

Stuart Choak

From: Ian.Gledhill@westsussex.gov.uk
Sent: 03 July 2013 14:44
To: Stuart Choak
Subject: Re: Fw: TA Scoping Request - Washington Sandpit, Hampers Lane, Storrington

Stuart, further to Dominic's email, I would confirm that WSCC do have a number of permanent ATCs around Storrington. These collect data hourly. Whilst these are not directly outside the above site, if the purpose of your proposed ATCs is purely to determine existing traffic flows you may wish to consider using this data instead. The closest count site is on the A283 to the east of the A283/Georges Lane junction. There is another on the A283 to the west of the A283/Chanry Lane junction. Appropriate contacts at WSCC to obtain this data would be John Robertson or Colin Gasson. Their email addresses would follow the same format as mine.

If you do wish to undertake surveys, I would confirm that the locations suggested in principle appear acceptable to determine traffic flows and for capacity assessments. The use of this data for other purposes, such as the design of access improvements, would need to be agreed separately to ensure the data is suitable. Please inform the contractor who is appointed to undertake the counts that they must inform WSCC (either John or Colin) before placing any equipment within the highway. Hampers Lane is also a private road. WSCC could not give permission to place equipment along here.

WSCC do also operate a pre application charging policy. As such if you do wish to discuss further aspects of the TA, it may be that a charge would be sought. This proposal does not necessarily fit within the existing thresholds however, these being based more upon the number of proposed dwellings or proposed floor areas. I'd suggest that a formal application and supporting documentation is though submitted to the preappadvice@westsussex.gov.uk address. Once WSCC are in receipt of this, a charge can be agreed.

I hope this assists.

Kind regards

Ian Gledhill

[Ian Gledhill](#) | Planner - County Highways, [West Sussex County Council](#) | Location: 2nd Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 56846 | External: 01243 756846 | E-mail: ian.gledhill@westsussex.gov.uk

Think sustainably. Do you have to print? Can you double side? Do you need colour?

Dominic Smith/SU/WSCC

To Ian Gledhill/SU/WSCC@WSCC

cc

03/07/2013 13:32

Subject Fw: TA Scoping Request - Washington Sandpit, Hampers Lane, Storrington

Ian - as discussed; urgency required on survey feedback due to impending school hols.

Thanks,

Dom

[Dominic Smith](#) | Planner, Strategic Planning, [West Sussex County Council](#) | Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH
Internal: 53597 | External: +44 (0) 1243 753597 | E-mail: dominic.smith@westsussex.gov.uk

Think sustainably. Do you have to print? Can you double side? Do you need colour?
----- Forwarded by Dominic Smith/SU/WSCC on 03/07/2013 13:30 -----

"Stuart Choak" <schoak@slrconsulting.com>

To "dominic.smith@westsussex.gov.uk" <dominic.smith@westsussex.gov.uk>
cc

03/07/2013 12:32

Subject TA Scoping Request - Washington Sandpit, Hampers Lane, Storrington

Dominic,

Many thanks for taking my earlier call regarding the above. As discussed, we have been appointed to prepare a transport assessment as a Chapter to an Environmental Statement covering the infill of the existing void within circa 309,000m³ of inert waste material, over a 5 year period. This equates to an average daily trip generation of 25 trips (50 two-way). In advance of this, however, will be a Transport Statement (we believe) to accompany a Section 73 planning application seeking the continuation of the existing operations by a further two years. See attached your Authority's pre-app scoping response for information.

We are naturally keen to discuss with you the likely parameters for each assessment but the urgent thing at the moment is to agree the scope of traffic data needed, given the looming school holiday period. Our thoughts are to commission 2x ATCs to capture 7 days volumes and speeds on Hamper's Lane and on the A283 (east of the junction – as all traffic heads to the A24). This would be supplemented by a peak period (7am-10am and 4pm-7pm) manual count of the A283/Hampers Lane junction to enable capacity assessment if required. The ATCs are required to satisfy the requirements of EIA by providing an assessment of relative impact throughout the day.

Perhaps you could confirm that this would be acceptable, in light of the temporary nature and relatively small traffic effect of the proposals? Naturally, we wish to commission the surveys next week so your prompt reply would be appreciated.

It may be best to open up discussions on any other parameters you would like to be seen in the report next week or so, but the obvious other issue concerns cumulative impacts and it may be worthwhile considering if there are any committed developments in the area that may have a material effect on the baseline traffic flows throughout the life of the project.

Naturally, please do not hesitate to contact me should you have any queries. My details are contained at the footer of this email.

Kind Regards

Stuart Choak

MSc, CMILT, MCIHT



Stuart Choak
Principal
SLR Consulting Ltd

Email: schoak@slrconsulting.com
Mob: +44 7825 638 887
Tel: +44 117 9064280
Fax: +44 117 3179535

Langford Lodge, 109 Pembroke Road, Clifton, Bristol, BS8 3EU, United Kingdom

www.slrconsulting.com



Confidentiality Notice and Disclaimer

This communication and any attachment(s) contains information which is confidential and may also be legally privileged. It is intended for the exclusive use of the recipient(s) to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you have received this communication in error please email us by return mail and then delete the email from your system together with any copies of it. Please note that you are not permitted to print, copy, disclose or use part or all of the content in any way.

Emails and any information transmitted thereunder may be intercepted, corrupted or delayed. As a result, SLR does not accept any responsibility for any errors or omissions howsoever caused and SLR accepts no responsibility for changes made to this email or any attachment after transmission from SLR. Whilst all reasonable endeavours are taken by SLR to screen all emails for known viruses, SLR cannot guarantee that any transmission will be virus free.

Any views or opinions are solely those of the author and do not necessarily represent those of SLR Management Ltd, or any of its subsidiaries, unless specifically stated.

SLR Consulting Limited, Registered Office: 7 Wornal Park, Worminghall, Aylesbury, Bucks, HP18 9PH Registered in England and Wales No: 3880506

As a recipient of this e mail from SLR, we may wish to e mail you from time to time updates on SLRs services and activities. Should you not wish to receive e mail updates please press 'Unsubscribe' Many thanks[attachment "CP13011SR - Pre-App response letter.pdf" deleted by Ian Gledhill/SU/WSCC]

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

--

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

Stuart Choak

From: Matthew.Bartle@westsussex.gov.uk
Sent: 28 August 2013 15:02
To: Stuart Choak
Subject: Transport/Highways Scoping Request - Washington Sandpit, Hampers Lane, Storrington
Attachments: General Arrangement RMC Workshops S278.pdf

Dear Stuart

Thank you for your emails on this subject and I am sorry for the delay in replying. I have included some comments below (in blue) on the information you gave and hope that these are helpful. There is strongly-expressed local concern about any development locally and opinions on traffic and road safety are often used to express this. If your client is not already in touch with them it may be worth ensuring that Washington Parish Council and Heath Common Residents Association are kept informed of progress on the proposals. The Parish Council's contact details are: Clerk: Rebecca Luckin
Tel: 01903 893548 / Email: clerk@washingtonparish.org.uk.

Section 73 Planning Application (Continuation of Existing Operations)

- Study area network to include the site access onto the A283-Storrington Road and the A24 Interchange. This reflects the fact that all goods vehicle movements occur to/from the east. The A24 interchange shall be considered in the context of its geometry and safety performance only. The development trip generation shall be shown at the junction but no capacity analysis undertaken.

This would be acceptable.

- Review of the geometry of the study area highway network to determine its suitability to accommodate the continued use by development traffic (particularly hgv's).

This approach is accepted.

- Review of accidents that have occurred on the study area highway network over the most recent 5-year period, to determine if there is a pattern or frequency of accidents that might be suggestive of a deficiency in the highway network that is leading to an unacceptable safety risk.

This would be welcomed.

- First principles calculation of the trip generation of the existing facility based on the annual output, typical vehicle payloads, operating days and working hours.

This would be welcomed, particularly if based on real data.

- The resultant trip generation shall be compared to a traffic flows on the A283-Storrington Road which have been growthed (using TEMPRO) to 2016 (the final year of extended operations), and the relative effect considered. The effects shall have due regard to the "Guidelines for the Environmental Assessment of Road Traffic" (Institute of Environmental Assessment).

This approach is accepted.

- Capacity analysis of the site access junction using PICADY shall be undertaken with the primary purpose of identifying the extent of any delay to westbound traffic on the A283.

This proposal is accepted.

It would be helpful if the operation of the junction in relation to traffic from Hampers Lane itself could be examined. There is local concern about conflicting traffic movements at the junction and any proposals to formalise HGV exits from the Sandpit site

eg by some form of traffic control in relation to Hampers Lane would be welcomed.

The approved development of 70 dwellings at the RMC Workshops site to the east of the Sandpit site brings with it alterations to the road layout on the A283. A plan is attached showing a submitted S278 plan, although this is not necessarily the exact layout which will result from the S278 works.

Environmental Impact Assessment (Infilling of the Void)

- As above but with minor alterations listed below.

Accepted.

- Surveyed traffic flows shall be growthed to represent the year of opening (2016) and the anticipated final year of infilling (2021) using TEMPRO growth factors.

This proposal is accepted.

- The baseline traffic flows shall comprise any developments that have the benefit of planning permission and which have the potential to materially alter the pattern of traffic on the study highway network. We would ask that the Highway Authority advise us of any such developments.

The only current development likely to impact on the adjacent road is the RMC Workshops housing development, planning ref Horsham District Council DC/1457/10. Full details are available via the HDC website. There are two housing developments in Storrington, one of which has been refused and is being appealed and one which has not yet been determined. These are not of a scale which will impact materially on the A283.

- The non-car travel opportunities shall be considered in the context of what might be considered adequate for the scale and nature of the proposed development.

This approach is accepted.

Please note that I have sent a copy of this response to the two County Councillors covering this locality for their information and have emphasised that confidentiality must be respected.

Kind regards

Matthew Bartle

| |
|---|
| <p>Matthew Bartle Senior Planner, Communities Commissioning, West Sussex County Council Location: Second Floor, Northleigh, County Hall, Chichester PO19 1RH Internal: 77113 External: +44 (0) 1243 777113 E-mail: matthew.bartle@westsussex.gov.uk</p> |
|---|

--

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

Virtual Week (1)

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 50 | JPSL% 50 | JSL1 57 ACPO | JSL1% 57 ACPO | JSL2 65 DFT | JSL2% 65 DFT |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|--------------|---------------|-------------|--------------|
| Mon | 10243 | 125 | 9152 | 89 | 729 | 25 | 46 | 10 | 22 | 21 | 24 | | Mon | 78 | 106 | 102 | 131 | 231 | 650 | 2432 | 3802 | 2025 | 633 | 45 | 7 | 1 | 0 | 41 | 47 | 686 | 6.7 | 105 | 1 | 27 | 0.3 |
| Tue | 10154 | 134 | 9096 | 89 | 691 | 42 | 44 | 10 | 22 | 8 | 18 | | Tue | 16 | 24 | 33 | 58 | 219 | 742 | 2368 | 3876 | 2067 | 700 | 46 | 4 | 1 | 0 | 41.9 | 47.4 | 751 | 7.4 | 105 | 1 | 17 | 0.2 |
| Wed | 10675 | 152 | 9499 | 89 | 777 | 38 | 56 | 7 | 18 | 15 | 24 | | Wed | 2 | 30 | 90 | 166 | 244 | 794 | 2585 | 4008 | 2054 | 649 | 42 | 9 | 2 | 0 | 41.4 | 47 | 702 | 6.6 | 109 | 1 | 25 | 0.2 |
| Thu | 11160 | 151 | 9979 | 115 | 762 | 37 | 53 | 9 | 18 | 13 | 23 | | Thu | 15 | 22 | 73 | 105 | 303 | 998 | 3076 | 3937 | 1989 | 578 | 56 | 5 | 3 | 0 | 40.9 | 46.5 | 642 | 5.8 | 117 | 1 | 19 | 0.2 |
| Fri | 11371 | 172 | 10219 | 96 | 723 | 34 | 52 | 6 | 24 | 23 | 22 | | Fri | 22 | 40 | 102 | 246 | 316 | 854 | 2681 | 4209 | 2155 | 686 | 48 | 10 | 2 | 0 | 41 | 47 | 746 | 6.6 | 106 | 0.9 | 19 | 0.2 |
| Sat | 8549 | 188 | 7919 | 97 | 282 | 14 | 24 | 6 | 8 | 5 | 6 | | Sat | 1 | 16 | 47 | 81 | 156 | 566 | 1966 | 3152 | 1843 | 666 | 45 | 7 | 2 | 1 | 42.1 | 47.9 | 721 | 8.4 | 118 | 1.4 | 26 | 0.3 |
| Sun | 8119 | 272 | 7476 | 116 | 206 | 7 | 25 | 3 | 3 | 5 | 6 | | Sun | 1 | 6 | 8 | 38 | 115 | 437 | 1706 | 3281 | 1825 | 618 | 65 | 12 | 7 | 0 | 42.8 | 47.9 | 702 | 8.6 | 147 | 1.8 | 37 | 0.5 |
| -- | 70271 | 1194 | 63340 | 691 | 4170 | 197 | 300 | 51 | 115 | 90 | 123 | -- | -- | 135 | 244 | 455 | 825 | 1584 | 5041 | 16814 | 26265 | 13958 | 4530 | 347 | 54 | 18 | 1 | 41.5 | 47.2 | 4950 | 7 | 807 | 1.1 | 170 | 0.2 |

Grand Total

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 50 | JPSL% 50 | JSL1 57 ACPO | JSL1% 57 ACPO | JSL2 65 DFT | JSL2% 65 DFT |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|--------------|---------------|-------------|--------------|
| -- | 70271 | 1194 | 63340 | 691 | 4170 | 197 | 300 | 51 | 115 | 90 | 123 | -- | -- | 135 | 244 | 455 | 825 | 1584 | 5041 | 16814 | 26265 | 13958 | 4530 | 347 | 54 | 18 | 1 | 41.5 | 47.2 | 4950 | 7 | 807 | 1.1 | 170 | 0.2 |

Virtual Week (1)

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 | Vbin 10 | Vbin 15 | Vbin 20 | Vbin 25 | Vbin 30 | Vbin 35 | Vbin 40 | Vbin 45 | Vbin 50 | Vbin 60 | Vbin 70 | Vbin 80 | Vbin 90 | Vbin 100 | Mean | Vpp 85 | JPSL 50 | JPSL% 50 | JSL1 57 | JSL1% 57 | JSL2 65 | JSL2% 65 |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|------|--------|---------|----------|---------|----------|---------|----------|
| Mon | 10074 | 130 | 8989 | 87 | 716 | 18 | 47 | 13 | 24 | 21 | 29 | | Mon | 9 | 23 | 109 | 114 | 150 | 248 | 1114 | 3282 | 3437 | 1474 | 105 | 9 | 0 | 0 | 44.5 | 50.1 | 1588 | 15.8 | 243 | 2.4 | 28 | 0.3 | |
| Tue | 10171 | 140 | 9083 | 69 | 741 | 21 | 46 | 9 | 24 | 11 | 27 | | Tue | 52 | 57 | 72 | 124 | 175 | 302 | 1114 | 3369 | 3264 | 1510 | 118 | 11 | 3 | 0 | 44.2 | 50.1 | 1642 | 16.1 | 261 | 2.6 | 42 | 0.4 | |
| Wed | 10566 | 152 | 9427 | 75 | 773 | 29 | 41 | 5 | 21 | 12 | 31 | | Wed | 7 | 48 | 56 | 85 | 224 | 375 | 1458 | 3718 | 3102 | 1378 | 106 | 8 | 1 | 0 | 43.8 | 49.7 | 1493 | 14.1 | 217 | 2.1 | 30 | 0.3 | |
| Thu | 11321 | 137 | 10120 | 90 | 812 | 39 | 45 | 7 | 25 | 18 | 28 | | Thu | 167 | 173 | 136 | 205 | 283 | 433 | 1472 | 3716 | 3315 | 1313 | 97 | 9 | 2 | 0 | 42.4 | 49.2 | 1421 | 12.6 | 234 | 2.1 | 35 | 0.3 | |
| Fri | 11575 | 154 | 10377 | 113 | 783 | 29 | 46 | 8 | 19 | 16 | 30 | | Fri | 270 | 292 | 229 | 274 | 359 | 489 | 1418 | 3407 | 3313 | 1407 | 102 | 12 | 2 | 1 | 41.5 | 49.4 | 1524 | 13.2 | 215 | 1.9 | 38 | 0.3 | |
| ISat | 8955 | 151 | 8310 | 86 | 317 | 12 | 15 | 6 | 6 | 3 | 9 | | ISat | 0 | 4 | 28 | 63 | 109 | 286 | 980 | 2894 | 3084 | 1411 | 90 | 4 | 1 | 1 | 44.9 | 50.3 | 1507 | 16.8 | 212 | 2.4 | 31 | 0.3 | |
| ISun | 7916 | 259 | 7297 | 101 | 207 | 4 | 17 | 8 | 16 | 3 | 4 | | ISun | 0 | 18 | 36 | 44 | 80 | 212 | 835 | 2360 | 2756 | 1459 | 100 | 11 | 4 | 1 | 45.4 | 51 | 1575 | 19.9 | 257 | 3.2 | 39 | 0.5 | |
| -- | 70578 | 1163 | 63603 | 621 | 4349 | 152 | 257 | 56 | 135 | 84 | 158 | | -- | 505 | 615 | 666 | 909 | 1380 | 2345 | 8391 | 22746 | 22271 | 9952 | 718 | 64 | 13 | 3 | 43.7 | 49.9 | 10750 | 15.2 | 1639 | 2.3 | 243 | 0.3 | |

Grand Total

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 | Vbin 10 | Vbin 15 | Vbin 20 | Vbin 25 | Vbin 30 | Vbin 35 | Vbin 40 | Vbin 45 | Vbin 50 | Vbin 60 | Vbin 70 | Vbin 80 | Vbin 90 | Vbin 100 | Mean | Vpp 85 | JPSL 50 | JPSL% 50 | JSL1 57 | JSL1% 57 | JSL2 65 | JSL2% 65 |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|------|--------|---------|----------|---------|----------|---------|----------|
| -- | 70578 | 1163 | 63603 | 621 | 4349 | 152 | 257 | 56 | 135 | 84 | 158 | | -- | 505 | 615 | 666 | 909 | 1380 | 2345 | 8391 | 22746 | 22271 | 9952 | 718 | 64 | 13 | 3 | 43.7 | 49.9 | 10750 | 15.2 | 1639 | 2.3 | 243 | 0.3 | |

Advanced Transport Research

Hampers Lane/Washington Road

Site Plan

Job Number & Name:

