	0.306
13:00 - 14:00	10	151	0.155	10	151	0.151	10	151	0.306
14:00 - 15:00	10	151	0.141	10	151	0.148	10	151	0.289
15:00 - 16:00	10	151	0.239	10	151	0.159	10	151	0.398
16:00 - 17:00	10	151	0.232	10	151	0.164	10	151	0.396
17:00 - 18:00	10	151	0.323	10	151	0.183	10	151	0.506
18:00 - 19:00	10	151	0.286	10	151	0.174	10	151	0.460
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.121			2.144			4.265

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

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

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Parameter summary

Trip rate parameter range selected:	37 - 395 (units:)
Survey date date range:	01/01/11 - 13/03/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	5

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.002	10	151	0.002	10	151	0.004
08:00 - 09:00	10	151	0.006	10	151	0.006	10	151	0.012
09:00 - 10:00	10	151	0.004	10	151	0.004	10	151	0.008
10:00 - 11:00	10	151	0.001	10	151	0.001	10	151	0.002
11:00 - 12:00	10	151	0.003	10	151	0.003	10	151	0.006
12:00 - 13:00	10	151	0.001	10	151	0.001	10	151	0.002
13:00 - 14:00	10	151	0.001	10	151	0.001	10	151	0.002
14:00 - 15:00	10	151	0.001	10	151	0.001	10	151	0.002
15:00 - 16:00	10	151	0.007	10	151	0.007	10	151	0.014
16:00 - 17:00	10	151	0.003	10	151	0.003	10	151	0.006
17:00 - 18:00	10	151	0.002	10	151	0.001	10	151	0.003
18:00 - 19:00	10	151	0.002	10	151	0.002	10	151	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.032			0.065

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.001	10	151	0.001	10	151	0.002
08:00 - 09:00	10	151	0.001	10	151	0.001	10	151	0.002
09:00 - 10:00	10	151	0.001	10	151	0.001	10	151	0.002
10:00 - 11:00	10	151	0.004	10	151	0.003	10	151	0.007
11:00 - 12:00	10	151	0.001	10	151	0.001	10	151	0.002
12:00 - 13:00	10	151	0.001	10	151	0.001	10	151	0.002
13:00 - 14:00	10	151	0.002	10	151	0.003	10	151	0.005
14:00 - 15:00	10	151	0.000	10	151	0.001	10	151	0.001
15:00 - 16:00	10	151	0.001	10	151	0.001	10	151	0.002
16:00 - 17:00	10	151	0.001	10	151	0.001	10	151	0.002
17:00 - 18:00	10	151	0.001	10	151	0.001	10	151	0.002
18:00 - 19:00	10	151	0.000	10	151	0.000	10	151	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.001	10	151	0.001	10	151	0.002
08:00 - 09:00	10	151	0.000	10	151	0.000	10	151	0.000
09:00 - 10:00	10	151	0.000	10	151	0.000	10	151	0.000
10:00 - 11:00	10	151	0.000	10	151	0.000	10	151	0.000
11:00 - 12:00	10	151	0.000	10	151	0.000	10	151	0.000
12:00 - 13:00	10	151	0.000	10	151	0.000	10	151	0.000
13:00 - 14:00	10	151	0.000	10	151	0.000	10	151	0.000
14:00 - 15:00	10	151	0.000	10	151	0.000	10	151	0.000
15:00 - 16:00	10	151	0.000	10	151	0.000	10	151	0.000
16:00 - 17:00	10	151	0.001	10	151	0.001	10	151	0.002
17:00 - 18:00	10	151	0.001	10	151	0.001	10	151	0.002
18:00 - 19:00	10	151	0.000	10	151	0.000	10	151	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.003	10	151	0.005	10	151	0.008
08:00 - 09:00	10	151	0.001	10	151	0.005	10	151	0.006
09:00 - 10:00	10	151	0.003	10	151	0.006	10	151	0.009
10:00 - 11:00	10	151	0.003	10	151	0.002	10	151	0.005
11:00 - 12:00	10	151	0.002	10	151	0.005	10	151	0.007
12:00 - 13:00	10	151	0.005	10	151	0.006	10	151	0.011
13:00 - 14:00	10	151	0.003	10	151	0.003	10	151	0.006
14:00 - 15:00	10	151	0.007	10	151	0.004	10	151	0.011
15:00 - 16:00	10	151	0.004	10	151	0.006	10	151	0.010
16:00 - 17:00	10	151	0.008	10	151	0.005	10	151	0.013
17:00 - 18:00	10	151	0.012	10	151	0.007	10	151	0.019
18:00 - 19:00	10	151	0.005	10	151	0.006	10	151	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.060			0.116

