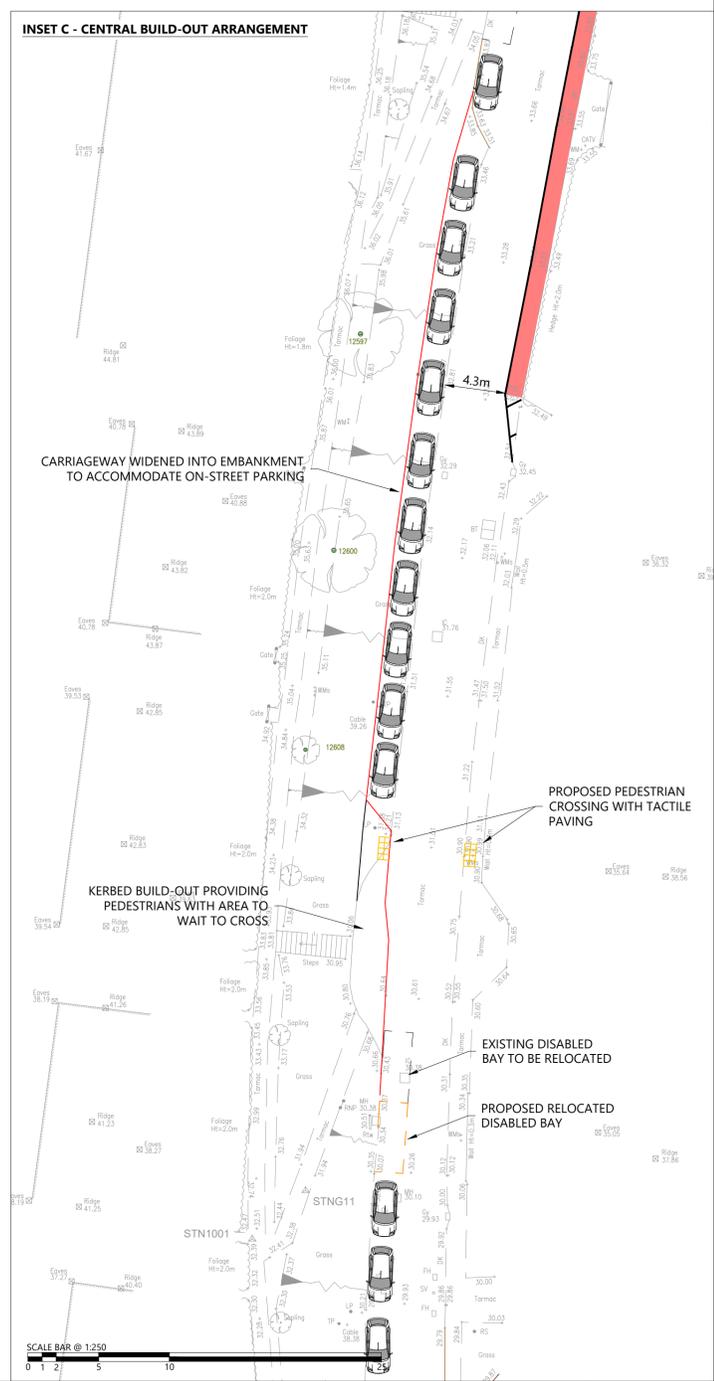
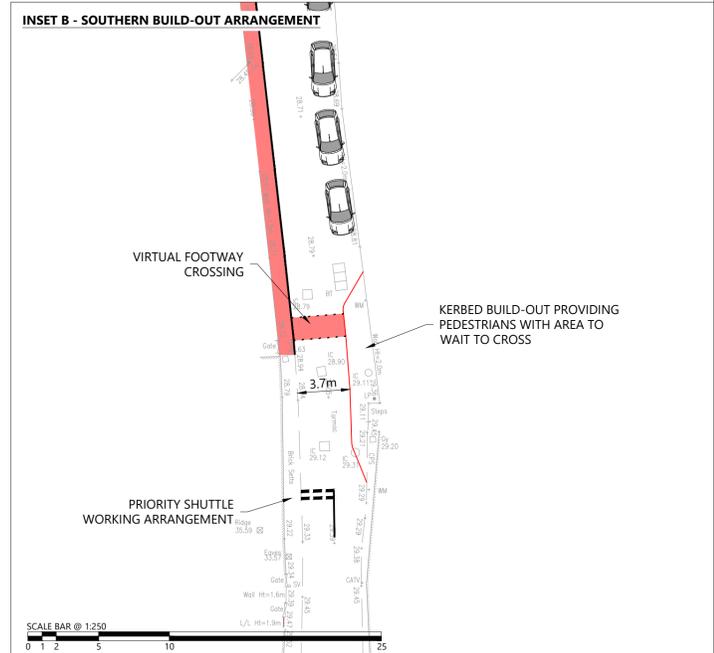