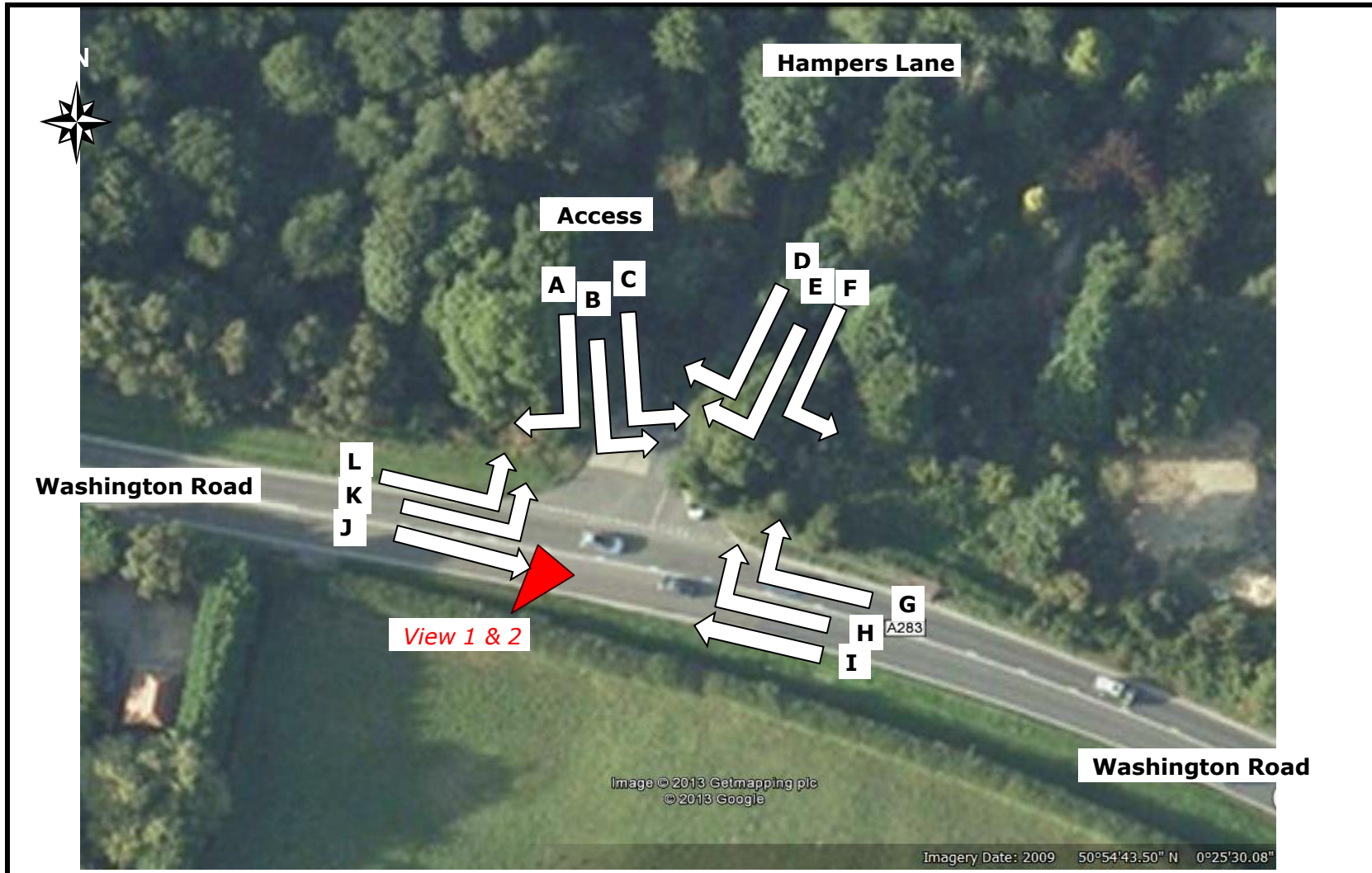
4411 Hampers Lane

Client:

SLR Consulting

Date:

Tuesday 09 Jul 2013



| Times | Movement A | | | | | | | Movement B | | | | | | | Movement C | | | | | | | |
|---------------------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Times | Movement A | | | | | | | Movement B | | | | | | | Movement C | | | | | | | |
|---------------------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Times | Movement D | | | | | | | Movement E | | | | | | | Movement F | | | | | | | |
|---------------------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

| Times | Movement D | | | | | | | Movement E | | | | | | | Movement F | | | | | | |
|---------------------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|-----------|------------|----------|----------|----------|----------|----------|-----|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 1 | |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 - 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 2 | 0 | |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 26 | 6 | 0 | 0 | 0 | 2 | 0 | |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | |

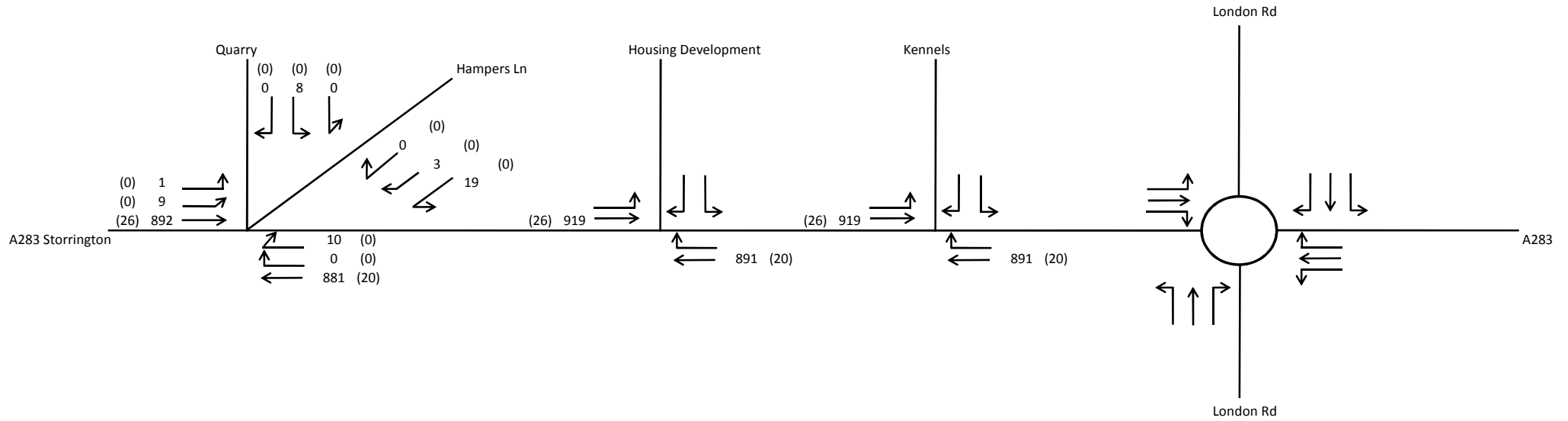
| Times | Movement G | | | | | | | Movement H | | | | | | | Movement I | | | | | | |
|---------------------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|------------|------------|-----------|-----------|----------|-----------|----------|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc |
| 07:00 - 07:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 28 | 3 | 2 | 5 | 1 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 29 | 7 | 2 | 0 | 7 | 0 |
| 07:30 - 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 44 | 7 | 0 | 1 | 5 | 0 |
| 07:45 - 08:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 44 | 7 | 0 | 2 | 3 | 0 |
| Hourly Total | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 562 | 145 | 24 | 4 | 8 | 16 | 0 |
| 08:00 - 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 39 | 1 | 1 | 1 | 5 | 1 |
| 08:15 - 08:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 48 | 2 | 1 | 0 | 4 | 1 |
| 08:30 - 08:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 25 | 5 | 3 | 1 | 1 | 0 |
| 08:45 - 09:00 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 33 | 7 | 3 | 1 | 2 | 0 |
| Hourly Total | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 646 | 145 | 15 | 0 | 3 | 12 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 28 | 10 | 2 | 0 | 1 | 0 |
| 09:15 - 09:30 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 20 | 4 | 4 | 2 | 1 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 15 | 2 | 1 | 1 | 0 | 0 |
| 09:45 - 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 18 | 4 | 3 | 2 | 1 | 0 |
| Hourly Total | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 | 81 | 20 | 0 | 5 | 3 | 0 |
| 10:00 - 10:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 20 | 2 | 2 | 1 | 3 | 0 |
| 10:15 - 10:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 16 | 0 | 6 | 1 | 0 | 0 |
| 10:30 - 10:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 4 | 4 | 4 | 2 | 2 | 0 |
| 10:45 - 11:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 5 | 7 | 1 | 1 | 1 | 1 |
| Hourly Total | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 519 | 45 | 13 | 13 | 5 | 6 | 1 |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 6 | 9 | 3 | 1 | 1 | 0 |
| 11:15 - 11:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 14 | 2 | 5 | 1 | 2 | 0 |
| 11:30 - 11:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 13 | 2 | 3 | 1 | 2 | 0 |
| 11:45 - 12:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 8 | 7 | 2 | 2 | 0 | 0 |
| Hourly Total | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 521 | 41 | 20 | 13 | 5 | 5 | 0 |
| 12:00 - 12:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 13 | 3 | 2 | 1 | 3 | 0 |
| 12:15 - 12:30 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 2 | 7 | 2 | 1 | 1 | 0 |
| 12:30 - 12:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 11 | 9 | 1 | 1 | 0 | 1 |
| 12:45 - 13:00 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 11 | 0 | 2 | 2 | 1 | 0 |
| Hourly Total | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 573 | 37 | 19 | 7 | 5 | 5 | 1 |

| Times | Movement G | | | | | | | Movement H | | | | | | | Movement I | | | | | | |
|---------------------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|------------|------------|-----------|-----------|----------|-----------|----------|-----|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc |
| 13:00 - 13:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 14 | 0 | 4 | 1 | 3 | 0 | |
| 13:15 - 13:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 7 | 6 | 3 | 0 | 1 | 0 | |
| 13:30 - 13:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 8 | 6 | 1 | 1 | 2 | 0 | |
| 13:45 - 14:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 9 | 0 | 3 | 2 | 2 | 0 | |
| Hourly Total | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558 | 38 | 12 | 11 | 4 | 8 | 0 | |
| 14:00 - 14:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 3 | 7 | 6 | 1 | 7 | 0 | |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 7 | 9 | 3 | 1 | 1 | 0 | |
| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 6 | 8 | 4 | 1 | 1 | 0 | |
| 14:45 - 15:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 21 | 2 | 3 | 0 | 3 | 0 | |
| Hourly Total | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 | 37 | 26 | 16 | 3 | 12 | 0 | |
| 15:00 - 15:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 10 | 0 | 4 | 2 | 1 | 0 | |
| 15:15 - 15:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 5 | 9 | 1 | 1 | 3 | 0 | |
| 15:30 - 15:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 18 | 2 | 3 | 1 | 1 | 1 | |
| 15:45 - 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 10 | 6 | 1 | 1 | 1 | 0 | |
| Hourly Total | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 43 | 17 | 0 | 5 | 6 | 0 | |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 25 | 5 | 3 | 0 | 2 | 0 | |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 42 | 5 | 4 | 1 | 4 | 0 | |
| 16:30 - 16:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 40 | 2 | 1 | 2 | 5 | 0 | |
| 16:45 - 17:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 31 | 2 | 2 | 1 | 2 | 0 | |
| Hourly Total | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 653 | 138 | 14 | 10 | 4 | 13 | 0 | |
| 17:00 - 17:15 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 26 | 0 | 1 | 0 | 3 | 0 | |
| 17:15 - 17:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 33 | 0 | 2 | 1 | 1 | 0 | |
| 17:30 - 17:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 28 | 1 | 1 | 1 | 6 | 0 | |
| 17:45 - 18:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 13 | 1 | 1 | 2 | 5 | 0 | |
| Hourly Total | 45 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 634 | 100 | 2 | 0 | 4 | 15 | 0 | |
| 18:00 - 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 24 | 0 | 1 | 0 | 1 | 1 | |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 13 | 0 | 3 | 1 | 0 | 0 | |
| 18:30 - 18:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 12 | 1 | 0 | 1 | 4 | 1 | |
| 18:45 - 19:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 6 | 0 | 0 | 1 | 1 | 0 | |
| Hourly Total | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 55 | 1 | 4 | 3 | 6 | 2 | |

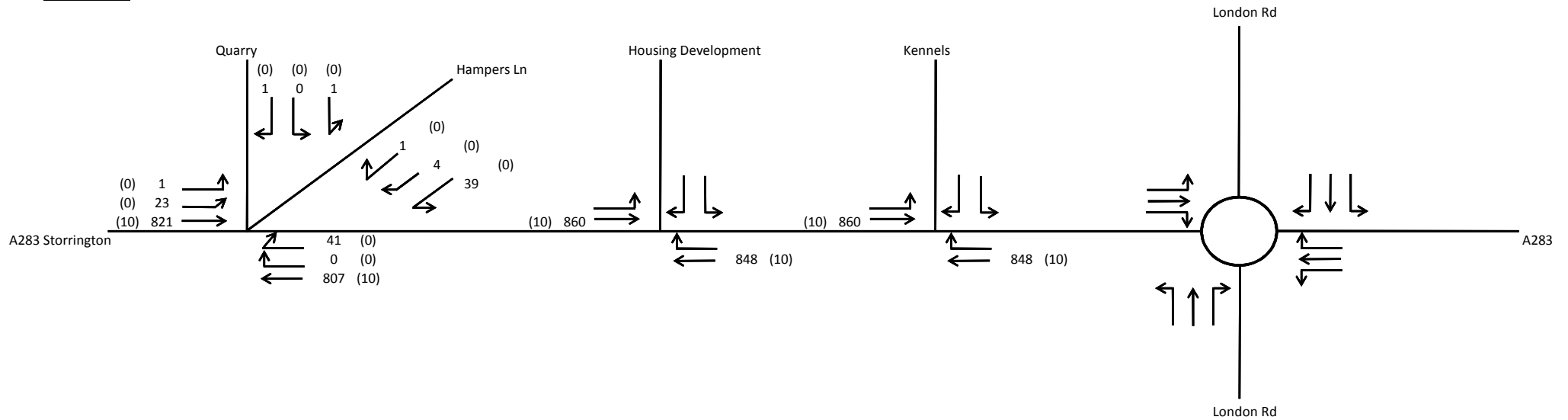
| Times | Movement J | | | | | | | Movement K | | | | | | | Movement L | | | | | | | |
|---------------------|------------|------------|-----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | |
| 07:00 - 07:15 | 103 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 - 07:30 | 151 | 36 | 6 | 2 | 1 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 - 07:45 | 170 | 25 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 - 08:00 | 179 | 38 | 5 | 2 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 603 | 153 | 19 | 4 | 3 | 9 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 204 | 28 | 1 | 3 | 1 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 - 08:30 | 170 | 21 | 3 | 2 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 - 08:45 | 189 | 21 | 8 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 - 09:00 | 139 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 702 | 90 | 16 | 8 | 8 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 160 | 18 | 5 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 - 09:30 | 133 | 21 | 1 | 1 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 - 09:45 | 135 | 28 | 3 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 - 10:00 | 124 | 12 | 4 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 552 | 79 | 13 | 7 | 3 | 4 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 138 | 9 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 130 | 10 | 4 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 104 | 13 | 3 | 2 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 125 | 6 | 1 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 497 | 38 | 11 | 4 | 2 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 113 | 7 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 130 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 123 | 6 | 0 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 100 | 7 | 3 | 2 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 466 | 31 | 9 | 9 | 3 | 4 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 154 | 8 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 120 | 10 | 1 | 2 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 148 | 15 | 4 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 114 | 11 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 536 | 44 | 11 | 3 | 2 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Times | Movement J | | | | | | | Movement K | | | | | | | Movement L | | | | | | | |
|---------------------|------------|------------|-----------|----------|----------|-----------|----------|------------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|
| | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | Cars | LGV | OGV1 | OGV2 | PSV | M/B | Cyc | |
| 13:00 - 13:15 | 134 | 15 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 151 | 10 | 4 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 108 | 11 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 113 | 14 | 1 | 2 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 506 | 50 | 7 | 3 | 2 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 127 | 13 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 125 | 10 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 128 | 5 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 136 | 15 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 516 | 43 | 8 | 6 | 3 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 155 | 15 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 137 | 10 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 132 | 19 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 200 | 18 | 3 | 2 | 0 | 3 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 624 | 62 | 5 | 6 | 4 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 153 | 35 | 6 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 144 | 43 | 5 | 1 | 4 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 150 | 40 | 3 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 136 | 38 | 2 | 3 | 1 | 5 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 583 | 156 | 16 | 4 | 5 | 14 | 1 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 163 | 44 | 2 | 0 | 2 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 193 | 22 | 0 | 0 | 2 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 179 | 24 | 2 | 0 | 1 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 161 | 20 | 3 | 2 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 696 | 110 | 7 | 2 | 6 | 26 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 203 | 23 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 150 | 24 | 5 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 138 | 19 | 3 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 109 | 16 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 600 | 82 | 9 | 0 | 3 | 15 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

AM Peak Hour



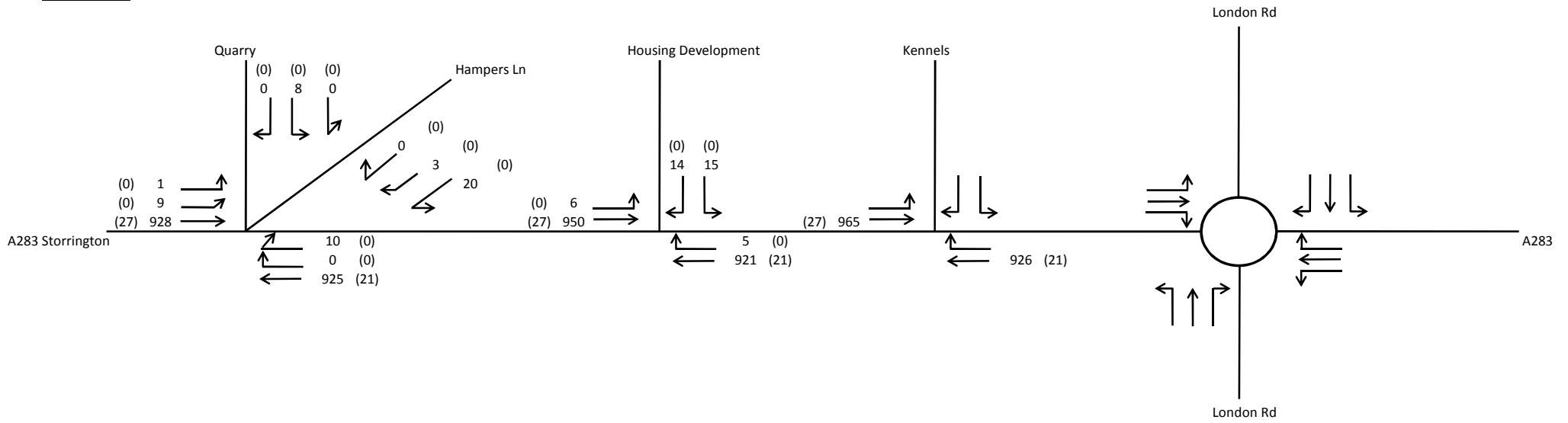
PM Peak Hour



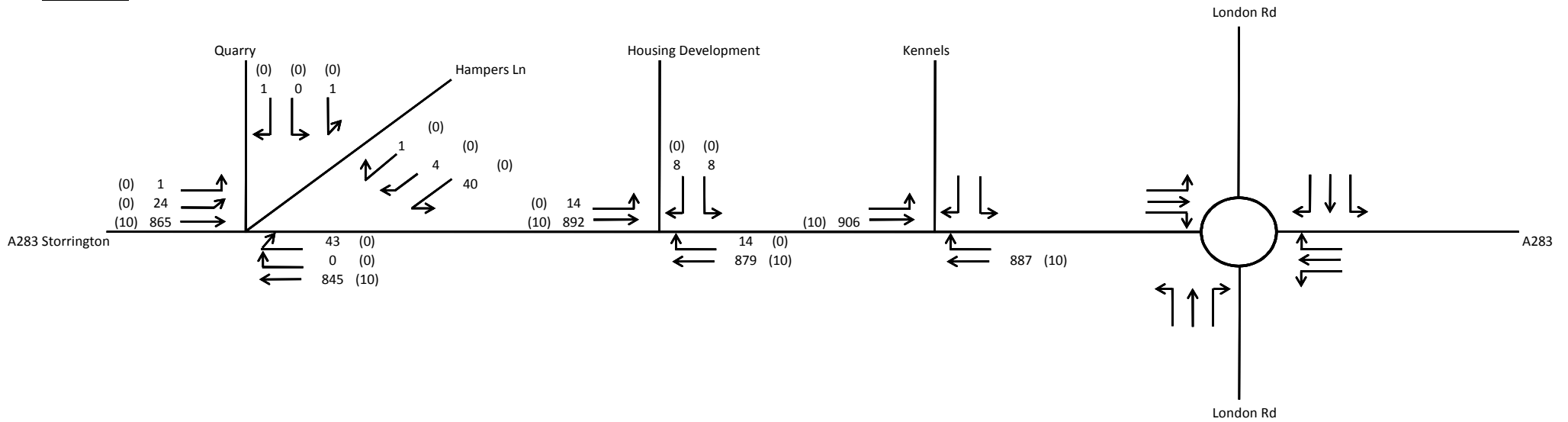
**PROPOSED QUARRY OPERATION EXTENSION:
WASHINGTON SANDPIT, HAMPERS LANE, SULLINGTON, WEST SUSSEX**
2013 OBSERVED TRAFFIC FLOWS