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.103	10	151	0.400	10	151	0.503
08:00 - 09:00	10	151	0.143	10	151	0.531	10	151	0.674
09:00 - 10:00	10	151	0.141	10	151	0.263	10	151	0.404
10:00 - 11:00	10	151	0.165	10	151	0.211	10	151	0.376
11:00 - 12:00	10	151	0.209	10	151	0.215	10	151	0.424
12:00 - 13:00	10	151	0.239	10	151	0.204	10	151	0.443
13:00 - 14:00	10	151	0.244	10	151	0.233	10	151	0.477
14:00 - 15:00	10	151	0.213	10	151	0.210	10	151	0.423
15:00 - 16:00	10	151	0.429	10	151	0.244	10	151	0.673
16:00 - 17:00	10	151	0.370	10	151	0.260	10	151	0.630
17:00 - 18:00	10	151	0.492	10	151	0.278	10	151	0.770
18:00 - 19:00	10	151	0.434	10	151	0.258	10	151	0.692
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.182			3.307			6.489

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.017	10	151	0.033	10	151	0.050
08:00 - 09:00	10	151	0.030	10	151	0.155	10	151	0.185
09:00 - 10:00	10	151	0.033	10	151	0.022	10	151	0.055
10:00 - 11:00	10	151	0.022	10	151	0.030	10	151	0.052
11:00 - 12:00	10	151	0.025	10	151	0.039	10	151	0.064
12:00 - 13:00	10	151	0.029	10	151	0.020	10	151	0.049
13:00 - 14:00	10	151	0.034	10	151	0.032	10	151	0.066
14:00 - 15:00	10	151	0.034	10	151	0.044	10	151	0.078
15:00 - 16:00	10	151	0.123	10	151	0.046	10	151	0.169
16:00 - 17:00	10	151	0.063	10	151	0.040	10	151	0.103
17:00 - 18:00	10	151	0.046	10	151	0.041	10	151	0.087
18:00 - 19:00	10	151	0.037	10	151	0.032	10	151	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.493			0.534			1.027

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.005	10	151	0.029	10	151	0.034
08:00 - 09:00	10	151	0.003	10	151	0.017	10	151	0.020
09:00 - 10:00	10	151	0.009	10	151	0.015	10	151	0.024
10:00 - 11:00	10	151	0.009	10	151	0.017	10	151	0.026
11:00 - 12:00	10	151	0.011	10	151	0.016	10	151	0.027
12:00 - 13:00	10	151	0.012	10	151	0.015	10	151	0.027
13:00 - 14:00	10	151	0.011	10	151	0.017	10	151	0.028
14:00 - 15:00	10	151	0.022	10	151	0.015	10	151	0.037
15:00 - 16:00	10	151	0.024	10	151	0.013	10	151	0.037
16:00 - 17:00	10	151	0.033	10	151	0.017	10	151	0.050
17:00 - 18:00	10	151	0.014	10	151	0.010	10	151	0.024
18:00 - 19:00	10	151	0.018	10	151	0.009	10	151	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.190			0.361

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.001	10	151	0.005	10	151	0.006
08:00 - 09:00	10	151	0.000	10	151	0.003	10	151	0.003
09:00 - 10:00	10	151	0.000	10	151	0.001	10	151	0.001
10:00 - 11:00	10	151	0.001	10	151	0.002	10	151	0.003
11:00 - 12:00	10	151	0.001	10	151	0.001	10	151	0.002
12:00 - 13:00	10	151	0.002	10	151	0.001	10	151	0.003
13:00 - 14:00	10	151	0.001	10	151	0.001	10	151	0.002
14:00 - 15:00	10	151	0.001	10	151	0.001	10	151	0.002
15:00 - 16:00	10	151	0.001	10	151	0.001	10	151	0.002
16:00 - 17:00	10	151	0.006	10	151	0.001	10	151	0.007
17:00 - 18:00	10	151	0.002	10	151	0.001	10	151	0.003
18:00 - 19:00	10	151	0.005	10	151	0.000	10	151	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.018			0.039