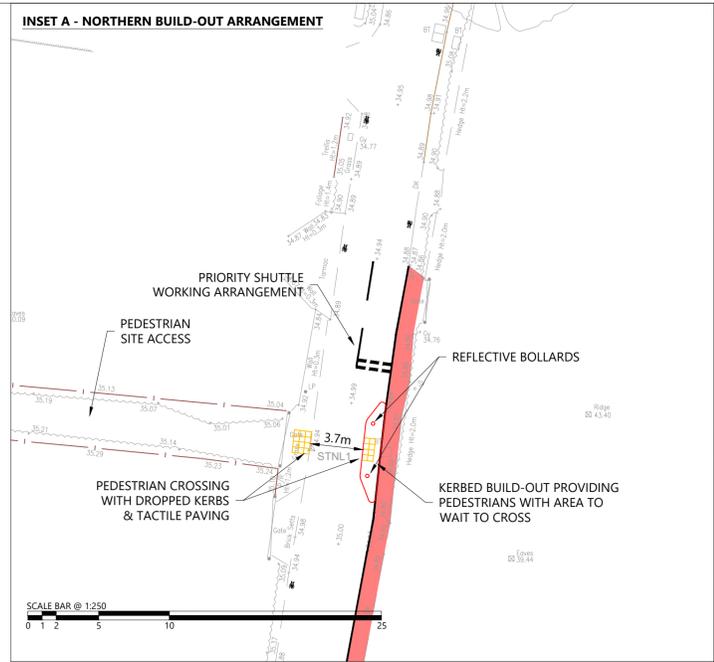
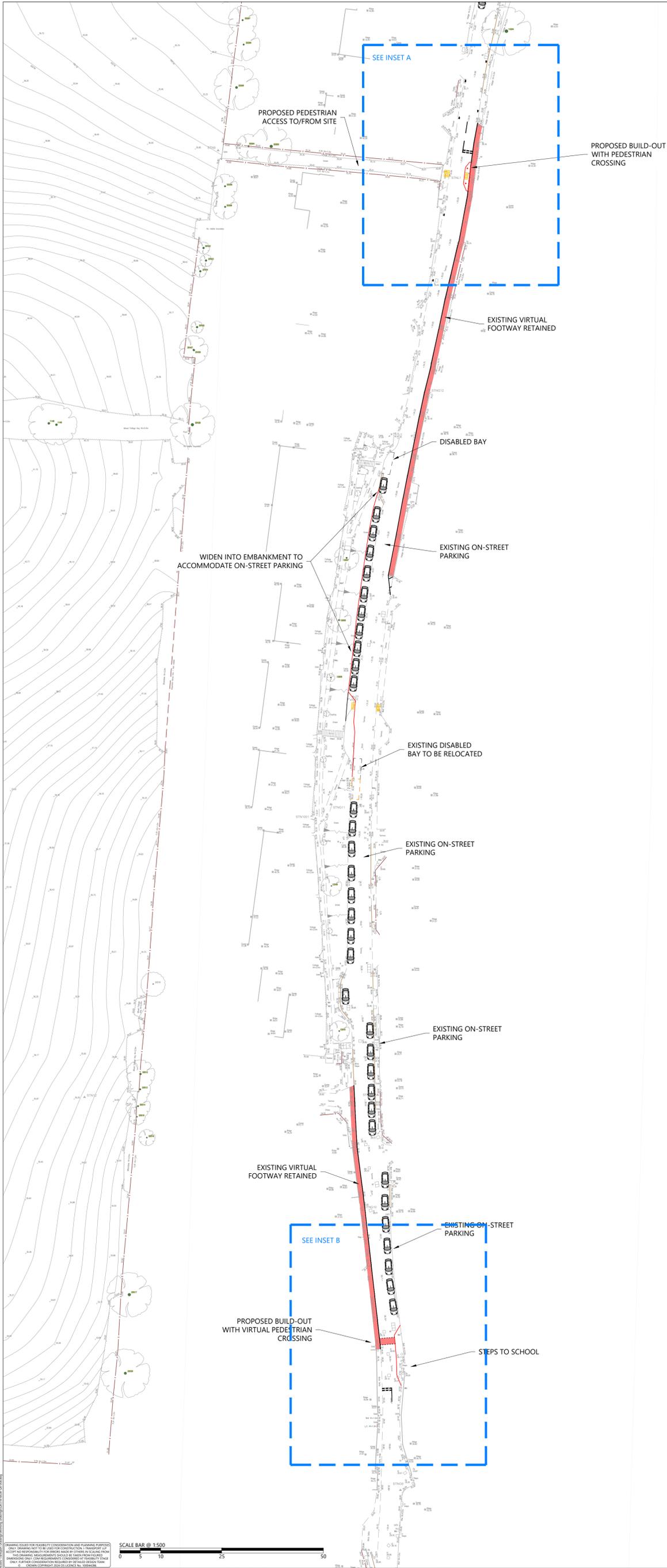