AM Peak Hour



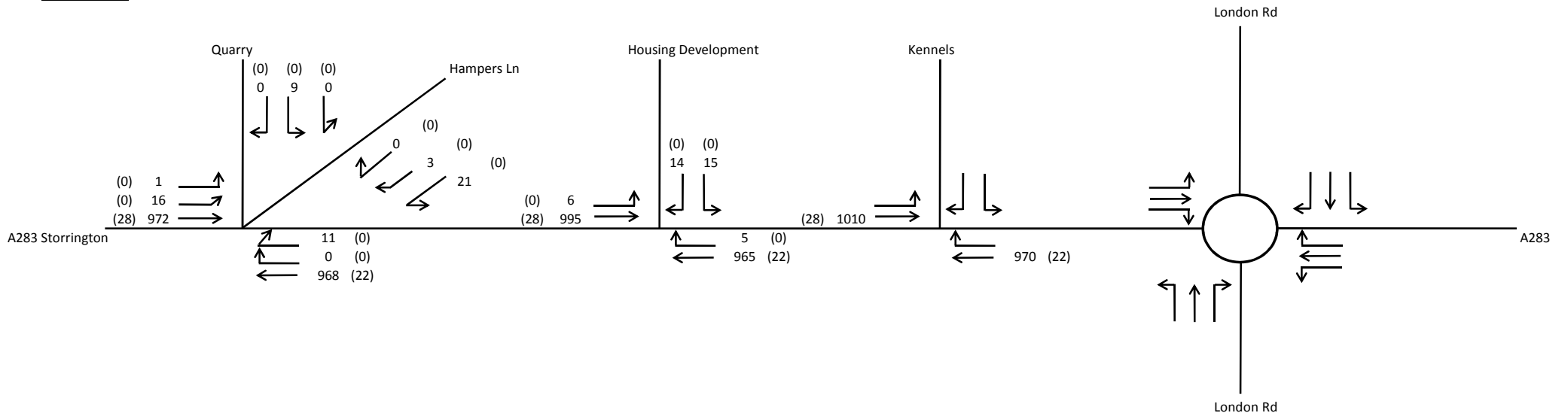
PM Peak Hour



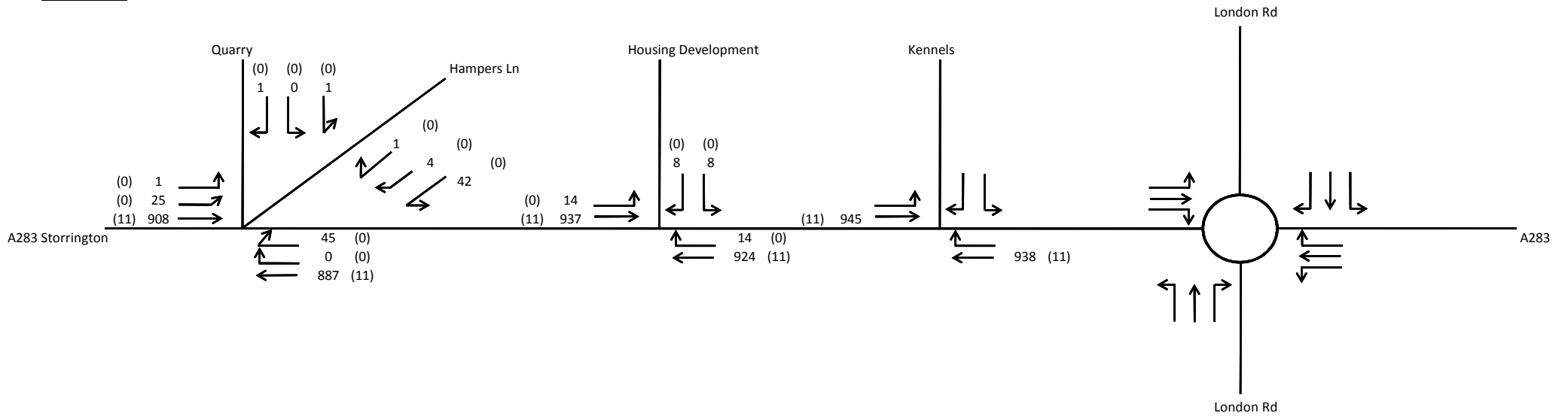
**PROPOSED QUARRY OPERATION EXTENSION:
WASHINGTON SANDPIT, HAMBERS LANE, SULLINGTON, WEST SUSSEX
2015 BASELINE TRAFFIC FLOWS**



AM Peak Hour



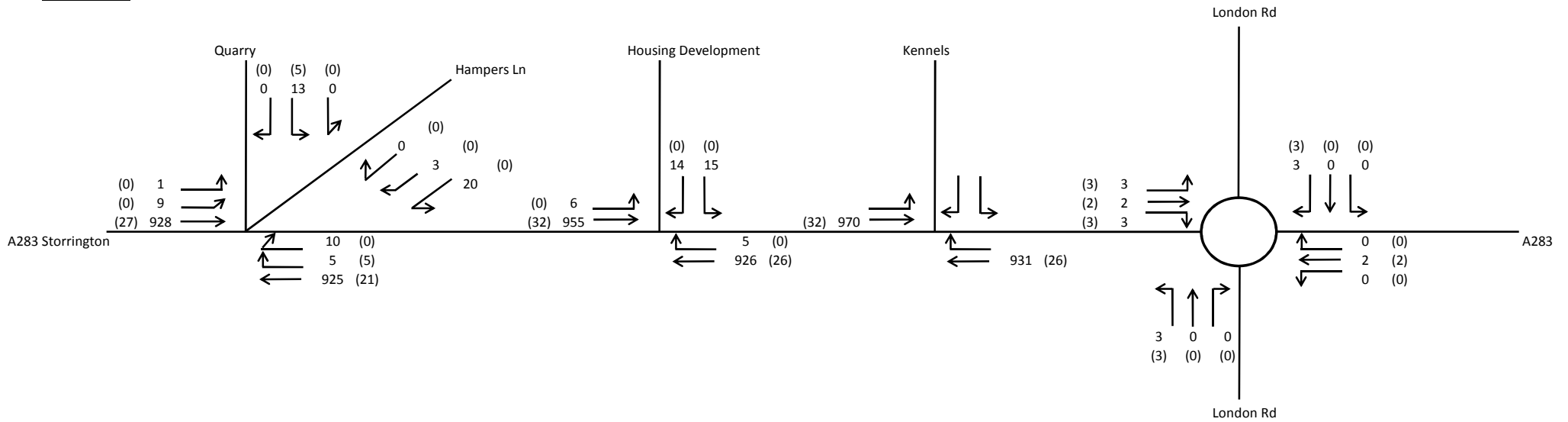
PM Peak Hour



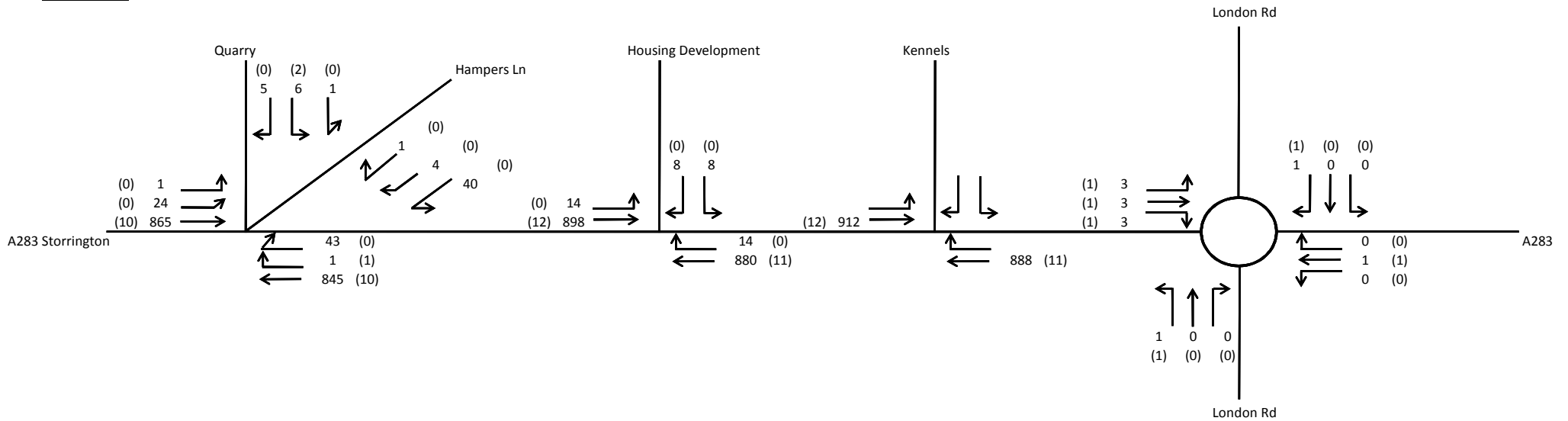
**PROPOSED QUARRY OPERATION EXTENSION:
WASHINGTON SANDPIT, HAMPERS LANE, SULLINGTON, WEST SUSSEX
2019 BASELINE TRAFFIC FLOWS**



AM Peak Hour



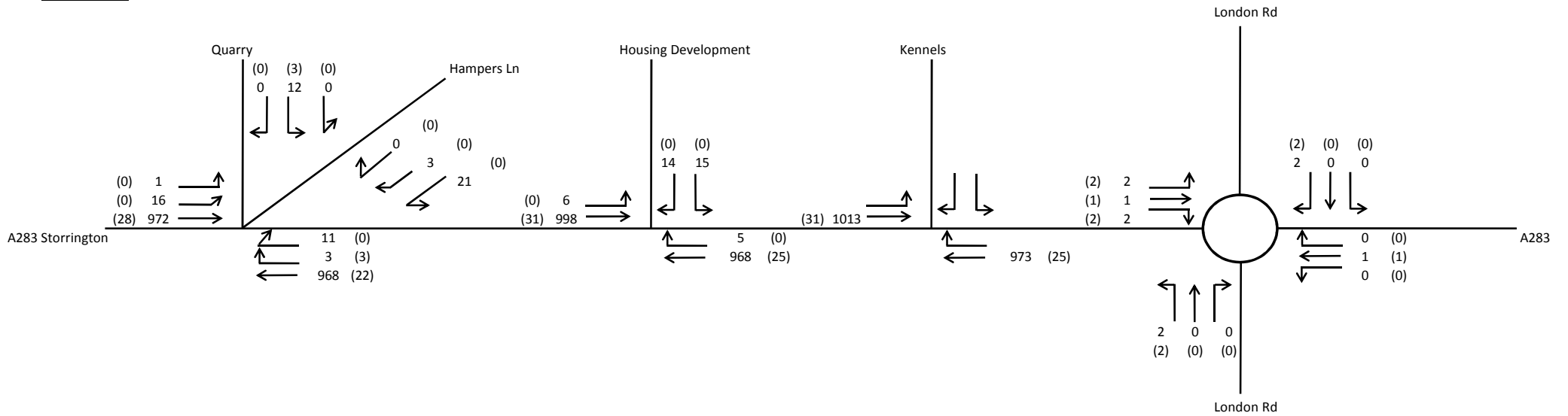
PM Peak Hour



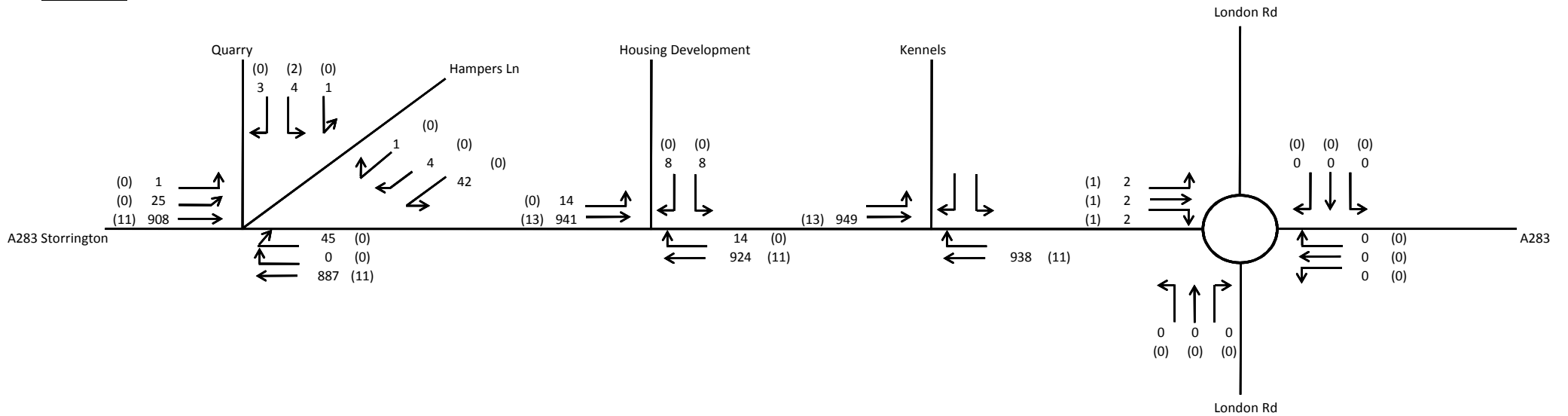
**PROPOSED QUARRY OPERATION EXTENSION:
WASHINGTON SANDPIT, HAMPERS LANE, SULLINGTON, WEST SUSSEX
2015 BASE + DEVELOPMENT TRAFFIC FLOWS**



AM Peak Hour



PM Peak Hour



**PROPOSED QUARRY OPERATION EXTENSION:
WASHINGTON SANDPIT, HAMPERS LANE, SULLINGTON, WEST SUSSEX
2019 BASE + DEVELOPMENT TRAFFIC FLOWS**



TRL LIMITED

(C) COPYRIGHT 2006

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

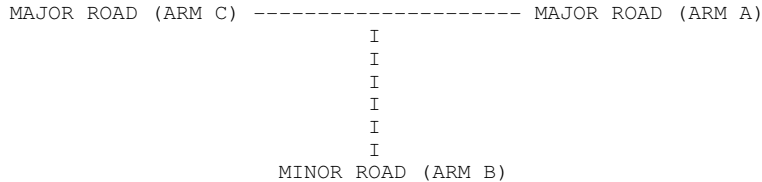
Run with file:-
"C:\Users\jgarlick\Desktop\Work at Home\Washington Sandpit\A283-Hampers Lane AM Peak.vpi"
(drive-on-the-left) at 12:04:13 on Thursday, 3 October 2013

RUN INFORMATION

RUN TITLE : Washington Sandpit
LOCATION : Storrington, West Sussex
DATE : 03/10/13
CLIENT : -
ENUMERATOR : jgarlick [BRI2454L]
JOB NUMBER : 416.01258.00004
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A283 West
ARM B IS Hampers Lane
ARM C IS A283 East

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 8.58 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 205.00 M. | I |
| I | - BLOCKS TRAFFIC | I | YES | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 40.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 105.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 6.90 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 4.80 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 4.30 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 4.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | DERIVED: 2 PCU | I |

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B | I |
| I | 0.00 | | 0.00 | | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A | STREAM | C-B | I |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 692.68 | | 0.24 | | 0.24 | I |

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2015 Baseline

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I |
|---|-------|---|-----------------------------------|---|------------------------|---|
| I | | I | FLOW STARTS | I | BEFORE | I |
| I | | I | TOP OF PEAK | I | AT TOP | I |
| I | | I | IS REACHED | I | OF PEAK | I |
| I | | I | FALLING | I | PEAK | I |
| I | | I | | I | | I |
| I | ARM A | I | 15.00 | I | 11.73 | I |
| I | ARM B | I | 15.00 | I | 0.39 | I |
| I | ARM C | I | 15.00 | I | 11.69 | I |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.30-08.45 | | | | | | | | | |
| B-C | 0.42 | 9.30 | 0.045 | | 0.06 | 0.05 | 0.7 | | 0.11 |
| B-A | 0.04 | 3.62 | 0.012 | | 0.02 | 0.01 | 0.2 | | 0.28 |
| C-AB | 0.15 | 8.10 | 0.018 | | 0.03 | 0.02 | 0.3 | | 0.13 |
| A-B | 0.15 | | | | | | | | |
| A-C | 13.90 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 0.35 | 9.95 | 0.035 | | 0.05 | 0.04 | 0.6 | | 0.10 |
| B-A | 0.04 | 4.42 | 0.009 | | 0.01 | 0.01 | 0.1 | | 0.23 |
| C-AB | 0.13 | 8.66 | 0.014 | | 0.02 | 0.01 | 0.2 | | 0.12 |
| A-B | 0.13 | | | | | | | | |
| A-C | 11.64 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|----------|--------------|---|--------------|-----------|------------------------|-----------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | (MIN) | (MIN/VEH) |
| I | B-C | I 38.5 | I 25.7 | I | 4.4 | I 0.12 | I 4.4 | I 0.12 |
| I | B-A | I 4.1 | I 2.8 | I | 1.3 | I 0.31 | I 1.3 | I 0.31 |
| I | C-AB | I 13.8 | I 9.2 | I | 1.8 | I 0.13 | I 1.8 | I 0.13 |
| I | A-B | I 13.8 | I 9.2 | I | | I | I | I |
| I | A-C | I 1277.3 | I 851.5 | I | | I | I | I |
| I | ALL | I 2620.7 | I 1747.1 | I | 7.5 | I 0.00 | I 7.5 | I 0.00 |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B |
| I | | | | | |
| I | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A |
| I | | | | | | | |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B |
| I | | | | | |
| I | 692.68 | | 0.24 | | 0.24 |

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2019 Baseline

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I | | | |
|---|-------|---|-----------------------------------|---|------------------------|---------|---------|---------|---------|
| I | I | I | FLOW STARTS | I | BEFORE | I | | | |
| I | I | I | TOP OF PEAK | I | AT TOP | I | | | |
| I | I | I | TO RISE | I | OF PEAK | I | | | |
| I | I | I | IS REACHED | I | PEAK | I | | | |
| I | I | I | FALLING | I | AFTER | I | | | |
| I | I | I | I | I | I | I | | | |
| I | ARM A | I | 15.00 | I | 45.00 | I 75.00 | I 12.36 | I 18.54 | I 12.36 |
| I | ARM B | I | 15.00 | I | 45.00 | I 75.00 | I 0.40 | I 0.60 | I 0.40 |
| I | ARM C | I | 15.00 | I | 45.00 | I 75.00 | I 12.24 | I 18.36 | I 12.24 |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.30-08.45 | | | | | | | | | |
| B-C | 0.43 | 9.10 | 0.048 | | 0.07 | 0.05 | 0.8 | | 0.12 |
| B-A | 0.04 | 3.38 | 0.013 | | 0.03 | 0.01 | 0.2 | | 0.30 |
| C-AB | 0.16 | 7.91 | 0.021 | | 0.03 | 0.02 | 0.3 | | 0.13 |
| A-B | 0.25 | | | | | | | | |
| A-C | 14.56 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 0.36 | 9.78 | 0.037 | | 0.05 | 0.04 | 0.6 | | 0.11 |
| B-A | 0.04 | 4.22 | 0.009 | | 0.01 | 0.01 | 0.1 | | 0.24 |
| C-AB | 0.14 | 8.50 | 0.016 | | 0.02 | 0.02 | 0.2 | | 0.12 |
| A-B | 0.21 | | | | | | | | |
| A-C | 12.20 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.0 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|----------|--------------|-------|--------------|-------|------------------------|---|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I |
| I | I | (VEH) | (VEH/H) | (MIN) | (MIN/VEH) | (MIN) | (MIN/VEH) | I |
| I | B-C | I 39.9 | I 26.6 | I 4.7 | I 0.12 | I 4.7 | I 0.12 | I |
| I | B-A | I 4.1 | I 2.8 | I 1.4 | I 0.34 | I 1.4 | I 0.34 | I |
| I | C-AB | I 15.1 | I 10.1 | I 2.0 | I 0.13 | I 2.0 | I 0.13 | I |
| I | A-B | I 23.4 | I 15.6 | I | I | I | I | I |
| I | A-C | I 1337.9 | I 891.9 | I | I | I | I | I |
| I | ALL | I 2752.9 | I 1835.2 | I 8.1 | I 0.00 | I 8.1 | I 0.00 | I |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|------------|------------|------------|----------|
| I | STREAM B-C | STREAM A-C | STREAM A-C | STREAM A-B | I |
| I | 0.00 | 0.00 | 0.00 | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing |
|---|---------------|------------|------------|------------|------------|-----------|----------|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I | I |
| I | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|------------|------------|------------|----------|
| I | STREAM C-B | STREAM A-C | STREAM A-B | STREAM A-B | I |
| I | 692.68 | 0.24 | 0.24 | 0.24 | I |