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.000	10	151	0.001	10	151	0.001
08:00 - 09:00	10	151	0.000	10	151	0.000	10	151	0.000
09:00 - 10:00	10	151	0.000	10	151	0.000	10	151	0.000
10:00 - 11:00	10	151	0.000	10	151	0.000	10	151	0.000
11:00 - 12:00	10	151	0.000	10	151	0.000	10	151	0.000
12:00 - 13:00	10	151	0.000	10	151	0.000	10	151	0.000
13:00 - 14:00	10	151	0.000	10	151	0.000	10	151	0.000
14:00 - 15:00	10	151	0.000	10	151	0.000	10	151	0.000
15:00 - 16:00	10	151	0.000	10	151	0.000	10	151	0.000
16:00 - 17:00	10	151	0.001	10	151	0.000	10	151	0.001
17:00 - 18:00	10	151	0.000	10	151	0.000	10	151	0.000
18:00 - 19:00	10	151	0.000	10	151	0.000	10	151	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.005	10	151	0.034	10	151	0.039
08:00 - 09:00	10	151	0.003	10	151	0.019	10	151	0.022
09:00 - 10:00	10	151	0.009	10	151	0.016	10	151	0.025
10:00 - 11:00	10	151	0.010	10	151	0.019	10	151	0.029
11:00 - 12:00	10	151	0.012	10	151	0.017	10	151	0.029
12:00 - 13:00	10	151	0.014	10	151	0.015	10	151	0.029
13:00 - 14:00	10	151	0.013	10	151	0.018	10	151	0.031
14:00 - 15:00	10	151	0.023	10	151	0.016	10	151	0.039
15:00 - 16:00	10	151	0.024	10	151	0.014	10	151	0.038
16:00 - 17:00	10	151	0.040	10	151	0.018	10	151	0.058
17:00 - 18:00	10	151	0.016	10	151	0.011	10	151	0.027
18:00 - 19:00	10	151	0.022	10	151	0.009	10	151	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.191			0.206			0.397

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.128	10	151	0.472	10	151	0.600
08:00 - 09:00	10	151	0.176	10	151	0.710	10	151	0.886
09:00 - 10:00	10	151	0.186	10	151	0.307	10	151	0.493
10:00 - 11:00	10	151	0.199	10	151	0.262	10	151	0.461
11:00 - 12:00	10	151	0.248	10	151	0.276	10	151	0.524
12:00 - 13:00	10	151	0.287	10	151	0.245	10	151	0.532
13:00 - 14:00	10	151	0.293	10	151	0.286	10	151	0.579
14:00 - 15:00	10	151	0.277	10	151	0.273	10	151	0.550
15:00 - 16:00	10	151	0.580	10	151	0.310	10	151	0.890
16:00 - 17:00	10	151	0.480	10	151	0.323	10	151	0.803
17:00 - 18:00	10	151	0.566	10	151	0.338	10	151	0.904
18:00 - 19:00	10	151	0.498	10	151	0.304	10	151	0.802
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.918			4.106			8.024

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	151	0.003	10	151	0.002	10	151	0.005
08:00 - 09:00	10	151	0.004	10	151	0.002	10	151	0.006
09:00 - 10:00	10	151	0.003	10	151	0.003	10	151	0.006
10:00 - 11:00	10	151	0.009	10	151	0.007	10	151	0.016
11:00 - 12:00	10	151	0.007	10	151	0.006	10	151	0.013
12:00 - 13:00	10	151	0.005	10	151	0.007	10	151	0.012
13:00 - 14:00	10	151	0.004	10	151	0.004	10	151	0.008
14:00 - 15:00	10	151	0.005	10	151	0.005	10	151	0.010
15:00 - 16:00	10	151	0.005	10	151	0.004	10	151	0.009
16:00 - 17:00	10	151	0.002	10	151	0.005	10	151	0.007
17:00 - 18:00	10	151	0.003	10	151	0.002	10	151	0.005
18:00 - 19:00	10	151	0.004	10	151	0.003	10	151	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.050			0.104