Appendix 6.A Potential Improvements to The Street
(Drawings ITB16634-GA-007 & ITB16634-GA-008)



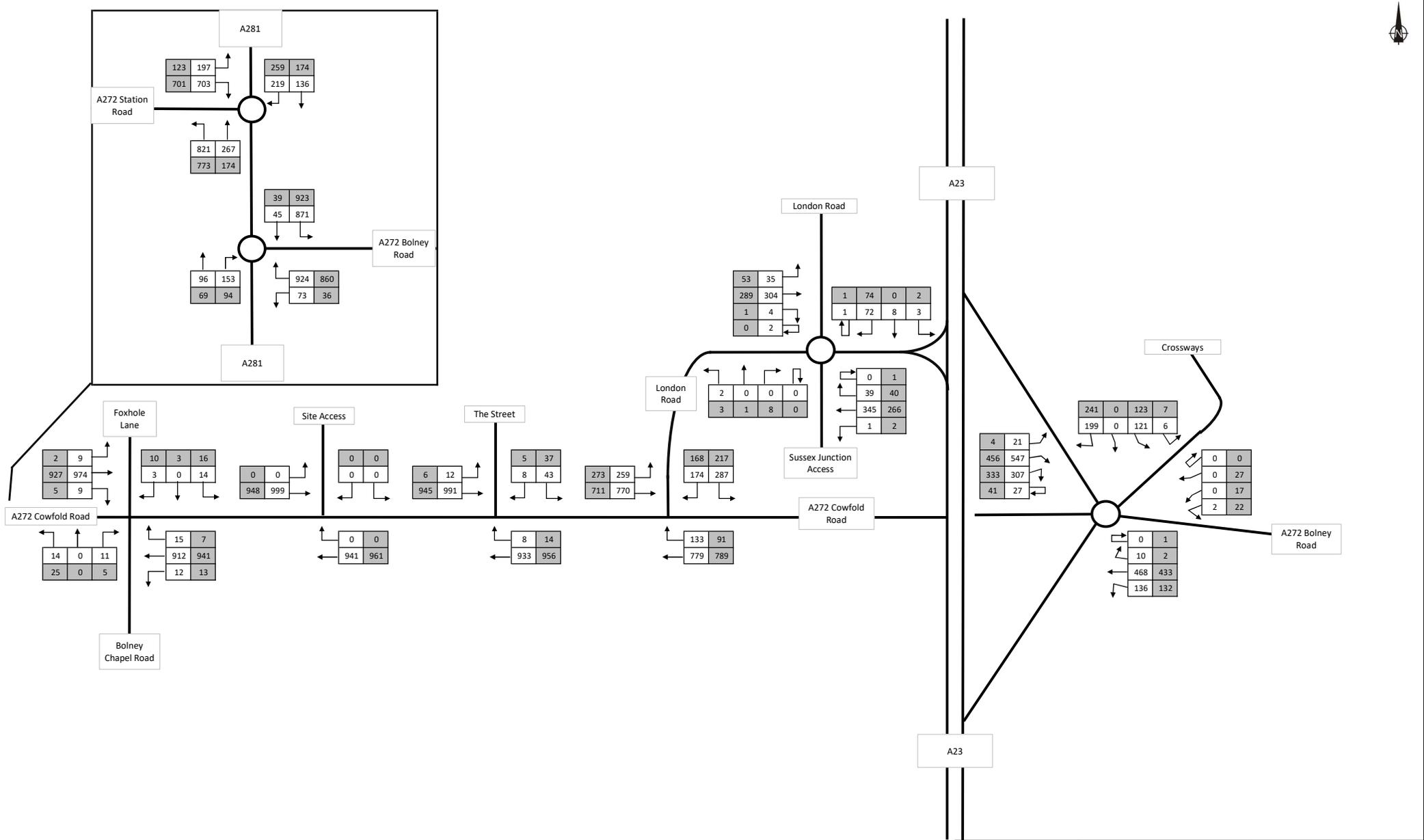
DRAWING ISSUED FOR PRELIMINARY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWINGS ARE TO BE USED FOR CONSTRUCTION. I TRANSPORT LTD ACCEPTS NO RESPONSIBILITY FOR DAMAGES OR LOSSES ARISING FROM ANY USE OF THIS DRAWING UNLESS CAUSED BY OUR NEGLIGENCE OR INEPTITUDE. ONLY FURTHER CONSIDERATION REQUIRED BY THE CLIENT BEFORE FINAL CONSENT IS OBTAINED.