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2015 + Regeneration & Export

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I |
|---|-------|---|-----------------------------------|---|------------------------|---|
| I | I | I | FLOW STARTS | I | BEFORE | I |
| I | I | I | TOP OF PEAK | I | AT TOP | I |
| I | I | I | IS REACHED | I | OF PEAK | I |
| I | I | I | FALLING | I | PEAK | I |
| I | I | I | I | I | I | I |
| I | ARM A | I | 15.00 | I | 45.00 | I |
| I | ARM B | I | 15.00 | I | 45.00 | I |
| I | ARM C | I | 15.00 | I | 45.00 | I |
| I | A | I | 75.00 | I | 11.73 | I |
| I | B | I | 75.00 | I | 11.75 | I |
| I | C | I | 75.00 | I | 11.75 | I |
| I | A | I | 17.59 | I | 11.73 | I |
| I | B | I | 0.67 | I | 0.45 | I |
| I | C | I | 17.63 | I | 11.75 | I |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.30-08.45 | | | | | | | | | |
| B-C | 0.49 | 8.08 | 0.061 | | 0.09 | 0.07 | 1.0 | | 0.13 |
| B-A | 0.04 | 3.57 | 0.013 | | 0.02 | 0.01 | 0.2 | | 0.28 |
| C-AB | 0.22 | 6.11 | 0.037 | | 0.05 | 0.04 | 0.6 | | 0.17 |
| A-B | 0.15 | | | | | | | | |
| A-C | 13.90 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 0.41 | 8.64 | 0.048 | | 0.07 | 0.05 | 0.8 | | 0.12 |
| B-A | 0.04 | 4.38 | 0.009 | | 0.01 | 0.01 | 0.1 | | 0.23 |
| C-AB | 0.19 | 6.53 | 0.029 | | 0.04 | 0.03 | 0.4 | | 0.16 |
| A-B | 0.13 | | | | | | | | |
| A-C | 11.64 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.1 |
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|----------|--------------|---|--------------|-----------|------------------------|-----------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | (MIN) | (MIN/VEH) |
| I | B-C | I 45.4 | I 30.3 | I | 6.1 | I 0.13 | I 6.1 | I 0.13 |
| I | B-A | I 4.1 | I 2.8 | I | 1.3 | I 0.31 | I 1.3 | I 0.31 |
| I | C-AB | I 20.6 | I 13.8 | I | 3.6 | I 0.17 | I 3.6 | I 0.17 |
| I | A-B | I 13.8 | I 9.2 | I | | I | I | I |
| I | A-C | I 1277.3 | I 851.5 | I | | I | I | I |
| I | ALL | I 2634.5 | I 1756.3 | I | 11.0 | I 0.00 | I 11.0 | I 0.00 |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|------------|------------|------------|------------|
| I | STREAM B-C | STREAM A-C | STREAM A-C | STREAM A-B | STREAM A-B |
| I | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing |
|---|---------------|------------|------------|------------|------------|------------|------------|
| I | STREAM B-A | STREAM A-C | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | STREAM C-B |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|------------|------------|------------|------------|
| I | STREAM C-B | STREAM A-C | STREAM A-C | STREAM A-B | STREAM A-B |
| I | 692.68 | | 0.24 | | 0.24 |

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2019 + Regeneration

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I | | | |
|---|-------|---|-----------------------------------|---|------------------------|---------|---------|---------|---------|
| I | I | I | FLOW STARTS | I | BEFORE | I | | | |
| I | I | I | TOP OF PEAK | I | AT TOP | I | | | |
| I | I | I | IS REACHED | I | OF PEAK | I | | | |
| I | I | I | FALLING | I | PEAK | I | | | |
| I | I | I | I | I | I | I | | | |
| I | I | I | I | I | I | I | | | |
| I | ARM A | I | 15.00 | I | 45.00 | I 75.00 | I 12.36 | I 18.54 | I 12.36 |
| I | ARM B | I | 15.00 | I | 45.00 | I 75.00 | I 0.44 | I 0.66 | I 0.44 |
| I | ARM C | I | 15.00 | I | 45.00 | I 75.00 | I 12.27 | I 18.41 | I 12.27 |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.30-08.45 | | | | | | | | | |
| B-C | 0.48 | 8.33 | 0.058 | | 0.08 | 0.06 | 0.9 | | 0.13 |
| B-A | 0.04 | 3.35 | 0.013 | | 0.03 | 0.01 | 0.2 | | 0.30 |
| C-AB | 0.21 | 6.50 | 0.032 | | 0.05 | 0.03 | 0.5 | | 0.16 |
| A-B | 0.25 | | | | | | | | |
| A-C | 14.56 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 0.40 | 8.96 | 0.045 | | 0.06 | 0.05 | 0.7 | | 0.12 |
| B-A | 0.04 | 4.19 | 0.009 | | 0.01 | 0.01 | 0.1 | | 0.24 |
| C-AB | 0.18 | 6.99 | 0.025 | | 0.03 | 0.03 | 0.4 | | 0.15 |
| A-B | 0.21 | | | | | | | | |
| A-C | 12.20 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.1 |
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.0 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 07.45 | 0.0 |
| 08.00 | 0.0 |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND | * QUEUEING * * DELAY * | * INCLUSIVE QUEUEING * * DELAY * |
|--------|--------------|---------------------------|-------------------------------------|
| (VEH) | (VEH/H) | (MIN) | (MIN) |
| B-C | 44.0 | 5.7 | 5.7 |
| B-A | 4.1 | 1.4 | 1.4 |
| C-AB | 19.3 | 3.2 | 3.2 |
| A-B | 23.4 | | |
| A-C | 1337.9 | | |
| ALL | 2761.1 | 10.3 | 10.3 |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

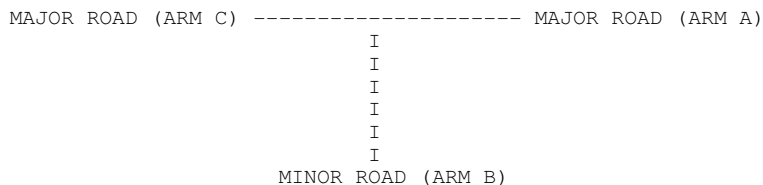
Run with file:-
"C:\Users\jgarlick\Desktop\Work at Home\Washington Sandpit\A283-Hampers Lane PM Peak.vpi"
(drive-on-the-left) at 12:13:13 on Thursday, 3 October 2013

RUN INFORMATION

RUN TITLE : Washington Sandpit
LOCATION : Storrington, West Sussex
DATE : 03/10/13
CLIENT : -
ENUMERATOR : jgarlick [BRI2454L]
JOB NUMBER : 416.01258.00004
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A283 West
ARM B IS Hampers Lane
ARM C IS A283 East

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 8.58 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 205.00 M. | I |
| I | - BLOCKS TRAFFIC | I | YES | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 40.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 105.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 6.90 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 4.80 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 4.30 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 4.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | DERIVED: 2 PCU | I |

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B | I |
| I | 0.00 | | 0.00 | | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A | STREAM | C-B | I |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 692.68 | | 0.24 | | 0.24 | I |

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2015 Baseline

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I |
|---|-------|---|-----------------------------------|---|------------------------|---|
| I | | I | FLOW STARTS | I | BEFORE | I |
| I | | I | TO RISE | I | PEAK | I |
| I | | I | IS REACHED | I | AT TOP | I |
| I | | I | FALLING | I | AFTER | I |
| I | | I | | I | PEAK | I |
| I | ARM A | I | 15.00 | I | 11.13 | I |
| I | ARM B | I | 15.00 | I | 0.56 | I |
| I | ARM C | I | 15.00 | I | 11.10 | I |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-C | 0.60 | 9.77 | 0.061 | | 0.09 | 0.07 | 1.0 | | 0.11 |
| B-A | 0.07 | 3.89 | 0.019 | | 0.03 | 0.02 | 0.3 | | 0.26 |
| C-AB | 0.64 | 8.33 | 0.077 | | 0.12 | 0.09 | 1.3 | | 0.13 |
| A-B | 0.37 | | | | | | | | |
| A-C | 12.96 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-C | 0.50 | 10.39 | 0.048 | | 0.07 | 0.05 | 0.8 | | 0.10 |
| B-A | 0.06 | 4.65 | 0.013 | | 0.02 | 0.01 | 0.2 | | 0.22 |
| C-AB | 0.54 | 8.85 | 0.061 | | 0.09 | 0.07 | 1.0 | | 0.12 |
| A-B | 0.31 | | | | | | | | |
| A-C | 10.85 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.0 |
| 16.45 | 0.0 |
| 17.00 | 0.0 |
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | * DELAY * | I |
|---|--------|-------|--------------|---|--------------|-----------|------------------------|-------|-----------|---|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | I | I |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-C | I | 55.1 | I | 36.7 | I | 6.1 | I | 0.11 | I |
| I | B-A | I | 6.9 | I | 4.6 | I | 2.0 | I | 0.28 | I |
| I | C-AB | I | 59.2 | I | 39.5 | I | 8.0 | I | 0.14 | I |
| I | A-B | I | 34.4 | I | 22.9 | I | | I | | I |
| I | A-C | I | 1190.6 | I | 793.7 | I | | I | | I |
| I | ALL | I | 2509.2 | I | 1672.8 | I | 16.1 | I | 0.01 | I |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B | I |
| I | 0.00 | | 0.00 | | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A | STREAM | C-B | I |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | I |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 692.68 | | 0.24 | | 0.24 | I |

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2019 Baseline

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I |
|---|-------|---|-----------------------------------|---|------------------------|---|
| I | I | I | FLOW STARTS | I | BEFORE | I |
| I | I | I | TOP OF PEAK | I | AT TOP | I |
| I | I | I | IS REACHED | I | OF PEAK | I |
| I | I | I | FALLING | I | PEAK | I |
| I | I | I | I | I | I | I |
| I | I | I | I | I | I | I |
| I | ARM A | I | 15.00 | I | 45.00 | I |
| I | ARM B | I | 15.00 | I | 45.00 | I |
| I | ARM C | I | 15.00 | I | 45.00 | I |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-C | 0.60 | 9.59 | 0.063 | | 0.09 | 0.07 | 1.0 | | 0.11 |
| B-A | 0.07 | 3.66 | 0.020 | | 0.04 | 0.02 | 0.3 | | 0.28 |
| C-AB | 0.67 | 8.17 | 0.083 | | 0.13 | 0.09 | 1.4 | | 0.13 |
| A-B | 0.39 | | | | | | | | |
| A-C | 13.60 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-C | 0.50 | 10.23 | 0.049 | | 0.07 | 0.05 | 0.8 | | 0.10 |
| B-A | 0.06 | 4.46 | 0.014 | | 0.02 | 0.01 | 0.2 | | 0.23 |
| C-AB | 0.56 | 8.72 | 0.065 | | 0.09 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.33 | | | | | | | | |
| A-C | 11.39 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.0 |
| 16.45 | 0.0 |
| 17.00 | 0.0 |
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|----------|--------------|---|--------------|-----------|------------------------|-----------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | (MIN) | (MIN/VEH) |
| I | B-C | I 55.1 | I 36.7 | I | 6.3 | I 0.11 | I 6.3 | I 0.11 |
| I | B-A | I 6.9 | I 4.6 | I | 2.1 | I 0.31 | I 2.1 | I 0.31 |
| I | C-AB | I 61.9 | I 41.3 | I | 8.6 | I 0.14 | I 8.6 | I 0.14 |
| I | A-B | I 35.8 | I 23.9 | I | | I | I | I |
| I | A-C | I 1249.8 | I 833.2 | I | | I | I | I |
| I | ALL | I 2630.4 | I 1753.6 | I | 17.0 | I 0.01 | I 17.0 | I 0.01 |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B |
| I | | | | | |
| I | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A |
| I | | | | | | | |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B |
| I | | | | | |
| I | 692.68 | | 0.24 | | 0.24 |

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2015 + Regeneration & Export

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I |
|---|-------|---|-----------------------------------|---|------------------------|---------|
| I | I | I | FLOW STARTS | I | BEFORE | I |
| I | I | I | TOP OF PEAK | I | AT TOP | I |
| I | I | I | IS REACHED | I | OF PEAK | I |
| I | I | I | FALLING | I | PEAK | I |
| I | I | I | | I | | I |
| I | ARM A | I | 15.00 | I | 45.00 | I 75.00 |
| I | ARM B | I | 15.00 | I | 45.00 | I 75.00 |
| I | ARM C | I | 15.00 | I | 45.00 | I 75.00 |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-C | 0.69 | 9.27 | 0.074 | | 0.11 | 0.08 | 1.2 | | 0.12 |
| B-A | 0.13 | 3.92 | 0.034 | | 0.06 | 0.04 | 0.6 | | 0.26 |
| C-AB | 0.66 | 8.14 | 0.081 | | 0.12 | 0.09 | 1.3 | | 0.13 |
| A-B | 0.37 | | | | | | | | |
| A-C | 12.96 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-C | 0.58 | 9.86 | 0.059 | | 0.08 | 0.06 | 1.0 | | 0.11 |
| B-A | 0.11 | 4.69 | 0.024 | | 0.04 | 0.03 | 0.4 | | 0.22 |
| C-AB | 0.55 | 8.65 | 0.064 | | 0.09 | 0.07 | 1.0 | | 0.12 |
| A-B | 0.31 | | | | | | | | |
| A-C | 10.85 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.0 |
| 16.45 | 0.0 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|----------|--------------|---|--------------|-----------|------------------------|-----------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | (MIN) | (MIN/VEH) |
| I | B-C | I 63.3 | I 42.2 | I | 7.5 | I 0.12 | I 7.5 | I 0.12 |
| I | B-A | I 12.4 | I 8.3 | I | 3.6 | I 0.29 | I 3.6 | I 0.29 |
| I | C-AB | I 60.6 | I 40.4 | I | 8.4 | I 0.14 | I 8.4 | I 0.14 |
| I | A-B | I 34.4 | I 22.9 | I | | I | I | I |
| I | A-C | I 1190.6 | I 793.7 | I | | I | I | I |
| I | ALL | I 2524.4 | I 1682.9 | I | 19.6 | I 0.01 | I 19.6 | I 0.01 |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B |
| I | | | | | |
| I | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A |
| I | | | | | | | |
| I | 0.00 | | 0.00 | | 0.00 | | 0.00 |

* Due to the presence of a flare, data is not available

| I | Intercept For | Slope For | Opposing | Slope For | Opposing |
|---|---------------|-----------|----------|-----------|----------|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B |
| I | | | | | |
| I | 692.68 | | 0.24 | | 0.24 |

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: 2019 + Regeneration

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I | | | |
|---|-------|---|-----------------------------------|---|------------------------|---------|---------|---------|---------|
| I | I | I | FLOW STARTS | I | BEFORE | I | | | |
| I | I | I | TOP OF PEAK | I | AT TOP | I | | | |
| I | I | I | TO RISE | I | OF PEAK | I | | | |
| I | I | I | IS REACHED | I | PEAK | I | | | |
| I | I | I | FALLING | I | AFTER | I | | | |
| I | I | I | I | I | I | I | | | |
| I | ARM A | I | 15.00 | I | 45.00 | I 75.00 | I 11.68 | I 17.51 | I 11.68 |
| I | ARM B | I | 15.00 | I | 45.00 | I 75.00 | I 0.66 | I 0.99 | I 0.66 |
| I | ARM C | I | 15.00 | I | 45.00 | I 75.00 | I 11.65 | I 17.47 | I 11.65 |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-C | 0.69 | 9.15 | 0.075 | | 0.11 | 0.08 | 1.3 | | 0.12 |
| B-A | 0.10 | 3.67 | 0.029 | | 0.05 | 0.03 | 0.5 | | 0.28 |
| C-AB | 0.67 | 8.17 | 0.083 | | 0.13 | 0.09 | 1.4 | | 0.13 |
| A-B | 0.39 | | | | | | | | |
| A-C | 13.60 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-C | 0.58 | 9.77 | 0.059 | | 0.08 | 0.06 | 1.0 | | 0.11 |
| B-A | 0.09 | 4.47 | 0.020 | | 0.03 | 0.02 | 0.3 | | 0.23 |
| C-AB | 0.56 | 8.72 | 0.065 | | 0.09 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.33 | | | | | | | | |
| A-C | 11.39 | | | | | | | | |

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.0 |
| 16.45 | 0.0 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 16.30 | 0.1 |
| 16.45 | 0.1 |
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND | * QUEUEING * * DELAY * | * INCLUSIVE QUEUEING * * DELAY * |
|--------|--------------|---------------------------|-------------------------------------|
| (VEH) | (VEH/H) | (MIN) | (MIN) |
| B-C | 63.3 | 7.7 | 7.7 |
| B-A | 9.6 | 3.0 | 3.0 |
| C-AB | 61.9 | 8.6 | 8.6 |
| A-B | 35.8 | | |
| A-C | 1249.8 | | |
| ALL | 2641.4 | 19.3 | 19.3 |

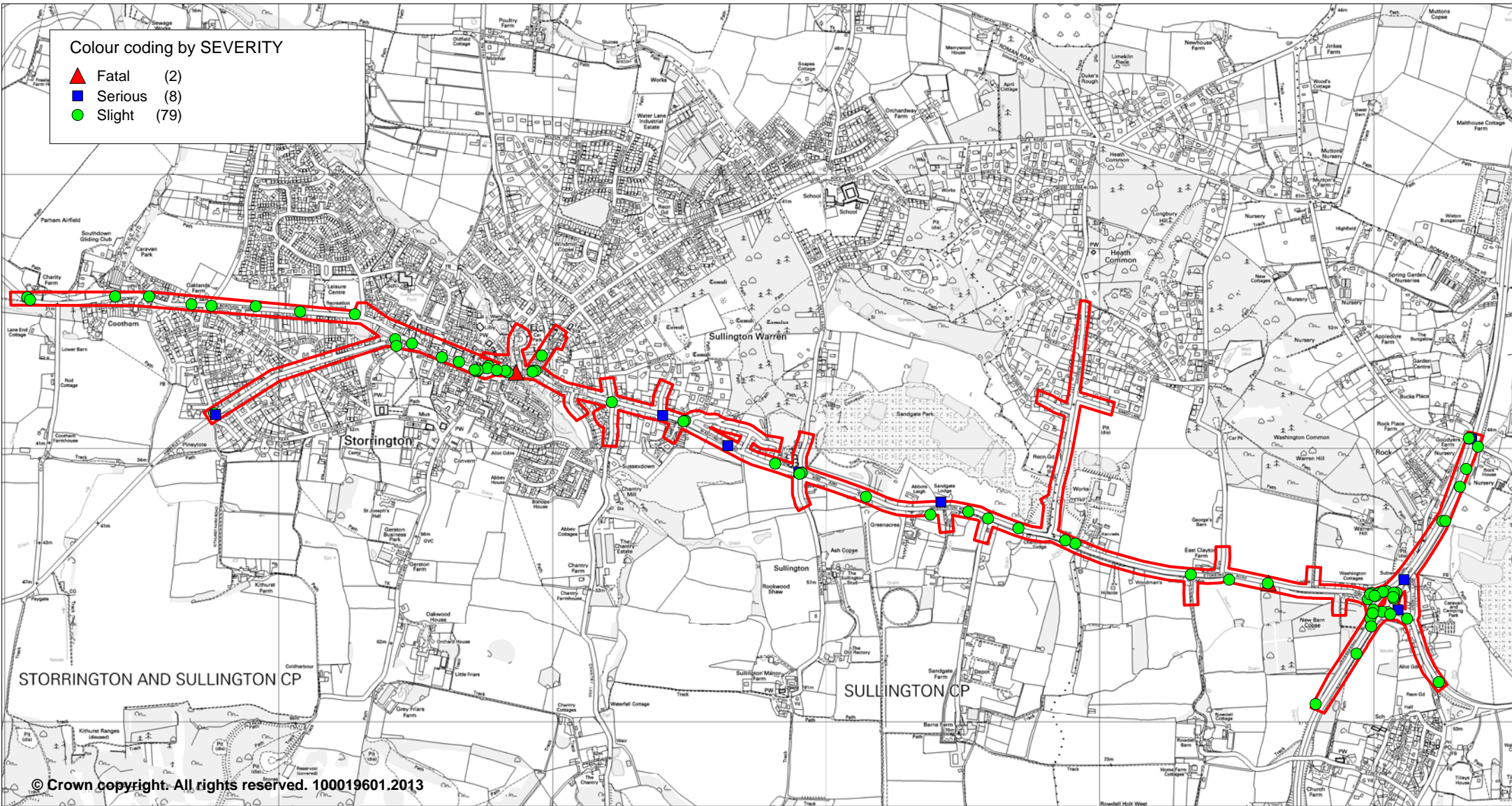
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

Colour coding by SEVERITY

- ▲ Fatal (2)
- Serious (8)
- Slight (79)



© Crown copyright. All rights reserved. 100019601.2013

Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads
PARTNERSHIP

Storrington - Storrington Road - SLR
Collision Data
01/06/2008 - 31/05/2013

| | |
|-------------|------------|
| SCALE | 1 : 19700 |
| DATE | 10/07/2013 |
| DRAWING No. | |
| DRAWN BY | |

Storrington Road - Storrington – SLR

Collision report 01/06/2008 – 31/05/2013

Date produced
25 July 2013

Sussex Safer Roads
P A R T N E R S H I P

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.