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

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

Appendix 10

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

Method of Travel to Work	Isoa2011:E01031785 : Worthing 006B		msoa2011:E02006626 : Worthing 006		ualad09:Worthing	
	Count	%	Count	%	Count	%
Underground, metro, light rail, tram	0	0%	3	0%	61	0%
Train	56	8%	205	6%	3,262	7%
Bus, minibus or coach	21	3%	162	5%	1,588	3%
Taxi	3	0%	24	1%	170	0%
Motorcycle, scooter or moped	10	1%	47	1%	487	1%
Driving a car or van	463	67%	2,191	64%	29,459	62%
Passenger in a car or van	40	6%	212	6%	2,621	5%
Bicycle	30	4%	170	5%	2,611	5%
On foot	66	10%	385	11%	7,265	15%
Other method of travel to work	3	0%	16	0%	266	1%
Total	692	100%	3,415	100%	47,790	100%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



Appendix 11

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST ES EAST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE WY WEST YORKSHIRE	1 days
09	NORTH DH DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 280 to 469 (units: sqm)
 Range Selected by User: 200 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/04/17

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Secondary Filtering selection:

Use Class:

A1	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	0.357	1	280	0.357	1	280	0.714
07:00 - 08:00	3	383	6.266	3	383	6.005	3	383	12.271
08:00 - 09:00	3	383	7.572	3	383	6.353	3	383	13.925
09:00 - 10:00	3	383	5.396	3	383	5.483	3	383	10.879
10:00 - 11:00	3	383	6.789	3	383	6.353	3	383	13.142
11:00 - 12:00	3	383	7.224	3	383	7.398	3	383	14.622
12:00 - 13:00	3	383	9.748	3	383	8.616	3	383	18.364
13:00 - 14:00	3	383	5.831	3	383	5.657	3	383	11.488
14:00 - 15:00	3	383	7.398	3	383	7.311	3	383	14.709
15:00 - 16:00	3	383	9.748	3	383	10.531	3	383	20.279
16:00 - 17:00	3	383	9.835	3	383	8.877	3	383	18.712
17:00 - 18:00	3	383	11.923	3	383	11.053	3	383	22.976
18:00 - 19:00	3	383	12.272	3	383	13.316	3	383	25.588
19:00 - 20:00	3	383	7.659	3	383	8.877	3	383	16.536
20:00 - 21:00	3	383	3.655	3	383	4.613	3	383	8.268
21:00 - 22:00	3	383	2.176	3	383	2.263	3	383	4.439
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			115.768			115.622			231.390

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

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

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Parameter summary

Trip rate parameter range selected:	280 - 469 (units: sqm)
Survey date range:	01/01/11 - 07/04/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	0.000	1	280	0.000	1	280	0.000
07:00 - 08:00	3	383	0.087	3	383	0.087	3	383	0.174
08:00 - 09:00	3	383	0.174	3	383	0.174	3	383	0.348
09:00 - 10:00	3	383	0.087	3	383	0.087	3	383	0.174
10:00 - 11:00	3	383	0.174	3	383	0.174	3	383	0.348
11:00 - 12:00	3	383	0.000	3	383	0.000	3	383	0.000
12:00 - 13:00	3	383	0.348	3	383	0.348	3	383	0.696
13:00 - 14:00	3	383	0.000	3	383	0.000	3	383	0.000
14:00 - 15:00	3	383	0.087	3	383	0.000	3	383	0.087
15:00 - 16:00	3	383	0.174	3	383	0.261	3	383	0.435
16:00 - 17:00	3	383	0.174	3	383	0.087	3	383	0.261
17:00 - 18:00	3	383	0.000	3	383	0.087	3	383	0.087
18:00 - 19:00	3	383	0.000	3	383	0.000	3	383	0.000
19:00 - 20:00	3	383	0.087	3	383	0.087	3	383	0.174
20:00 - 21:00	3	383	0.000	3	383	0.000	3	383	0.000
21:00 - 22:00	3	383	0.000	3	383	0.000	3	383	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			1.392			1.392			2.784

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	0.000	1	280	0.000	1	280	0.000
07:00 - 08:00	3	383	0.261	3	383	0.261	3	383	0.522
08:00 - 09:00	3	383	0.348	3	383	0.261	3	383	0.609
09:00 - 10:00	3	383	0.174	3	383	0.261	3	383	0.435
10:00 - 11:00	3	383	0.087	3	383	0.087	3	383	0.174
11:00 - 12:00	3	383	0.087	3	383	0.087	3	383	0.174
12:00 - 13:00	3	383	0.087	3	383	0.087	3	383	0.174
13:00 - 14:00	3	383	0.174	3	383	0.174	3	383	0.348
14:00 - 15:00	3	383	0.000	3	383	0.000	3	383	0.000
15:00 - 16:00	3	383	0.000	3	383	0.000	3	383	0.000
16:00 - 17:00	3	383	0.000	3	383	0.000	3	383	0.000
17:00 - 18:00	3	383	0.087	3	383	0.087	3	383	0.174
18:00 - 19:00	3	383	0.000	3	383	0.000	3	383	0.000
19:00 - 20:00	3	383	0.000	3	383	0.000	3	383	0.000
20:00 - 21:00	3	383	0.000	3	383	0.000	3	383	0.000
21:00 - 22:00	3	383	0.000	3	383	0.000	3	383	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			1.305			1.305			2.610

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	0.000	1	280	0.000	1	280	0.000
07:00 - 08:00	3	383	0.174	3	383	0.261	3	383	0.435
08:00 - 09:00	3	383	0.783	3	383	0.783	3	383	1.566
09:00 - 10:00	3	383	0.261	3	383	0.087	3	383	0.348
10:00 - 11:00	3	383	0.348	3	383	0.348	3	383	0.696
11:00 - 12:00	3	383	0.000	3	383	0.087	3	383	0.087
12:00 - 13:00	3	383	0.087	3	383	0.000	3	383	0.087
13:00 - 14:00	3	383	0.000	3	383	0.087	3	383	0.087
14:00 - 15:00	3	383	0.000	3	383	0.000	3	383	0.000
15:00 - 16:00	3	383	0.000	3	383	0.000	3	383	0.000
16:00 - 17:00	3	383	0.348	3	383	0.261	3	383	0.609
17:00 - 18:00	3	383	0.261	3	383	0.174	3	383	0.435
18:00 - 19:00	3	383	0.348	3	383	0.435	3	383	0.783
19:00 - 20:00	3	383	0.000	3	383	0.087	3	383	0.087
20:00 - 21:00	3	383	0.000	3	383	0.000	3	383	0.000
21:00 - 22:00	3	383	0.000	3	383	0.000	3	383	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			2.610			2.610			5.220

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	0.357	1	280	0.357	1	280	0.714
07:00 - 08:00	3	383	7.398	3	383	6.789	3	383	14.187
08:00 - 09:00	3	383	10.444	3	383	9.138	3	383	19.582
09:00 - 10:00	3	383	6.353	3	383	6.614	3	383	12.967
10:00 - 11:00	3	383	7.746	3	383	6.789	3	383	14.535
11:00 - 12:00	3	383	9.835	3	383	9.748	3	383	19.583
12:00 - 13:00	3	383	11.662	3	383	10.705	3	383	22.367
13:00 - 14:00	3	383	6.963	3	383	7.137	3	383	14.100
14:00 - 15:00	3	383	8.355	3	383	7.833	3	383	16.188
15:00 - 16:00	3	383	13.229	3	383	14.186	3	383	27.415
16:00 - 17:00	3	383	13.403	3	383	12.185	3	383	25.588
17:00 - 18:00	3	383	14.883	3	383	13.838	3	383	28.721
18:00 - 19:00	3	383	14.883	3	383	16.362	3	383	31.245
19:00 - 20:00	3	383	9.922	3	383	10.966	3	383	20.888
20:00 - 21:00	3	383	5.048	3	383	6.179	3	383	11.227
21:00 - 22:00	3	383	2.959	3	383	3.307	3	383	6.266
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			146.212			145.758			291.970