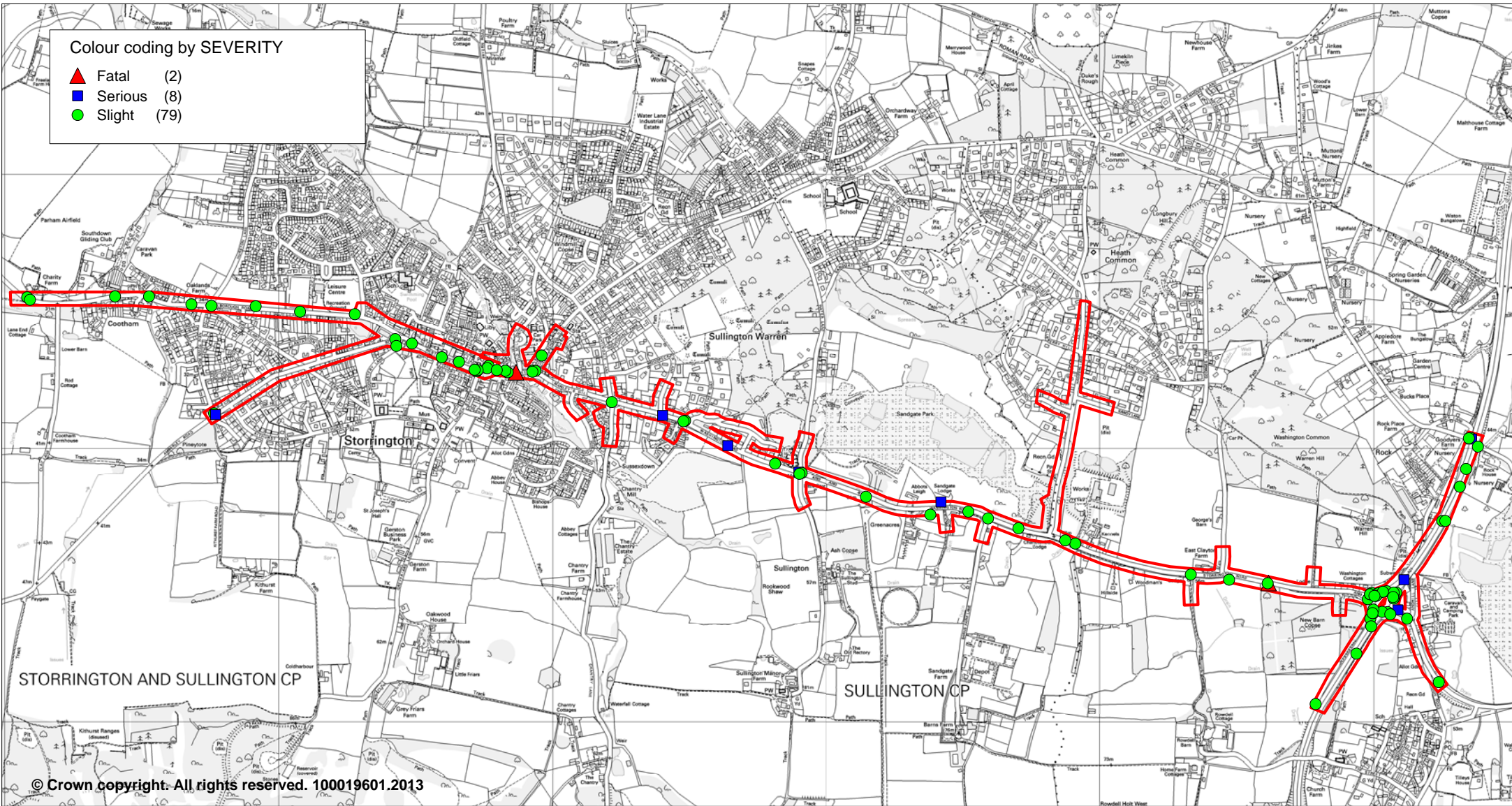
For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Colour coding by SEVERITY

- ▲ Fatal (2)
- Serious (8)
- Slight (79)



© Crown copyright. All rights reserved. 100019601.2013

Her Majesty's Office (c) Crown Copyright

**Storrington - Storrington Road - SLR
Collision Data
01/06/2008 - 31/05/2013**

Sussex Safer Roads
PARTNERSHIP

| | |
|-------------|------------|
| SCALE | 1 : 19700 |
| DATE | 10/07/2013 |
| DRAWING No. | |
| DRAWN BY | |

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

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

0805411 Tuesday A283 HIGH STREET M OF U CHURCH STREET Veh 2 Goods < 3.5t Turning right W to S
 15/07/2008 Veh 1 M/C < 125 cc O/take s/veh o/side W to E Dri M 18 Slight
A 283 1703hrs
 Daylight:street lights present
E 508,724 Dry
N 114,281 Fine without high winds
 30 mph

VEHICLE 1 MOTORCYCLE TRAVELLING EAST ALONG HIGH STREET. STATIONARY VEHICLES AHEAD. OVERTOOK STATIONARY VEHICLES ON PELICAN CROSSING AND JUNCTION. VEHICLE 2 TURNING RIGHT AND INDICATING MADE MANOUVRE AND VEHICLE 1 HIT MIDDLE NEAR SIDE OF THIS VEHICLE.

0805601 Sunday A283 WASHINGTON ROAD 100M Veh 2 M/C < 125 cc Going ahead W to E Dri F 50 Serious
 20/07/2008 EAST OF U HEATHER WAY Veh 3 Minibus Going ahead W to E
A 283 1124hrs Veh 4 M/C > 500 cc Going ahead W to E
 Daylight:street lights present Veh 1 Car Going ahead W to E Dri F 56 Slight
E 509,641 Dry
N 114,009 Fine without high winds
 50 mph

V1,V2,V3 AND V4 ALL HEADING WEST ON A283 LEADING INTO STORRINGTON VILLAGE CENTRE. V1 DRIVER SUFFERED 'MEDICAL FIT' WHILE DRIVING AND STRUCK V2, CAUSING RIDER TO FALL TO GROUND. V1 THEN ALSO IMPACTED WITH REAR OF V3, PUSHING V3 INTO REAR OF V4.

0807280 Monday A283 PULBOROUGH ROAD M OF U Veh 2 Pedal cycle Going ahead W to E Dri M 15 Slight
 22/09/2008 BROW CLOSE Veh 1 Car Going ahead W to E
A 283 1830hrs
 Daylight: no street lighting
E 507,916 Wet/Damp
N 114,518 Fine without high winds
 30 mph

VEHICLE 2 (CYCLE) MOVING EASTWARDS. VEHICLE 1 COMES BEHIND VEHICLE 2, REVS ENGINE SEVERAL TIMES, HITS REAR OF VEHICLE 2 CAUSING RIDER TO FALL OFF, VEHICLE 1 DRIVES ON.

0807696 Tuesday A283 STORRINGTON ROAD M OF Veh 2 Car Wait go ahead held W to E RSP F 17 Slight
 07/10/2008 A24 LONDON ROAD Veh 1 Car Wait go ahead held W to E
A 283 0848hrs
 Daylight:street lights present
E 512,000 Wet/Damp
N 113,464 Fine without high winds
 30 mph

V2 WAS WAITING AT EXIT TO ROUNDABOUT TO CONTINUE ALONG A283 WHEN V1 COLLIDED WITH STATIONARY V2 TO THE REAR

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | |
|------------------|------------|-----------------------------|----------|------|------|--------------------|------------|------|-----|-----|----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | |
| 0808347 | Tuesday | A283 WASHINGTON ROAD M OF U | Veh 2 | Car | | Wait go ahead held | W | to E | | | | |
| A 283 | 28/10/2008 | HEATHER WAY | Veh 1 | Car | | Wait go ahead held | W | to E | Dri | F | 31 | Slight |
| E 509,485 | 1009hrs | Daylight: street lighting | | | | | | | | | | |
| N 114,100 | Dry | Fine without high winds | | | | | | | | | | |
| | | 30 mph | | | | | | | | | | |

VEHICLE 2 WAS AHEAD OF VEHICLE 1. ANOTHER VEHICLE WAS AHEAD OF VEHICLE 2 AND TURNED INTO HEATHER WAY FROM THE WEST. IT BRAKED SHARPLY AS A LARGE VEHICLE WAS COMING OUT OF HEATHER WAY CAUSING VEHICLE 2 TO BRAKE AND VEHICLE 1 WENT INTO THE REAR OF IT.

| | | | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|-----|--|-------------|---|------|-----|---|----|-------|
| 0804961 | Monday | A283 HIGH STREET M OF C0 MILL | Veh 1 | Car | | Going ahead | E | to W | Ped | M | 87 | Fatal |
| A 283 | 30/06/2008 | ROAD | | | | | | | | | | |
| E 508,867 | 1024hrs | Daylight:street lights present | | | | | | | | | | |
| N 114,277 | Dry | Fine without high winds | | | | | | | | | | |
| | | 30 mph | | | | | | | | | | |

V1 TRAVELLING WEST ON SINGLE C/WAY ROAD ENTERED RESTRICTED AREA WITHIN SIGNAL CONTROLLED ROAD WORKS. PEDESTRIAN CROSSED FROM N/S OF V1 INTO PATH OF SAME AND WAS STRUCK BY N/S

| | | | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|-----|--|--------------------|---|------|-----|---|----|--------|
| 0809313 | Tuesday | A24 HORSHAM M OF A283 | Veh 2 | Car | | Wait go ahead held | S | to N | Dri | M | 30 | Slight |
| A 24 | 02/12/2008 | STORRINGTON | Veh 1 | Car | | Going ahead | S | to N | | | | |
| E 511,989 | 0824hrs | Daylight:street lights present | | | | | | | | | | |
| N 113,377 | Dry | Fine without high winds | | | | | | | | | | |
| | | 70 mph | | | | | | | | | | |

VEHICLE 2 TRAVELLING NORTH IN LANE 1 APPROACHED ROUNDABOUT STOPPED IN QUEUE OF TRAFFIC WAS THIRD CAR IN LINE STILL IN LANE 1. DRIVER LOOKED IN REAR VIEW MIRROR SAW VEHICLE 1 APPROACHING RATHER FAST. VEHICLE 1 RAN INTO THE REAR OF VEHICLE 2 CAUSING INJURY. VEHICLE DID NOT STOP.

| | | | | | | | | | | | | |
|------------------|------------|------------------------------|-------|-----|--|-------------|---|------|-----|---|----|--------|
| 0809546 | Tuesday | A24 365M SOUTH OF A283 | Veh 1 | Car | | Going ahead | S | to N | Dri | F | 71 | Slight |
| A 24 | 09/12/2008 | | Veh 1 | Car | | Going ahead | S | to N | FSP | F | 72 | Slight |
| E 511,789 | 1105hrs | Daylight: no street lighting | | | | | | | | | | |
| N 113,065 | Wet/Damp | Fine without high winds | | | | | | | | | | |
| | | 70 mph | | | | | | | | | | |

VEHICLE 1 TRAVELLING NORTH ON 70 MPH DUAL CARRIAGEWAY LOST CONTROL OF VEHICLE FOR UNKNOWN REASON. V1 LEFT CARRIAGEWAY NEARSIDE HITTING STREET SIGN BEFORE HITTING FENCE COMING TO REST IN THE FIELD UPSIDE DOWN.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

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

0810101 Sunday A24 154M SOUTH OF A283 Veh 1 M/C < 125 cc Going ahead S to N Dri M 18 Slight
 28/12/2008
A 24 0640hrs
 Darkness: street lighting
E 511,938 Frost/Ice
N 113,249 Fine without high winds
 70 mph

VI SLOWED IN SPEED ON APPROACH TO ROUNABOUT, REAR WHEEL LOCKED AND RIDER SLID OFF BIKE CAUSING GRAZE TO KNEE.

0900056 Saturday A283 WASHINGTON ROAD 25M Veh 1 Car Going ahead E to W RSP M 15 Slight
 03/01/2009 WEST OF U BARNS FARM LANE
A 283 2023hrs
 Darkness: no street lighting
E 510,381 Frost/Ice
N 113,757 Fine without high winds
 50 mph

VI LOST DIRECTIONAL CONTROL AFTER SWERVING FOR ANIMAL IN THE ROAD AND COLLIDED WITH ELECTRIC POLE.

0901113 Tuesday A24 WASHINGTON ROUNDABOUT M Veh 2 Goods < 3.5t Stopping N to S Dri F 54 Slight
 10/02/2009 OF A283 STORRINGTON ROAD Veh 1 Car Wait go ahead held N to S
A 24 1155hrs
 Daylight:street lights present
E 512,075 Dry
N 113,454 Fine without high winds
 70 mph

VEHICLE 1 TRAVELLING SOUTHBOUND IN LANE 1 SLOWS DOWN. VEHICLE 2 IN FRONT OF VEHICLE 1 STARTS TO PULL AWAY FROM ROUNDABOUT AND THEN STOPS. VEHICLE 1 DOES NOT SEE THIS AND WENT INTO REAR OF VEHICLE 2. VEHICLE 1 THEN PULLED OFF AND PARKED UP - MALE DRIVER C HECKED AIO AND THEN DROVE OFF LEAVING NO DETAILS

0901420 Saturday A283 HIGH STREET 48M EAST OF U Veh 1 Taxi Going ahead E to W Ped M 25 Slight
 21/02/2009 BREWERS YARD
A 283 1930hrs
 Darkness: street lights present
E 508,837 Dry
N 114,277 Fine without high winds
 30 mph

VEH 1 CROSSING PELIKAN CROSSING ON GREEN LIGHT. PEDESTRIAN COMES ONTO CROSSING AND IS HIT BY WING MIRROR OF VEH 1. VEH 1 STOPS BUT DETAILS NOT EXCHANGED

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|------------------|------------|---------------------------------|----------|------|------|--------------------|------------|-----|-----|-----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| 0808417 | Friday | A24 LONDON ROAD m of A283 | Veh 2 | Car | | Wait go ahead held | S to N | FSP | F | 77 | Slight |
| A 24 | 31/10/2008 | STORRINGTON ROAD | Veh 1 | Car | | Starting | S to N | | | | |
| E 512,000 | 2027hrs | Darkness: street lights present | | | | | | | | | |
| N 113,397 | | Wet/Damp | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | |
| | | 70 mph | | | | | | | | | |

TWO VEHICLE COLLISION. VEHICLE 1 & 2 TRAVELING N/B A24 TOWARDS ASHINGTON. BOTH VEHICLES STATIONARY AT R/A. VEHICLE 2 WENT TO GO BUT STOPPED TO GIVE WAY. VEHICLE 1 COLLIDED WITH REAR OF VEHICLE 2.

| | | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|-----|--|----------|--------|-----|---|----|--------|
| 0901586 | Monday | A24 WASHINGTON m of A283 | Veh 2 | Car | | Stopping | W to E | Dri | F | 39 | Slight |
| A 24 | 02/03/2009 | WASHINGTON | Veh 1 | Car | | Starting | W to E | | | | |
| E 511,993 | 1514hrs | Daylight:street lights present | | | | | | | | | |
| N 113,471 | | Dry | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | |
| | | 60 mph | | | | | | | | | |

V1 AND V2 WERE STATIONARY ON THE A283 JUNCTION WITH THE A24 WASHINGTON. V2 STARTED TO PULL AWAY AND THEN STOPPED DUE TO ONCOMING VEHICLES FROM HER RIGHT. V1 HAS CARRIED ON GOING AND HIT THE REAR OF V2 CAUSING MINOR DAMAGE. AS A RESULT OF THE ACCIDENT DRI VER OF V2 FAINTED AND SUFFERED MINOR SHOCK AT THE ROAD SIDE.

| | | | | | | | | | | | |
|------------------|------------|------------------------------|-------|-----|--|-------------|--------|-----|---|----|-------|
| 0902973 | Tuesday | A283 STORRINGTON ROAD 383m | Veh 1 | Car | | Going ahead | E to W | Ped | M | 20 | Fatal |
| A 283 | 28/04/2009 | West of A24 | | | | | | | | | |
| E 511,617 | 2210hrs | Darkness: no street lighting | | | | | | | | | |
| N 113,507 | | Dry | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | |
| | | 60 mph | | | | | | | | | |

TWO PEDESTRIANS, BELIEVED INTOXICATED IN WESTBOUND CARRIAGEWAY OF MAIN A283,HEADING WESTBOUND REPORTED AS SUCH BY CONCERNED MOTORIST.V(1) TRAVELLING WEST ON SAME COLLIDED WITH ONE OF THE PEDESTRIANS WHO WAS IN THE CARRIAGEWAY EMBRASSING THE OTHER. LOCAT ION UNLIT AND SUBJECT TO NATIONAL SPEED LIMIT, DARK CLOTHING BEING WORN BY BOTH PEDESTRIANS.

| | | | | | | | | | | | |
|------------------|------------|------------------------------|-------|-----|--|-------------|--------|-----|---|----|--------|
| 0903775 | Tuesday | A24 LONDON RD m of C0 ROCK | Veh 2 | Car | | Going ahead | S to N | Dri | F | 33 | Slight |
| A 24 | 26/05/2009 | ROAD | Veh 1 | Car | | Going ahead | S to N | Dri | F | 44 | Slight |
| E 512,357 | 1238hrs | Daylight: no street lighting | | | | | | | | | |
| N 114,037 | | Dry | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | |
| | | 70 mph | | | | | | | | | |

DRIVER OF VEHICLE TWO STATED THAT A DOG RAN OUT INTO THE DUALCARRIGE WAY, THEY STATED THAT THEY SLOWED TO AVOID THE DOG AND WAS HIT FROM BEHIND BY VEHICLE ONE. THEY THEN SAID THAT THE OWNER RETRIEVED THEIR DOG AND WALKED AWAY FROM THE SCENE.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| Grid Ref. | Time | | | | | | | | |
| | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

0907191 Tuesday A283 HIGH STREET m of B2139 Veh 1 Goods > 7.5t Turning right E to N M 35 Slight
 29/09/2009 SCHOOL HILL Veh 1 Goods > 7.5t Turning right E to N Dri M 23 Slight
A 283 0731hrs Veh 1 Goods > 7.5t Turning right E to N M 48 Slight
 Daylight: no street lighting
E 508,928 Dry
N 114,283 Fine without high winds
 30 mph

VEH1, TRAVELLING WESTBOUND, BUT TURNING RIGHT AT R/A TO TRAVEL NORTH. VEH1 FAILED TO NEGOTIATE RIGHT TURN AND COLLIDED WITH COMMERCIAL PROPERTY SITED TO N/S OF EXIT FROM R/A.

0908580 Sunday A283 HIGH STREET m of B2139 Veh 2 Car Going ahead W to E
 08/11/2009 SCHOOL HILL Veh 1 Car Turning right N to W Dri F 18 Slight
A 283 1701hrs
 Darkness: street lights present
E 508,938 Wet/Damp
N 114,282 Fine without high winds
 30 mph

VEHICLE 1 TRAVELING SOUTH ALONG SCHOOL HILL, APPROACHED ROUNDABOUT J/W A282. VEHICLE 2 TRAVELING EAST ALONG HIGH STREET. VEHICLE 1 AND 2 ENTERED ROUNDABOUT. VEHICLE 2 COLLIDED WITH FRONT O/S OF VEHICLE 1.

0908658 Thursday A24 m of A283 Veh 1 M/C < 125 cc Going ahead N to S Dri M 35 Serious
 19/11/2009
A 24 1645hrs
 Darkness: street lights present
E 512,112 Dry
N 113,519 Fine without high winds
 70 mph

VEHICLE 1 DROVE SOUTH ALONG ROAD TOWARDS ROUNDABOUT. HIT UNKNOWN OBJECT/POT-HOLE IN ROAD CAUSING DRIVER TO FALL OFF ONTO KERB AND BREAK LEFT ARM. DAMAGE TO VEHICLE 1 MAKING IT UNROAD WORTHY. NO OTHER PARTIES INVOLVED.

0908507 Friday B2139 SCHOOL HILL m of U OLD Veh 2 Car Wait to turn left S to N Dri M 24 Slight
 13/11/2009 MILL SQUARE CAR PARK Veh 2 Car Wait to turn left S to N FSP F 24 Slight
B 2139 1456hrs Veh 1 Car Going ahead S to N
 Daylight: street lighting
E 508,961 Wet/Damp
N 114,338 Fine without high winds
 30 mph

VEHICLE 2 WAS WAITING TO TURN INTO OLD MILL SQUARE CAR PARK AS VEHICLE IN FRONT WAS DOING A U-TURN IN THE JUNCTION WHEN VEHICLE 1 ACCELERATED UP THE HILL FROM THE ROUNDABOUT AND HIT THE BACK OF VEHICLE 2. AFTER JUST A FEW SECONDS VEHICLE 1 LEFT THE SCENE WITHOUT COMPLYING WITH SEC 170 RTA.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

0909053 Thursday A283 WEST STREET 50m West of U CHURCH STREET
 26/11/2009
 1020hrs
 Daylight: street lighting
 E 508,659 Wet/Damp
 N 114,315 Unknown
 30 mph

THE VICTIM WAS WALKING ALONG THE NARROW PAVEMENT ON WEST STREET, STORRINGTON IN A WESTERLY DIRECTION. AS SHE NEARED THE TANDOORI RESTAURANT SHE WAS STRUCK FROM BEHIND BY A VEHICLES NEARSIDE WING MIRROR. THE VEHICLE IS BELIEVED TO HAVE BEEN A LUTON STYLE VAN. THE WING MIRROR MADE CONTACT WITH HER RIGHT ARM CAUSING HER TO FALL, SOME MINOR BRUISING OCCURRED TO HER ARM, NO OTHER INJURIES. DRIVER OF VAN STOPPED AT THE TIME AND ATTEMPTED TO FURNISH THE VICTIM WITH HIS DETAILS, BUT SHE DECLINED. NO DETAILS OF VEHICLE OR DRIVER.

0909793 Thursday A283 WASHINGTON R/A m of A24
 24/12/2009
 1000hrs
 Daylight: no street lighting
 E 511,980 Dry
 N 113,448 Fine without high winds
 70 mph

VEH 1 TRAVELLING IN INSIDE LANE N/B ON A24, DRIVER HAS SNEEZING FIT VEERS IN TO OUTSIDE LANE, COLLIDING WITH THE REAR OF VEH 2 AND CONTINUES ACROSS THE J/W WASHINGTON R/A, A283 COLLIDING FURTHER WITH ROAD FURNITURE AND COMING TO A STAND STILL.

0901544 Thursday A283 WEST STREET 50m East of U MONASTERY LANE
 26/02/2009
 0711hrs
 Daylight:street lights present
 E 508,487 Dry
 N 114,382 Fine without high winds
 30 mph

PEDESTRIAN ENTERED CARRIAGEWAY FROM IN BETWEEN PARKED VEHICLES CROSSING ROAD FROM SOUTH TO NORTH FAILING TO SEE ONCOMING MOTORCYCLE THAT WAS TRAVELLING EAST TO WEST. V1 MOTORCYCLE STRUCK THE PEDESTRIAN AND THEN FELL OFF CAUSING MINOR INJURY TO BOTH PARTIES.

0902530 Friday A283 PULBOROUGH ROAD 66m West of U NEW TOWN ROAD PADDOCK HOUSE
 10/04/2009
 1825hrs
 Daylight:street lights present
 E 507,681 Wet/Damp
 N 114,525 Fine without high winds
 30 mph

VEHICLE 1 TRAVELLING EAST ON A283 TOWARDS STORRINGTON. DRIVER LEFT ROAD NEAR SIDE FOR UNKNOWN REASON.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

1001439 Wednesday 03/03/2010 A283 STORRINGTON ROAD of A24 LONDON ROAD
A 283 1717hrs
E 511,988 Dry
N 113,466 Fine without high winds
 60 mph

VEH 2 MOTORCYCLE AT FRONT OF TRAFFIC QUEE PREPARING TO PULL AWAY AT R/A, VEH 1 DIRECTLY BEHIND. FRONT OF VEH 1 COLLIDED WITH REAR OF VEH 2 PRIOR TO VEH 2 COMPLETING THE MANOEUVRE. SLIGHT DAMAGE CAUSED TO BOTH VEHS AND SLIGHT INJURY TO RIDER OF VEH 2.

0903694 Saturday 23/05/2009 A283 WASHINGTON ROAD 120m West of U BARNES FARM LANE COURT BARTON
A 283 1025hrs
E 510,520 Dry
N 113,768 Fine without high winds
 50 mph

VEHICLE ONE TRAVELLING WEST ON SINGLE CARRIAGEWAY WAY ROAD CROSSED DOUBLE CENTRE WHITE LINE FOR UNKNOWN REASON ON VERY SLIGHT LEFT HAND BEND AND COLLIDED WITH VEHICLE TWO TRAVELLING EAST. VEHICLE TWO THEN COLLIDED WITH VEHICLE THREE PARKED AND UNATTENDED IN LAY BY ON NORTHERN (NEARSIDE) OF THE ROAD. INJURY MINOR TO FSP VEHICLE TWO.

1001451 Tuesday 02/03/2010 A24 WORTHING ROAD of A283 THE PIKE
A 24 1330hrs
E 512,078 Dry
N 113,455 Fine without high winds
 70 mph

V2 WAS APPROACHING R/BOUT AT WASHINGTON ON A24 (HEADING SOUTH TOWARDS WORTHING DIRECTION), WHEN V1 WENT INTO REAR TOW-BAR OF V2. BOTH VEHICLES PULLED OFF ONTO GRASS-VERGE AT SIDE OF R/BOUT AND AS THERE WAS NO APPARENT DAMAGE (OR INJURY) AT THE TIME BOTH PARTIES DECIDED NOT TO EXCHANGE DETAILS AT THE SCENE. SINCE THEN DRIVER OF V2 HAS SUFFERED SLIGHT INJURY (WHIPLASH)AND ENDED UP BEING TAKEN TO WORTHING HOSPITAL BY AMBULANCE A SHORT TIME AFTER RTC.

1002036 Sunday 28/03/2010 A283 STORRINGTON ROAD 200m West of A24 WASHINGTON R/A NONE
A 283 2129hrs
E 511,614 Wet/Damp
N 113,506 Raining without high winds
 60 mph

V1 TRAVELLING WEST TO EAST TOWARDS WASHINGTON R/A. V2 TRAVELLING EAST TO WEST. V1 CONTRAVENED SOLID WHITE LINE CAUSED HEAD ON COLLISION

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|------------------|------------|--------------------------------|----------|--------------|--------------------|-----|------------|-----|-----|-----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| 1002363 | Tuesday | A24 LONDON RD of A283 THE PIKE | Veh 2 | M/C > 125 cc | Wait go ahead held | N | to S | Dri | M | 50 | Slight |
| A 24 | 13/04/2010 | | Veh 1 | Car | Starting | N | to S | | | | |
| E 512,074 | 1750hrs | Daylight:street lights present | | | | | | | | | |
| N 113,472 | Dry | Fine without high winds | | | | | | | | | |
| | | 60 mph | | | | | | | | | |

V2 WAS WAITING TO GO ONTO ROUNDABOUT V1 WAS BEHIND V2 AND MOVED OFF HITTING V2 IN THE REAR AND CAUSING MINOR INJURY TO RIDER OF V2 AND DAMAGE TO MOTORCYCLE V2 DTAILS NOT EXCHANGED ALOTHOUGH THE DRIVER OF V1 DID HELP DRIVER OF V2 GET HIS M/CYCLE TO SIDE OF THE ROAD.

| | | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|--------------|---------------------|----|-------|-----|---|----|--------|
| 1002059 | Tuesday | B2139 AMBERLEY ROAD of U112 | Veh 2 | Goods < 3.5t | O/take m/veh o/side | NE | to SW | Dri | M | 35 | Slight |
| B 2139 | 30/03/2010 | NEW TOWN ROAD DOWNLANDS 1 | Veh 1 | Car | Turning right | NE | to N | | | | |
| E 507,764 | 1648hrs | Daylight:street lights present | | | | | | | | | |
| N 114,127 | Wet/Damp | Raining without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

V2 TRAVELLING ALONG AMBERLEY ROAD APPROACHING JUNCTION WITH NEW TOWN ROAD MOVING SLOWLY. V1 TRAVELLING BEHIND V2 HAS THEN GONE AROUND V2 TO PASS WHO HAS THEN TURNED RIGHT INTO NEW TOWN ROAD. V2 HAS THEN GONE INTO THE GARDEN OF 1 NEW TOWN ROAD CAUSING DAMAGE.

| | | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|--------------|---------------------|---|------|-----|---|----|--------|
| 1002711 | Tuesday | A283 WASHINGTON ROAD 32m West | Veh 2 | Goods < 3.5t | Going ahead RH bend | W | to E | Dri | M | 40 | Slight |
| A 283 | 27/04/2010 | of U HEATHER WAY | Veh 1 | Car | Going ahead LH bend | E | to W | | | | |
| E 509,479 | 1755hrs | Daylight:street lights present | | | | | | | | | |
| N 114,098 | Dry | Fine without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

VEHICLE 1 WEST BOUND A283 VEHICLE 2 EAST BOUND A283 VEHICLE 1 FAILS TO NEGOTIATE SLIGHT LEFT HAND BEND, CROSSING INTO OPPOSING LANE AND COLLIDING WITH VEHICLE 2.

| | | | | | | | | | | | |
|------------------|------------|------------------------------|-------|-----|--------------------|---|------|-----|---|----|--------|
| 1003853 | Tuesday | A283 of U GEORGES LANE | Veh 2 | Car | Wait go ahead held | E | to W | Dri | M | 23 | Slight |
| A 283 | 15/06/2010 | A283/JUNCTION GEORGES LANE | Veh 3 | Car | Wait go ahead held | E | to W | | | | |
| E 511,473 | 0751hrs | Daylight: no street lighting | Veh 1 | Car | Going ahead | E | to W | | | | |
| N 113,519 | Dry | Fine without high winds | | | | | | | | | |
| | | 50 mph | | | | | | | | | |

3 VEHICLE REAR END SHUNT. V3 AND V2 WAITING AS VEH INFRONT OF THEM TURNING RIGHT, V1 THEN HIT REAR OF V2 PUSHING IT INTO REAR OF V3.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| Grid Ref. | Time | | | | | | | | |
| | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

1004011 Sunday B2139 AMBERLEY ROAD of U NEW Veh 2 Car Going ahead NE to SW Dri F 56 Serious
 20/06/2010 TOWN ROAD B2139 JUNCTION WITH Veh 1 Car Turning right N to SW
B 2139 1709hrs NEW TOWN ROAD
 Daylight: no street lighting
E 507,769 Dry
N 114,122 Fine without high winds
 30 mph

V1 EXITING NEW TOWN ROAD TURNING RIGHT (SOUTH WEST) ONTO B2139 INTO PATH OF AND MAKING CONTACT WITH V2 HEADING SOUTH WEST. V2 LEFT THE ROAD TURNING OVER CAUSING INJURY TO THE DRIVER.

1003535 Monday A24 300m North of A283 THE PIKE Veh 1 Car Going ahead S to N Dri F 25 Slight
 31/05/2010
A 24 1045hrs
 Daylight: street lights present
E 512,252 Wet/Damp
N 113,734 Fine without high winds
 60 mph

V1 TRAVELLING NORTH ALONG A24 FOLLOWING A HONDA MOTOR VEHICLE WHEN HONDA BRAKED HARD TO AVOID HITTING A PHEASANT, V1 REACTED TO THIS BY BRAKING VERY HARD, THE VEHICLE FISH TAILED AND FLIPPED OVER ONTO IT'S N/S FACING SOUTH. DRIVER TRAPPED BY SEAT BELT SLIGHT INJURIES

1004461 Tuesday A283 STORRINGTON ROAD of U Veh 1 Car Going ahead W to E Dri F 64 Slight
 06/07/2010 HAMPERS LANE AT JUNCTION AS
A 283 1619hrs SHOWN ABOVE.
 Daylight: no street lighting
E 511,988 Dry
N 113,466 Fine without high winds
 50 mph

V1 HEADING EAST ON A283, TOWARDS WASHINGTON. DRIVER IS REPORTED TO HAVE 'BLACKED OUT' AT THE WHEEL, AND DRIFTED TO NEAR SIDE, IMPACTING WITH BUS SHELTER, BEFORE COMING TO A REST IN THE ROAD.

1004941 Wednesday A24 LONDON ROAD of U ROCK Veh 2 Car Going ahead S to N Dri M 49 Slight
 28/07/2010 ROAD AT JUNCTION AS STATED. Veh 3 Car Turning left S to W
A 24 2252hrs Veh 1 Car Turning left W to N FSP F 46 Slight
 Darkness: no street lighting Veh 1 Car Turning left W to N Dri F 58 Serious
E 512,359 Dry
N 114,033 Fine without high winds
 70 mph

V2 AND V3 HEADING NORTH, IN LANE 1 OF A24. V3 EXITED A24 VIA JUNCTION WITH 'ROCK ROAD'. V1 WAS ENTERING NORTHBOUND A24 FROM THIS SAME LOCATION. ONCE V3 HAD FULLY EXITED A24, V1 ENTERED A24 INTO PATH OF V2, CAUSING IMPACT.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| Grid Ref. | Time | | | | | | | | |
| | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

1005684 Monday A24 of A283 Veh 2 M/C > 500 cc Going ahead S to N F 24 Slight
 30/08/2010 Veh 2 M/C > 500 cc Going ahead S to N Dri M 35 Slight
A 24 1259hrs Veh 1 Car Starting W to E
 Daylight:street lights present
E 512,018 Dry
N 113,468 Fine without high winds
 60 mph

VEHICLE TWO THE MOTOR CYCLE WAS TRAVELLING NORTH BOUND ON THE A24, WHILE ON THE ROUNDABOUT VEHICLE ONE HAS ENTERED ROUND ABOUT FROM THE A283 FROM STEYNING. VEHICLE ONE HAS ENTERED ROUND ABOUT NOT SEEING MOTOR CYCLE CAUSING MOTOR CYCLE TO EMERGENCY BREAK RESULTING IN THE BIKE CRASHING, CAUSING SLIGHT INJURY TO BOTH RIDER AND PASSENGER.

1005711 Tuesday A283 NORTH STREET of U HIGH Veh 1 Car Stopping S to N Ped M 16 Slight
 31/08/2010 STREET ROUNDELEIGH COTTAGE
A 283 1925hrs
 Daylight:street lights present
E 508,767 Dry
N 114,300 Fine without high winds
 30 mph

SINGLE VEHICLE V PEDESTRIAN. V1 JOINED NORTH STREET FROM THE HIGH STREET. A GROUP OF MALES CROSSING THE ROAD. ONE MALE WALKED VERY SLOWLY ACROSS THE ROAD, CAUSING VEHICLES TO SLOW DOWN/STOP IN THE ROAD. DRIVER THOUGHT THE PEDESTRIAN HAD WALKED ONTO THE PAVEMENT AS HE DROVE PAST HE COLLIDED WITH THE PEDESTRIAN. UNSURE WHETHER THE PEDESTRIAN STEPPED BACK INTO THE ROAD. WITNESSES STATED THAT THE PEDESTRIAN THEN RAN OFF.

1006311 Thursday A283 WASHINGTON ROAD 50m West Veh 2 Car Going ahead LH bend SE to W Dri M 27 Serious
 23/09/2010 of U BARNS FARM LANE N/A Veh 1 Car Going ahead RH bend W to SE
A 283 1453hrs
 Daylight: no street lighting
E 510,420 Dry
N 113,803 Fine without high winds
 60 mph

V001 AND V002 DRIVING ALONG SINGLE CARRIAGEWAY IN OPPOSITE DIRECTIONS. V001 CROSSED DOUBLE WHITE LINE SYSTEM. WING MIRRORS COLLIDED CAUSING WING MIRROR OF V002 TO ENTER VEHICLE VIA OPEN WINDOW. DISLODGED WING MIRROR INCLUDING CASING HAS STRUCK DRIVER TO LEFT SIDE CAUSING DEEP LACERATION. DRIVER OF V001 HAS RETURNED AND SUBSEQUENTLY BEEN ASSAULTED BY DRIVER OF V002.

1006420 Saturday A283 of A24 Veh 2 M/C > 500 cc Starting E to W Dri M 47 Slight
 18/09/2010 Veh 1 Car Starting E to W
A 283 1120hrs
 Daylight:street lights present
E 512,052 Dry
N 113,401 Fine without high winds
 50 mph

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

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

VEHICLE ONE WAS STATIONARY ON ENTRY TO WASHINGTON ROUNDABOUT BEHIND VEHICLE TWO. VEHICLE TWO WENT TO PULL OFF AND STOPPED DUE TO TRAFFIC CONCERNS VEHICLE ONE THEN MOVED AWAY INTO THE REAR OF VEHICLE TWO AT LOW SPEED CAUSING MINIMAL DAMAGE TO BOTH VEHICLE S.

1001401 Wednesday A24 of A283 STORRINGTON ROAD Veh 2 Car Going ahead S to N Dri M 21 Slight
 24/02/2010 Veh 1 Car Change lane to right W to N
 A 24 1455hrs
 Daylight:street lights present
 E 512,020 Wet/Damp
 N 113,470 Fine without high winds
 30 mph

V2 ON ROUNDABOUT TRAVELING NORTH, V1 CUT ACCROSS HIS PATH AND COLLIDED WITH V2 CAUSING DAMAGE TO REAR OF V2. V1 DID NOT STOP AND VRM WAS NOT OBTAINED.