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	1.071	1	280	1.071	1	280	2.142
07:00 - 08:00	3	383	1.915	3	383	1.305	3	383	3.220
08:00 - 09:00	3	383	2.698	3	383	2.611	3	383	5.309
09:00 - 10:00	3	383	2.263	3	383	1.915	3	383	4.178
10:00 - 11:00	3	383	3.307	3	383	2.698	3	383	6.005
11:00 - 12:00	3	383	3.829	3	383	3.220	3	383	7.049
12:00 - 13:00	3	383	4.700	3	383	4.874	3	383	9.574
13:00 - 14:00	3	383	4.874	3	383	5.396	3	383	10.270
14:00 - 15:00	3	383	3.481	3	383	3.742	3	383	7.223
15:00 - 16:00	3	383	7.311	3	383	6.440	3	383	13.751
16:00 - 17:00	3	383	5.309	3	383	5.135	3	383	10.444
17:00 - 18:00	3	383	4.178	3	383	4.352	3	383	8.530
18:00 - 19:00	3	383	6.266	3	383	6.963	3	383	13.229
19:00 - 20:00	3	383	3.220	3	383	4.526	3	383	7.746
20:00 - 21:00	3	383	2.176	3	383	2.176	3	383	4.352
21:00 - 22:00	3	383	1.218	3	383	1.654	3	383	2.872
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			57.816			58.078			115.894

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	0.000	1	280	0.000	1	280	0.000
07:00 - 08:00	3	383	0.087	3	383	0.435	3	383	0.522
08:00 - 09:00	3	383	0.000	3	383	0.174	3	383	0.174
09:00 - 10:00	3	383	0.087	3	383	0.261	3	383	0.348
10:00 - 11:00	3	383	0.087	3	383	0.000	3	383	0.087
11:00 - 12:00	3	383	0.348	3	383	0.087	3	383	0.435
12:00 - 13:00	3	383	0.174	3	383	0.087	3	383	0.261
13:00 - 14:00	3	383	0.522	3	383	0.348	3	383	0.870
14:00 - 15:00	3	383	0.348	3	383	0.087	3	383	0.435
15:00 - 16:00	3	383	0.174	3	383	0.174	3	383	0.348
16:00 - 17:00	3	383	0.261	3	383	0.087	3	383	0.348
17:00 - 18:00	3	383	0.435	3	383	0.087	3	383	0.522
18:00 - 19:00	3	383	0.261	3	383	0.087	3	383	0.348
19:00 - 20:00	3	383	0.000	3	383	0.000	3	383	0.000
20:00 - 21:00	3	383	0.000	3	383	0.000	3	383	0.000
21:00 - 22:00	3	383	0.000	3	383	0.000	3	383	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			2.784			1.914			4.698

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	280	1.429	1	280	1.429	1	280	2.858
07:00 - 08:00	3	383	9.574	3	383	8.790	3	383	18.364
08:00 - 09:00	3	383	13.925	3	383	12.707	3	383	26.632
09:00 - 10:00	3	383	8.964	3	383	8.877	3	383	17.841
10:00 - 11:00	3	383	11.488	3	383	9.835	3	383	21.323
11:00 - 12:00	3	383	14.012	3	383	13.142	3	383	27.154
12:00 - 13:00	3	383	16.623	3	383	15.666	3	383	32.289
13:00 - 14:00	3	383	12.359	3	383	12.968	3	383	25.327
14:00 - 15:00	3	383	12.185	3	383	11.662	3	383	23.847
15:00 - 16:00	3	383	20.714	3	383	20.801	3	383	41.515
16:00 - 17:00	3	383	19.321	3	383	17.668	3	383	36.989
17:00 - 18:00	3	383	19.756	3	383	18.451	3	383	38.207
18:00 - 19:00	3	383	21.758	3	383	23.847	3	383	45.605
19:00 - 20:00	3	383	13.142	3	383	15.579	3	383	28.721
20:00 - 21:00	3	383	7.224	3	383	8.355	3	383	15.579
21:00 - 22:00	3	383	4.178	3	383	4.961	3	383	9.139
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			209.424			208.363			417.787

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

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

Appendix 12

QS118EW - Families with dependent children

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population
units
area type
area name
rural urban

All families in households; All dependent children in households
Families and Persons
2011 super output areas - middle layer
E02006626 : Worthing 006
Total