1008483 Monday A283 WASHINGTON ROAD 249m East Veh 2 Car Stopping E to W Dri F 43 Slight
 13/12/2010 of C0 WATER LANE Veh 1 Car Going ahead E to W
 A 283 0846hrs
 Daylight:street lights present
 E 510,146 Dry
 N 113,822 Fog or mist
 50 mph

V2 IN SLOW / STATIONARY TRAFFIC. V1 HAS FAILED TO SLOW AND HAS HIT THE REAR OF V2 CAUSING REAR END DAMAGE. DRIVER OF V1 SUFFERED MINOR INJURIES TO NECK / HEAD.

1008495 Tuesday A283 WASHINGTON ROAD of C0 Veh 2 M/C > 500 cc Going ahead W to E Dri M 43 Serious
 14/12/2010 WATER LANE Veh 1 Car Turning right E to N
 A 283 1656hrs
 Darkness: no street lighting
 E 509,901 Dry
 N 113,912 Fine without high winds
 50 mph

VEHICLE 1 WAS TURNING RIGHT INTO WATER LANE AND FAILED TO SEE VEHICLE 1 TRAVELLING TOWARDS HER. VEHICLE 1 PULLED IN THE PATH OF VEHICLE 2.

1100622 Friday A283 of U NORTH STREET ONE STOP Veh 2 M/C > 500 cc Going ahead W to E Dri M 53 Slight
 28/01/2011 STORE Veh 1 Car Turning right N to W
 A 283 0810hrs
 Daylight:street lights present
 E 508,762 Dry
 N 114,292 Fine without high winds
 30 mph

VEHICLE 1, INTENDING TO TURN RIGHT ON TO THE A283 PULLED ACROSS CARRIAGEWAY DIRECTLY IN TO PATH OF VEHICLE 2(MOTORCYCLE) BEING RIDDEN EASTWARDS.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

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

1000267 Tuesday A24 LONDON ROAD 323m South of U Veh 1 Car Going ahead S to N FSP M 84 Slight
 12/01/2010 ROCK ROAD ADJACENT TO THE
A 24 1435hrs CHARDONNAY RESTURANT
 Daylight: no street lighting
E 512,263 Snow
N 113,734 Other
 70 mph

VEH 1 TRAVELLING NORTH BOUND ON A24 WITHIN SPEED LIMIT, LOST CONTROL ON ICE / SNOW / OTHER ROAD DEPOST. VEHICLE SPAN AND STRUCK CENTRAL RESERVATION BARRIER CAUSING MINOR DAMAGE TO BARRIER SUPPORT LEG. MINOR GRAZE INJURY TO FRONT SEAT PASSENGER.

1100732 Wednesday A283 THE PIKE of A24 LONDON RD Veh 2 M/C > 500 cc Wait to turn left E to S Dri M 27 Slight
 02/02/2011 AT ROUNDABOUT Veh 1 Car Wait to turn left E to S
A 283 1800hrs
 Darkness: street lights present
E 512,032 Wet/Damp
N 113,402 Fine without high winds
 30 mph

V02 TRAVELLING FROM EASTWARDS TURNING SOUTHWARDS AT ROUNDABOUT. WHILST WAITING TO GO AHEAD, V01 HIT V02 FROM BEHIND. DETAILS EXCHANGED BUT RIDER OF V02 INJURED.

1102015 Tuesday A283 WASHINGTON of A24 Veh 1 M/C < 125 cc Turning left N to SE Dri M 17 Serious
 22/03/2011 WASHINGTON
A 283 1036hrs
 Daylight:street lights present
E 512,090 Dry
N 113,409 Fine without high winds
 50 mph

VEH A MOTORCYCLE, LEFT ROUNDABOUT AND ENTERED ROAD BALLOONING OUT TOWARDS THE CENTRE OF THE CWAY AND SLIDING ON GRAVEL, CAUSING RIDER TO BE UNSEATED. RIDER SLID ACROSS ROAD SURFACE ON HIS KNEES CAUSING SERIOUS INJURY.

1102297 Monday A283 of A24 Veh 2 Goods < 3.5t Going ahead E to W Dri M 45 Slight
 11/04/2011 Veh 1 Car Going ahead E to W
A 283 1725hrs
 Daylight:street lights present
E 512,062 Dry
N 113,393 Fine without high winds
 40 mph

V2 TRAV WEST IN RD STOPPED AT RBT DUE TO TRAFFIC. V1 ALSO TRAV W, BEHIND V2. V2 WENT TO PULL ON TO RBT, BUT STOPPED DUE TO ONCOMING TRAFFIC. V1 RAN IN TO REAR OF V2. BOTH VEHICLES STOPPED AND EXCHANGED DETAILS. DRIVER OF V2 NOW SUFFERING WHIPLASH INJURY.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|------------------|------------|------------------------------|----------|--------------|---------------|-----|------------|-----|-----|-----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| 1102552 | Thursday | A283 WASHINGTON ROAD of U | Veh 2 | M/C > 500 cc | Going ahead | E | to W | Dri | M | 58 | Slight |
| A 283 | 21/04/2011 | CHANNY LANE AT X-ROADS | Veh 1 | Car | Turning right | W | to S | | | | |
| E 509,217 | 2217hrs | Darkness: no street lighting | | | | | | | | | |
| N 114,168 | Dry | Fine without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

VI MOTOR CAR TRAVELLING EAST ALONG WASHINGTON ROAD, TURNED RIGHT INTO CHANNY LANE - ACROSS PATH OF V2 MOTORCYCLE, WHICH WAS TRAVELLING WEST ALONG WASHINGTON ROAD, CAUSING MCY TO COLLIDE WITH N/S/R OF V1.

| | | | | | | | | | | | |
|------------------|--------------------------------|-------------------------------|-------|--------------|-------------|---|------|-----|---|----|--------|
| 1102838 | Tuesday | A283 PULBOROUGH ROAD of U | Veh 1 | Goods < 3.5t | Going ahead | E | to W | Ped | F | 43 | Slight |
| A 283 | 03/05/2011 | HEMPHELLS PRIOR TO JUNCTION - | | | | | | | | | |
| E 507,402 | 0912hrs | 2 METRES | | | | | | | | | |
| N 114,554 | Daylight:street lights present | | | | | | | | | | |
| | Dry | Fine without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

V1 TRAVELLING W/B, DROVE AROUND SLIGHT LEFT HAND BEND LOST CONTROL MOUNTED KERB ON N/S, COLLIDING WITH PEDESTRIAN, DRIVING BACK ONTO CARRIAGEWAY AND STOPPING

| | | | | | | | | | | | |
|------------------|------------|---------------------------------|-------|-----|---------------------|----|-------|-----|---|----|--------|
| 1104135 | Tuesday | A283 COOTHAM 55m West of U CLAY | Veh 2 | Car | Going ahead | SE | to NW | Dri | M | 27 | Slight |
| A 283 | 05/07/2011 | LANE | Veh 1 | Car | Going ahead LH bend | N | to SE | Dri | M | 35 | Slight |
| E 507,081 | 1752hrs | Daylight: no street lighting | | | | | | | | | |
| N 114,551 | Wet/Damp | Raining without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

VEH 2 WAS TRAVELLING EAST TO WEST. VEH 1 TRAVELLING IN OPPOSITE DIRECTION LOST CONTROL WHILST NEGOTIATING LEFT HAND BEND. LEFT CARRIAGEWAY ON NEAR SIDE COLLIDED WITH TREE, REBOUNDED AND COLLIDED HEAD ON WITH VEH 2.

| | | | | | | | | | | | |
|------------------|------------|---------------------------------|-------|-------------|-------------|---|------|-----|---|----|---------|
| 1105050 | Saturday | A283 MANLEYS HILL of U | Veh 1 | M/C < 50 cc | Going ahead | E | to W | Dri | M | 17 | Serious |
| A 283 | 13/08/2011 | WOODPECKER LANE WOODCROFT | | | | | | | | | |
| E 509,403 | 0214hrs | Darkness: street lights present | | | | | | | | | |
| N 114,119 | Dry | Fine without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

V1 TRAVELLING WEST IN THIS ROAD LOST CONTROL OF MOPED FOR UNKNOWN REASON CAUSING SERIOUS INJURY TO RIDER

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | |
|------------------|------------|------------------------------|----------|--------------|------|--------------|------------|------|-----|-----|----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | |
| 1103695 | Thursday | A283 WASHINGTON ROAD of C0 | Veh 2 | Car | | Turning left | W | to N | Dri | F | 40 | Slight |
| A 283 | 16/06/2011 | WATER LANE AT JUNCTION | Veh 1 | Goods < 3.5t | | Going ahead | W | to E | | | | |
| E 509,911 | 1844hrs | Daylight: no street lighting | | | | | | | | | | |
| N 113,909 | | Wet/Damp | | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | | |
| | | 60 mph | | | | | | | | | | |

BOTH VEHS TRAVELLING EAST A283. VEH 2 SLOWED TO TURN LEFT INTO WATER LANE, VEH 1 DROVE INTO REAR VEH 2 CAUSING WHIPLASH AND DAMAGE AS SHOWN

| | | | | | | | | | | | | |
|------------------|------------|-----------------------------|-------|-----|--|-------------|---|------|-----|---|----|--------|
| 1104844 | Friday | A24 LONDON ROAD of A283 THE | Veh 2 | Car | | Going ahead | N | to S | Dri | F | 27 | Slight |
| A 24 | 05/08/2011 | PIKE ON APPROACH TO | Veh 1 | Car | | Going ahead | N | to S | | | | |
| E 512,074 | 1700hrs | ROUNDAABOUT | | | | | | | | | | |
| N 113,450 | | Daylight: street lighting | | | | | | | | | | |
| | | Dry | | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | | |
| | | 70 mph | | | | | | | | | | |

VEHICLE 2 APPROACHING ROUNDAABOUT FROM NORTH TO TRAVEL SOUTH, CAME TO A STOP FOR TRAFFIC. VEHICLE 1 DIDN'T STOP AND RAN INTO THE BACK OF VEHICLE 2

| | | | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|-----|--|--------------------|---|------|-----|---|----|--------|
| 1106054 | Tuesday | A283 HIGH STREET 45m West of U | Veh 2 | Car | | Wait go ahead held | E | to W | Dri | F | 24 | Slight |
| A 283 | 27/09/2011 | OLD MILL DRIVE | Veh 3 | Car | | Wait go ahead held | E | to W | | | | |
| E 508,828 | 1750hrs | Daylight:street lights present | Veh 1 | Car | | Going ahead | E | to W | | | | |
| N 114,283 | | Dry | | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | | |
| | | 30 mph | | | | | | | | | | |

VEH 1 FAILED TO STOP IN TIME AND HIT VEH 2 CAUSING IT TO HIT VEH 3. DRIVERS OF VEH 1 AND VEH 2 EXCHANGED ALL DETAILS AT SCENE BUT DRIVER OF VEH 3 LOOKED AND SAID NO DAMAGE TO HIS VEHICLE AND DID NOT LEAVE DETAILS. WHIPLASH INJURY TO DRIVER OF VEH 2.

| | | | | | | | | | | | | |
|------------------|------------|-----------------------------------|-------|-----|--|--------------------|----|------|-----|---|----|--------|
| 1106317 | Friday | A283 100m South of U HAMPERS LANE | Veh 2 | Car | | Wait to turn right | SE | to W | | | | |
| A 283 | 07/10/2011 | OLD CLAYTON KENNELS | Veh 1 | Car | | Going ahead | SE | to W | FSP | F | 82 | Slight |
| E 510,911 | 1045hrs | Daylight: no street lighting | | | | | | | | | | |
| N 113,651 | | Dry | | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | | |
| | | 60 mph | | | | | | | | | | |

VEH 2 STATIONERY INDICATING TO TURN RIGHT INTO KENNELS. VEH 1 DROVE INTO BACK OF VEH 2.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

| | | | | | | | | | | |
|------------------|------------|-------------------------------|-------|-----|----------|--------|-----|---|----|--------|
| 1106451 | Friday | A24 LONDON ROAD 250m North of | Veh 2 | Car | Stopping | N to S | Dri | F | 28 | Slight |
| A 24 | 14/10/2011 | A283 STORRINGTON ROAD | Veh 1 | Car | Stopping | N to S | | | | |
| E 512,316 | 1025hrs | Daylight: street lighting | | | | | | | | |
| N 113,859 | Dry | Fine without high winds | | | | | | | | |
| | | 70 mph | | | | | | | | |

VEHICLE 2 WAS TRAVELLING IN LANE 2 SOUTH ALONG THE A24 APPROACHING THE WASHINGTON ROUNDABOUT, HORSHAM. A HEAVY GOODS VEHICLE WAS TRAVELLING IN FRONT OF VEHICLE 2. HEAVY GOODS VEHICLE BEGAN TO SLOW AS DID VEHICLE 2, VEHICLE 1 COMING UP BEHIND DID NOT BRAKE IN TIME AND HIT THE REAR OF VEHICLE 2. NO OTHER VEHICLES INVOLVED.

| | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|-----|-------------|--------|-----|---|----|--------|
| 1106460 | Friday | A283 PULBOROUGH ROAD of U | Veh 1 | Car | Going ahead | W to E | Ped | M | 13 | Slight |
| A 283 | 14/10/2011 | SPIERBRIDGE ROAD | | | | | | | | |
| E 508,278 | 1659hrs | Daylight:street lights present | | | | | | | | |
| N 114,489 | Dry | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

THE INJURED PERSON 13 YR OLD BOY, WAS CROSSING THE A283 TO GO TOWARDS THE LEISURE CENTRE. HE LOOKED ONE WAY BUT NOT THE OTHER. THE VEHICLE TRAVELLING TOWARDS SPIERBRIDGE ROAD HAD TO BRAKE SUDDENLY AND THE VEHICLE VERY GENTLY TAPPED THE BOY OVER CAUSING GRAVEL BURN TO THE RIGHT HIP OF THE BOY.

| | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|--------------|-------------|--------|-----|---|----|--------|
| 1106594 | Wednesday | A283 PULBOROUGH ROAD 303m East | Veh 2 | Car | Going ahead | W to E | | | | |
| A 283 | 19/10/2011 | of U HURSTON LANE | Veh 1 | Goods < 3.5t | Reversing | N to S | Dri | F | 44 | Slight |
| E 508,078 | 0934hrs | Daylight:street lights present | | | | | | | | |
| N 114,498 | Dry | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

V2 TRAVELLING EAST ALONG THE ROAD V2 IS REVERSING INTO A PRIVATE DRIVEWAY AND HAS PULLED OUT ACROSS THE ROAD TO STRAIGHTEN AND HAS SLIGHTLY PULLED ACROSS INTO THE EASTBOUND CARRIAGEWAY, V1 HAS FAILED TO REACT AND COLLIDED WITH THE FRONT OF V1 CAUSING DAMAGE TO BOTH VEHICLES

| | | | | | | | | | | |
|------------------|------------|---------------------------------|-------|-----|-------------|--------|-----|---|----|--------|
| 1107073 | Tuesday | A283 PULBOROUGH ROAD of B2139 | Veh 2 | Car | Stopping | E to W | Dri | F | 45 | Slight |
| A 283 | 08/11/2011 | AMBERLEY ROAD | Veh 1 | Car | Going ahead | E to W | | | | |
| E 508,426 | 1835hrs | Darkness: street lights present | | | | | | | | |
| N 114,398 | Wet/Damp | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

VEHICLE 2 TRAVELLING WEST ON AMBERLEY ROAD, SLOWS TO TURN INTO PETROL STATION, VEHICLE 1 FOLLOWING BEHIND FAILS TO STOP IN TIME AND COLLIDES WITH REAR OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

| | | | | | | | | | | |
|-----------|------------|--------------------------------|-------|-----|--------------------|--------|-----|---|----|--------|
| 1107228 | Thursday | A24 10m North of A283 | Veh 2 | Car | Wait go ahead held | N to S | Dri | F | 42 | Slight |
| A 24 | 10/11/2011 | 0618hrs | Veh 1 | Car | Wait go ahead held | N to S | | | | |
| E 512,084 | | Daylight:street lights present | | | | | | | | |
| N 113,472 | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 70 mph | | | | | | | | |

VEHICLE 2 WAS PULLING AWAY FROM A STATIONARY POSITION AND VEHICLE 1 COLLIDED WITH THE REAR.

| | | | | | | | | | | |
|-----------|------------|------------------------------|-------|--------------|--------------------|--------|-----|---|----|--------|
| 1107510 | Monday | A283 PULBOROUGH ROAD of U | Veh 2 | M/C < 125 cc | Going ahead | W to E | Dri | F | 20 | Slight |
| A 283 | 28/11/2011 | COOTHAM GRENN ON THE | Veh 1 | Car | Wait to turn right | S to E | | | | |
| E 507,526 | 0819hrs | JUNCTION OF COOHAM GREEN | | | | | | | | |
| N 114,554 | | Daylight: no street lighting | | | | | | | | |
| | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

V1 PULLING OUT OF MINOR RD ONTO A283 FAILED TO GIVEWAY TO V2 TRAVELLING E/B ON THE A283. V1 CONTINUED ONTO A283 CAUSING V2 TO TAKEN EVASIVE ACTION TO AVOID V1 MOUNTED KERB AND ENDED UP IN A DITCH.

| | | | | | | | | | | |
|-----------|------------|---------------------------------|-------|-----|-------------|--------|-----|---|----|--------|
| 1200636 | Tuesday | A24 of A283 | Veh 2 | Car | Going ahead | S to N | FSP | F | 77 | Slight |
| A 24 | 17/01/2012 | | Veh 1 | Car | Going ahead | S to N | | | | |
| E 512,000 | 1950hrs | Darkness: street lights present | | | | | | | | |
| N 113,410 | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 70 mph | | | | | | | | |

V2 HEADING N/B ON A24 APPROACHING WASHINGTON R/A. V2 ENTERS R/A BUT THEN BRAKES AFTER SIGHTING VEHICLE COMING AROUND R/A. V1 LOOKING TO THE RIGHT AS ENTERING R/A BUT FAILS TO NOTICE THAT V2 HAS STOPPED IN FRONT OF HIM. V1 COLLIDES WITH REAR OF V2

| | | | | | | | | | | |
|-----------|------------|------------------------------|-------|-----|----------|--------|-----|---|----|--------|
| 1201420 | Thursday | A24 of A283 STORRINGTON ROAD | Veh 2 | Car | Starting | W to N | Dri | F | 39 | Slight |
| A 24 | 15/03/2012 | | Veh 1 | Car | Starting | W to N | | | | |
| E 512,010 | 0800hrs | Darkness: street lighting | | | | | | | | |
| N 113,460 | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 30 mph | | | | | | | | |

VEH 2 WAS ON WASHINGTON R/A JUNCTION OF A24 AND A283. VEH 1 HAS COLLIDED WITH REAR OF VEH 2, CAUSING DAMAGE. DRIVERS DID STOP AT SCENE, BUT NO DETAILS WERE EXCHANGED. DRIVER VEH 2 WAS LATER DIAGNOSED WITH MILD CONCUSSION AND WHIPLASH.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

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

1200962 Wednesday A283 of A24
 22/02/2012
 A 283 0720hrs
 Daylight: no street lighting
 E 512,035 Dry
 N 113,475 Fine without high winds
 30 mph

V1 AND V2 TRAVELLING EAST ON A283 APPROACHING WASHINGTON RA. LANE SPLITS IN TWO ON APPROACH TO RA. V1 LANE2. V2 LANE1. BOTH ENTER RA TOGETHER. V2 DRIVES STRAIGHT ON. V1 TURNS LEFT AND COLLIDES WITH O/S OF V2. V2 COLLIDES WITH ARMO BARRIER AT BOTTOM OF A24. V1 DRIVES N/B ON A24. BOTH VEHICLES STOP IN SEPARATE LOCATIONS. DETAILS NOT EXCHANGED.

1202660 Thursday A283 HIGH STREET 24m East of U
 24/05/2012 NORTH STREET
 A 283 1801hrs
 Daylight:street lights present
 E 508,797 Dry
 N 114,285 Fine without high winds
 30 mph

VEH 1 HEADING EAST. VEHICLES HEADING WEST ARE BACKED UP FROM TRAFFIC LIGHTS. PEDESTRIAN RAN OUT FROM BETWEEN ARS ON VEH 1S OFFSIDE. PEDESTRIAN HIT VEH 1

1203960 Thursday A283 WEST STREET STORRINGTON
 02/08/2012 At Junction of U RECTORY CLOSE
 A 283 1800hrs
 Daylight:street lights present
 E 508,596 Dry
 N 114,332 Fine without high winds
 30 mph

ALL VEHICLES TRAVELLING EAST IN RD. V2 PULLED UP AND STOPPED BEHIND V3 WHO WAS ALLOWING A VEHICLE TO MERGE FROM A SIDE TURNING. V1 FOR REASON UNKNOWN DROVE INTO REAR OF V2 PUSHING IT IN TO V3. ALL PARTIES STOPPED AND EXCHANGED DETAILS. HOWEVER OCCUPANTS OF V2 HAVE SUFFERED MINOR WHIPLASH RELATED INJURIES.

1201367 Wednesday A24 LONDON RD PULBOROUGH
 14/03/2012 100m South of C0 THE HOLLOW
 A 24 1852hrs
 Darkness: no street lighting
 E 512,339 Dry
 N 113,924 Fine without high winds
 70 mph

VEHICLE 1 EXITS THE HOLLOW ONTO A24 DUAL CARRIAGEWAY HEADING SOUTH, IMMEDIATELY MOVES INTO LANE 2 FAILING TO SEE ONCOMING VEHICLE 2 ALREADY IN LANE 2. VEHICLE 2 COLLIDES WITH REAR OF VEHICLE 1.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

1204274 Saturday U MONASTERY LANE Veh 2 Car Parked 0 to 0
 18/08/2012 STORRINGTON At Junction of B2139 Veh 1 Car Going ahead LH bend SW to NE Dri F 18 Slight
U 1443hrs outside THE GLEBE SURGERY
 Daylight:street lights present
E 508,430 Dry
N 114,373 Fine without high winds
 30 mph

VEHICLE 1 WAS BEING DRIVEN DOWN MONASTERY LANE, STORRINGTON TOWARDS THE ROUNDABOUT ON THE B2139. THE DRIVER OF VEHICLE 1 HAS GLANCED RIGHT AS PASSING THE ENTRANCE TO THE GLEBE SURGERY AND DRIFTED SLIGHTLY IN THE DIRECTION SHE WAS LOOKING CAUSING THE VEHICLE TO COLLIDE WITH VEHICLE 2 WHICH WAS STATIONARY WITH NO OCCUPANTS, PARKED ALONG THE KERB FACING THE OPPOSITE DIRECTION TO VEHICLE 1 JUST PAST THE SURGERY.

1204561 Monday A283 STORRINGTON ROAD Veh 2 Car Wait go ahead held W to E Dri F 49 Slight
 03/09/2012 WASHINGTON At Junction of A24 Veh 1 Car Wait go ahead held W to E
A 283 0836hrs
 Daylight:street lights present
E 512,004 Dry
N 113,460 Fine without high winds
 60 mph

V2 STATIONARY WAITING TO ENTER R/A. V1 HAS FAILED TO NOTICE THAT V2 WAS STATIONARY AND HAS HIT THE REAR OF V2. MINOR INJURY

1204664 Saturday A283 PULBOROUGH ROAD Veh 2 Car Stopping E to W
 08/09/2012 STORRINGTON At Junction of U Veh 3 Car Wait to turn right E to N
A 283 1029hrs HURSTON LANE outside AT Veh 1 Car Stopping E to W Dri F 22 Slight
 Daylight:street lights present
E 507,754 Dry
N 114,520 Fine without high winds
 30 mph

V3 STOPS TO TURN RIGHT AT JUNCTION. V2 STOPS BEHIND V3 AND V1 SLOWS BUT DOES NOT STOP IN TIME AND HITS V2

1205473 Sunday A283 WASHINGTON ROAD Veh 2 Car U turn SE to SE
 14/10/2012 STORRINGTON 85m West of U WATER Veh 3 Car Going ahead SE to NW Dri F 66 Slight
A 283 1244hrs LANE outside SANDOWN HOUSE Veh 1 Car Going ahead SE to NW FSP F 55 Slight
 Daylight:street lights present
E 509,814 Dry
N 113,943 Fine without high winds
 40 mph

3 VEHICLES TRAVELLING WESTBOUND ON A283 WASHINGTON ROAD, STORRINGTON. V2 SLOWS INTENDING TO TURN IN THE ROAD WHEN IT IS STRUCK TO THE REAR BY V1 FOLLOWING. V3 IS UNABLE TO STOP AND STRIKES THE REAR OF V1.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

1205489 Wednesday A283 HIGHT STREET STORRINGTON Veh 2 Car Wait go ahead held W to E Dri F 64 Slight
 17/10/2012 At Junction of B2139 SCHOOL HILL Veh 1 Car Going ahead W to E
A 283 0721hrs
 Daylight:street lights present
E 508,927 Dry
N 114,279 Fine without high winds
 30 mph

V2 WAITING STATIONARY AT R/A WHEN V1 HAS FAILED TO REALISE THIS AND HAS REAR ENDED V2.

1205659 Friday A283 WASHINGTON ROAD Veh 2 Car Going ahead E to W Dri M 67 Slight
 26/10/2012 STORRINGTON At Junction of U Veh 1 Car Turning right S to E
A 283 0714hrs SULLINGTON LANE
 Darkness: no street lighting
E 509,903 Wet/Damp
N 113,906 Fine without high winds
 40 mph

V2 TRAVELLING EAST TO WEST ALONG WASHINGTON ROAD. V1 STATIONARY AT J/W SULLINGTON LANE AND WASHINGTON ROAD. DVR OF V1 HAS FAILED TO SEE V2 AND HAS PULLED OUT INTO PATH OF V2 AND V2 HAS COLLIDED WITH V1.

1205865 Friday A283 COOTHAM 50m West of U CLAY Veh 1 Car Going ahead LH bend NWto E Dri M 22 Slight
 05/10/2012 LANE outside ENTRANCE TO
A 283 1801hrs PARHAM HOUSE ESTATE
 Darkness: no street lighting
E 507,091 Wet/Damp
N 114,542 Raining without high winds
 30 mph

V1, SINGLE MALE OCCUPANT (DRIVER) TRAVELLING WEST TO EAST ALONG THE A283, LOST CONTROL ON SHARP LEFT HAND BEND, LEAVING CARRIAGEWAY PARTIALLY ON THE NEAR SIDE AND HITTING TELEGRAPH POLE. VEHICLE REBOUNDED INTO CARRIAGE WAY WITH SUBSTANTIAL FRONT END DAMAGE. TELEGRAPH POLE SNAPPED LEAVING PART OF THE POLE AND THE WIRES LAYING ACROSS THE CARRIAGEWAY RESULTING IN THE ROAD BEING CLOSED FOR THREE AND A QUARTER HOURS WHILST THE SCENE WAS CLEARED AND THE ROAD MADE SAFE.

1202497 Sunday A283 WASHINGTON RD Veh 2 Car Going ahead RH bend W to SE FSP F 43 Slight
 13/05/2012 STORRINGTON 40m East of U Veh 2 Car Going ahead RH bend W to SE RSP M 18 Slight
A 283 0940hrs HAMPERS LANE outside (OUT Veh 2 Car Going ahead RH bend W to SE RSP M 14 Slight
 Daylight: street lighting Veh 2 Car Going ahead RH bend W to SE Dri M 44 Slight
E 510,874 Dry Veh 1 Other M/veh O/take m/veh o/side E to W
N 113,663 Fine without high winds
 50 mph

VEH 1 (SECAMB SERVICE AMBULANCE) ON A BLUE LIGHT RUN, TRAVELLING WEST & OVERTAKING VEHICLES, FORCED VEH 2 TRAVELLING EAST OFF THE ROAD TO THE NORTH KERBSIDE VERGE, TO AVOID A HEAD ON COLLISION. VEH 1 CONTINUED JOURNEY W/O STOPPING.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

1205724 Wednesday A283 WEST STREET STORRINGTON Veh 2 M/C < 50 cc Wait go ahead held W to E Dri M 16 Slight
 10/10/2012 At Junction of U CHURCH STREET Veh 1 Car Going ahead W to E
A 283 1115hrs outside POST OFFICE
 Daylight:street lights present
E 508,727 Dry
N 114,285 Fine without high winds
 30 mph

VEH 2 MOTOR SCOOTER STATIONARY IN HIGH ST. STORRINGTON AT J/W CHURCH ST. WHEN HIT FROM BEHIND BY VEH 1 MOTOR CAR.

1205257 Saturday A283 WASHINGTON ROAD Veh 2 Car Going ahead E to W Dri M 46 Slight
 06/10/2012 STORRINGTON 120m West of U Veh 2 Car Going ahead E to W RSP F 45 Slight
A 283 1411hrs HAMPERS LANE Veh 1 Car Going ahead E to W Dri F 31 Slight
 Daylight: no street lighting
E 510,703 Dry
N 113,707 Fine without high winds
 40 mph

VEHICLE 1 TRAVELLING BEHIND VEHICLE 2 TRAVELLING WEST. DOG RUNS INTO ROAD CAUSING VEHICLE 2 TO BRAKE HEAVILY AND VEHICLE 1 COLLIDES WITH REAR OF VEHICLE 2.

1205165 Wednesday A283 WASHINGTON At Junction of U Veh 2 Car Going ahead RH bend SE to N FSP M 62 Slight
 03/10/2012 LONDON ROAD Veh 2 Car Going ahead RH bend SE to N Dri F 26 Slight
A 283 0847hrs Veh 1 Car Turning right NWto SW
 Daylight:street lights present
E 512,239 Wet/Damp
N 113,145 Fine without high winds
 50 mph

V1 TRAVELLING E/B ON A283. V2 E/B A283. V1 ATTEMPTED TO TURN RIGHT, INTO LONDON ROAD, CROSSING THE PATH OF V2. V2 BRAKED BUT WAS UNABLE TO AVOID A COLLISION COLLIDING WITH THE SIDE OF V1.

1205306 Monday A283 STORRINGTON ROAD Veh 2 M/C < 50 cc Wait to turn right W to S Dri M 16 Slight
 08/10/2012 STORRINGTON At Junction of U A Veh 1 Goods < 3.5t O/take on n/side W to E
A 283 1045hrs FARM TRACK OPPOSITE A FARM
 Daylight: no street lighting
E 511,333 Dry
N 113,538 Fine without high winds
 40 mph

VEH 2 STATIONARY FACING EAST & WAITING TO TURN RIGHT (SOUTH) ONTO A FARM TRACK, HAVING BEEN FOLLOWED EASTWARDS BY VEH 1. VEH 1 WAS TOOTING VEH 2 AND VEH 1 IN TRYING TO PASS ON NEARSIDE OF STATIONARY VEH 2, HIT N/S OF VEH 2 KNOCKING RIDER & SCOOTER FORWARD AND INTO ONCOMING LANE, CAUSING DAMAGE TO SCOOTER AND MINOR INJURY TO RIDER.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| Grid Ref. | Time | | | | | | | | |
| | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

1206962 Sunday A283 WASHINGTON At Junction of U Veh 2 Car Going ahead NW to SE
A 283 30/12/2012 SANDHILL LANE Veh 1 Car Turning right N to NW Dri M 46 Slight
 1212hrs
 Daylight: no street lighting
E 512,123 Dry
N 113,377 Fine without high winds
 50 mph

THIS WAS A 2 VEHICLE SLIGHT INJURY RTC. AT T JUNCTION, V1 EXITING SANDHILL LANE ONTO A283 INTENDING TO TURN RIGHT. V2 HAD JUST EXTIED THE WASHINGTON R/A (A24). V1 EXTITED TOO LATE CROSSING V2S PATH CAUSING COLLISION.

1206273 Friday U ROCK ROAD WASHINGTON. Veh 2 Car Wait go ahead held W to N Dri F 25 Slight
U 23/11/2012 WASHINGTON At Junction of A24 Veh 1 Car Turning left S to W
 0808hrs LONDON RD outside ROCK RD J/W
 Daylight: street lighting
E 512,349 Dry
N 114,036 Fine without high winds
 40 mph

VEH 2 STATIONARY IN ROCK RD WAITING TO MERGE NORTH ONTO A24, VEH 1 EXITING A24 ONTO ROCK RD BELIEVED EXCESS SPEED, UNABLE TO STAY IN N/S LANE, CRASHED INTO R/O/S WING/WHEEL OF VEH 2.

1301189 Monday A24 WASHINGTON At Junction of A283 Veh 2 Car Going ahead W to E
A 24 04/03/2013 Veh 1 Car Going ahead W to E Dri F 19 Slight
 1623hrs
 Daylight:street lights present
E 512,049 Dry
N 113,477 Fine without high winds
 70 mph

VEH 1 TRAVELLING EAST ON A283 TO ROUNDABOUT. VEH 2 SAME DIRECTION. DUE TO TRAFFIC BUILD UP ON THE ROUNDABOUT BOTH VEHICLES COLLIDE ON THE ROUNDABOUT TRYING TO GO IN DIFFERENT DIRECTIONS.

1301418 Friday A283 STORRINGTON ROAD Veh 2 Car Wait go ahead held W to E Dri M 41 Slight
A 283 15/03/2013 WASHINGTON At Junction of U BARNS Veh 3 Car Wait to turn right W to S Dri M 43 Slight
 1638hrs FARM LANE outside OLD CLAYTON Veh 1 Car Going ahead W to E
 Daylight: street lighting
E 510,592 Wet/Damp
N 113,743 Raining without high winds
 40 mph

V3 TRAVELLING EAST ON A283 FAILED TO SLOW FOR STOPPING VEHICLES, STRIKING REAR OF V2, SHUNTING IT IN TO V2, WHICH HAD STOPPED TO TURN IN TO BARNS GREEN LANE.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Notes:
 Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|-------------|-----|----------------------|----------|------|------|-----|------------|-----|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |

| | | | | | | | | | | | |
|------------------|------------|-----------------------------------|-------|-----|--------------------|---|------|-----|---|----|--------|
| 1201761 | Wednesday | A24 HORSHAM ROAD HORSHAM At | Veh 2 | Car | Wait go ahead held | S | to N | Dri | M | 40 | Slight |
| A 24 | 04/04/2012 | Junction of A283 STORRINGTON ROAD | Veh 1 | Car | Going ahead | S | to N | | | | |
| E 511,997 | 1745hrs | Daylight:street lights present | | | | | | | | | |
| N 113,397 | Dry | Fine without high winds | | | | | | | | | |
| | | 70 mph | | | | | | | | | |

V2 WAS STATIONARY AT ROUNDABOUT. V1 DROVE INTO REAR OF V2. V2 DROVE NORTHWARDS ACROSS ROUNDABOUT AND PULLED OVER. V1 DROVE OFF IN A NORTHERLY DIRECTION ALSO BUT FAILED TO STOP TO EXCHANGE DETAILS.

| | | | | | | | | | | | |
|------------------|------------|-------------------------------|-------|------|----------------------|---|------|-----|---|----|--------|
| 1301899 | Tuesday | A24 WASHINGTON 30m North of U | Veh 2 | Car | Going ahead | N | to S | FSP | M | 30 | Slight |
| A 24 | 16/04/2013 | ROCK ROAD | Veh 2 | Car | Going ahead | N | to S | Dri | M | 28 | Slight |
| E 512,382 | 1844hrs | Daylight: no street lighting | Veh 3 | Taxi | Going ahead | N | to S | FSP | F | 63 | Slight |
| N 114,005 | Dry | Fine without high winds | Veh 1 | Car | Change lane to right | N | to S | | | | |
| | | 70 mph | | | | | | | | | |

VEHICLE 1, UNKNOWN VEHICLE, CHANGED LANE FROM LANE 1 TO LANE 2 INTO PATH OF VEHICLE 2, WHICH BRAKED TO AVOID IMPACT, VEHICLE 3 FOLLOWING VEHICLE 2, COLLIDED WITH REAR OF VEHICLE 3 CAUSING DAMAGE TO BOTH VEHICLES AND INJURY TO OCCUPANTS. VEHICLE 1 SWE RVED NEARSIDE LEFT CARRIAGEWAY NEARSIDE INTO BUSHES, BUT THEN FAILED TO STOP AND MADE OFF.

| | | | | | | | | | | | |
|------------------|--------------------------------|----------------------------------|-------|-------------|-------------|---|------|-----|---|----|--------|
| 1301949 | Wednesday | A283 WEST STREET STORRINGTON | Veh 2 | Pedal cycle | Going ahead | W | to E | | | | |
| A 283 | 17/04/2013 | At Junction of U CHURCH STREET | Veh 3 | Pedal cycle | Going ahead | W | to E | Dri | M | 40 | Slight |
| E 508,716 | 1050hrs | outside JUST BEFORE PED CROSSING | Veh 1 | Car | Going ahead | W | to E | | | | |
| N 114,286 | Daylight:street lights present | Dry | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | |
| | | 30 mph | | | | | | | | | |

V1 TRAVELLING EB DROVE OVERTOOK TWO CYCLISTS TOO CLOSE CAUSING FRONT CYCLIST TO WOBBLE. V1 THEN STOPPED SUDDENLY AND THE SECOND CYCLIST WENT IN TO THE REAR OF V1. V1 STOPPED TO ASK IF OK THEN STATED THEY WOULD DRIVE AROUND THE CORNER AND FAILED TO DO STOP.

| | | | | | | | | | | | |
|------------------|------------|------------------------------|-------|--------------|----------------------|---|------|-----|---|---|--------|
| 1302114 | Saturday | A24 LONDON ROAD WASHINGTON | Veh 2 | Car | Going ahead | N | to S | RSP | M | 7 | Slight |
| A 24 | 27/04/2013 | 100m South of A283 THE PIKE | Veh 1 | Goods < 3.5t | Change lane to right | N | to S | | | | |
| E 511,992 | 1930hrs | Daylight: no street lighting | | | | | | | | | |
| N 113,349 | Dry | Fine without high winds | | | | | | | | | |
| | | 70 mph | | | | | | | | | |

VEHICLE 1 TRAVELLING SOUTH IN LANE ONE FAILS TO SEE VEHICLE 2 OVERTAKING IN LANE TWO AND PULLS ACROSS TO THE OFFSIDE INTO THE REAR NEARSIDE OF VEHICLE 2 CAUSING DAMAGE.

Details of Personal Injury Accidents for Period - 01/06/2008 to 31/05/2013 (60) months

Selection: Selected using Manual Selection Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | |
|------------------|------------|------------------------------------|----------|-------------|-------------|--------|------------|-----|-----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |
| 1302317 | Thursday | A24 WASHINGTON At Junction of A283 | Veh 2 | Pedal cycle | Going ahead | W to E | Dri | M | 43 | Slight |
| A 24 | 09/05/2013 | 1510hrs | Veh 1 | Car | Starting | N to W | | | | |
| E 512,072 | | Daylight:street lights present | | | | | | | | |
| N 113,456 | | Dry | | | | | | | | |
| | | Fine without high winds | | | | | | | | |
| | | 60 mph | | | | | | | | |

VEHILCE 1 WAS APPROACHING A283 R/A FROM SOUTHBOUND A24 LANE 2 WITH AN INTENTION TO TURN RIGHT ON R/A. VEHICLE 2 WAS ON R/A HAVING ENTERED FROM WEST A281 VEHILCE 1 HAS FAILED TO SEE VEHILCE 2 AND PULLED OUT HITING REAR WHEEL OG VEHILCE 2 AND THROWING RIDER TO FLOOR , SUFFFREING MINOR INJURIES