Family Type	2011
All families in households	2,146
No dependent children in family	1,122
One dependent child in family aged 0 to 4	135
One dependent child in family aged 5 to 11	95
One dependent child in family aged 12 to 18	217
Two dependent children in family; youngest aged 0 to 4	151
Two dependent children in family; youngest aged 5 to 11	159
Two dependent children in family; youngest aged 12 to 18	76
Three or more dependent children in family; youngest aged 0 to 4	110
Three or more dependent children in family; youngest aged 5 to 11	70
Three or more dependent children in family; youngest aged 12 to 18	11

All households	2,146	100%
No dependents	1,122	52%
With dependents	1,024	48%

48% of households will have dependent children

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

number of households with dependents			222
1 child	447	44%	97
2 child	386	38%	84
3+ child	191	19%	41
Total	1,024	100%	222

Number of households by age						
0-4yr	396	39%	1 child	97	0-4yr	38
5-11yr	324	32%			5-11yr	31
12-18yr	304	30%			12-18yr	29
Total	1,024	100%				
			2 child	84	0-4yr	32
					5-11yr	27
					12-18yr	25
			3 child	41	0-4yr	16
					5-11yr	13
					12-18yr	12

19 nursery aged children

32 nursery aged children

24 nursery aged children

Number of children residing within the proposed development

75 children of nursery age on site

Appendix 13

Results

Data selections

Trip and selectors

Trip end by time period selectors

Select time period:

Weekday AM peak period (0700 - 0900)

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

*Defaulted results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Trip and type

- Production/Attraction
- Origin/Destination

Reset Selections

Car Driver Combined Modes

Area Description
Level
EG2006543

NTM Traffic Growth Calculations

1: Select NTH Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Arun 002 (EG2006543)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Primary
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figures

Results

Level	Area	Local Growth Figure
EG2006543	Arun 002	1.0398

All Purposes	Destination
	1.0253

Results

Data selections

Trip and selectors

Trip end by time period selectors

Select time period:

Weekday PM peak period (1600 - 1859)

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

*Delivered results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Trip and type

- Production/Attraction
- Origin/Destination

Reset Selections

Car Driver Combined Modes

Area Description
Level
002000543

NTM Traffic Growth Calculations

1: Select NTH Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Arun 002 (002000543)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Primary
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figures

Results

Level	Area	Local Growth Figure
002000543	Arun 002	1.0438

All Purposes	Destination
	1.017

Results

- Data selections
- Trip and selectors
- Trip end by time period selectors

- Select data type
- Growth factors
 - Future year minus base year
 - Base year data
 - Future year data

*Delisted results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Select time period:
 Weekday AM peak period (0700 - 0900)

Car Driver Combined Modes

- Trip and type
- Production/Attraction
 - Origin/Destination

Reset Selections

Area Description
Level
002000026

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2015
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Worthing 006 (002000026)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Primary
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figures

Results

Level	Area	Local Growth Figure
002000026	Worthing 006	1.0857

All Purposes	Destination
	2.0428

Results

- Data selections
- Trip and selectors
- Trip end by time period selectors

- Select data type
- Growth factors
 - Future year minus base year
 - Base year data
 - Future year data

*Delisted results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Select time period:
Weekday PM peak period (1600 - 1859)

Car Driver Combined Modes

- Trip and type
- Production/Attraction
 - Origin/Destination

Reset Selections

Area Description
Level
EG2006626

NTM Traffic Growth Calculations

1: Select NTH Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2015
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- Worthing 006 (EG2006626)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Primary
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figures

Results

Level	Area	Local Growth Figure
EG2006626	Worthing 006	1.0838

All Purposes	
	Destination
	1.0838

Results

Data selections

Trip and selectors

Trip end by time period selectors

Select time period:

Weekday AM peak period (0700 - 0900)

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

*Deflected results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Trip and type

- Production/Attraction
- Origin/Destination

Reset Selections

Car Driver Combined Modes

Area Description
Level
002000026

NTM Traffic Growth Calculations

1: Select NTH Dataset:

NTM Dataset Description	From	To
NTM AF 15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2035

2: Select Areas to make up the geographic region:

Worthing 006 (002000026)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Primary
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figures

Results

Level	Area	Local Growth Figure
002000026	Worthing 006	1.1565

All Purposes	Destination
	7.000

Results

Data selections

Trip and selectors

Trip end by time period selectors

Select time period:

Weekday PM peak period (1600 - 1859)

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

*Defaulted results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Trip and type

- Production/Attraction
- Origin/Destination

Reset Selections

Area Description
Level
002000026

NTH Traffic Growth Calculations

1: Select NTH Dataset:

NTH Dataset Description	From	To
NTH AF 15 Dataset	2010	2040
NTH AF09 Dataset	2003	2035
NTH AF08 Dataset	2003	2035

2: Select Areas to make up the geographic region:

Worthing 006 (002000026)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Primary
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figures

Results

Level	Area	Local Growth Figure
002000026	Worthing 006	1.1541

All Purposes	Destination
	2.0004

Appendix 14

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

place of work	Worthing 006	%	Route Assignment
Arun	001	11	0.6%
	002	23	1.3%
	003	9	0.5%
	004	30	1.7%
	005	25	1.4%
	006	16	0.9%
	007	24	1.3%
	008	30	1.7%
	009	15	0.8%
	010	11	0.6%
	011	27	1.5%
	012	2	0.1%
	014	1	0.1%
	015	4	0.2%
	016	1	0.1%
	017	5	0.3%
	Worthing	001	42
002		24	1.3%
003		76	4.2%
004		35	1.9%
005		88	4.9%
006		53	2.9%
007		46	2.6%
008		33	1.8%
009		61	3.4%
010		46	2.6%
011		288	16.0%
012		35	1.9%
013		88	4.9%
South East	Adur	119	6.6%
	Ashford	1	0.1%
	Basingstoke and Deane	2	0.1%
	Bracknell Forest	1	0.1%
	Brighton and Hove	94	5.2%
	Canterbury	1	0.1%
	Chichester	42	2.3%
	Crawley	70	3.9%
	East Hampshire	1	0.1%
	Eastbourne	1	0.1%
	Eastleigh	1	0.1%
	Elmbridge	1	0.1%
	Fareham	2	0.1%
	Gosport	3	0.2%
	Guildford	7	0.4%
	Hart	1	0.1%
	Havant	3	0.2%
	Horsham	133	7.4%
	Lewes	24	1.3%
	Maidstone	1	0.1%
	Mid Sussex	34	1.9%
	Mole Valley	8	0.4%
	New Forest	1	0.1%
	Oxford	1	0.1%
	Portsmouth	5	0.3%
	Reigate and Banstead	12	0.7%
	Runnymede	2	0.1%
	Rushmoor	1	0.1%
	Sevenoaks	4	0.2%
	South Bucks	1	0.1%
Tandridge	2	0.1%	
Tonbridge and Malling	1	0.1%	
Waverley	6	0.3%	
Winchester	3	0.2%	
Woking	2	0.1%	
East	14	0.8%	
East Midlands	4	0.2%	
London	29	1.6%	
North East	1	0.1%	
North West	3	0.2%	
South West	4	0.2%	
West Midlands	2	0.1%	
Total	1,797	100.0%	

Titnore Lane / A27 (W)	225	12%
Titnore Lane / A280 (N)	164	9%
Titnore Lane / A280 (W)	13	1%
Roundstone	155	9%
Goring Way (W)	30	2%
A259 (E)	551	31%
A2032 (E)	596	33%
The Strand	38	2%
Titnore Lane only	26.5	1%
	1797	100%

600 units			
AM	Arrivals	0.129	77
	Departures	0.570	342
	Two-Way	0.699	419
PM	Arrivals	0.368	221
	Departures	0.170	102
	Two-Way	0.538	323

		AM			PM		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Titnore Lane / A27 (W)	12%	10	43	52	28	13	40
Titnore Lane / A280 (N)	9%	7	31	38	20	9	29
Titnore Lane / A280 (W)	1%	1	2	3	2	1	2
Roundstone / B2140	9%	7	30	36	19	9	28
Goring Way (W)	2%	1	6	7	4	2	5
A259 (E)	31%	24	105	129	68	31	99
A2032 (E)	33%	26	113	139	73	34	107
The Strand	2%	2	7	9	5	2	7
Titnore Lane only	1%	1	5	6	3	2	5
	100%	77	342	419	221	102	323