DRAWN: JB		CHECKED: ML		APPROVED: DS	
PROJECT No: ITB16634		SCALE @ 1: 1:500/1:250		DATE: 18.01.24	
DRAWING No: ITB16634-GA-008		REV:			

<p>The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk</p>		<table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>CHK</th> <th>APC</th> <th>PROJECT</th> </tr> <tr> <td>A</td> <td>XX/XX/XX</td> <td>XX</td> <td>XX</td> <td></td> <td></td> <td></td> </tr> </table>		REV	DATE	BY	DESCRIPTION	CHK	APC	PROJECT	A	XX/XX/XX	XX	XX				<p>TITLE: THE STREET IMPROVEMENTS - OPTION 2</p> <p>CUSTOMER: LAND WEST OF BOLNEY</p> <p>WATES</p>		<p>FOR INFORMATION</p>	
REV	DATE	BY	DESCRIPTION	CHK	APC	PROJECT															
A	XX/XX/XX	XX	XX																		

Appendix 7.A Observed Traffic Flow Diagram



KEY

500 = (AM Peak: 0730-0830)

500 = (PM Peak: 1600-1700)



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
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ITB16634 - Land West of Bolney

Figure 1

Observed Traffic Flows

Appendix 7.B 2023/24 Baseline Junction Capacity Assessments

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: Site Access.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Picady
Report generation date: 28/04/2025 15:37:16

»2030 | Base + Dev | AM
 »2030 | Base + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2030 - Base + Dev						
Stream B-AC	0.6	26.86	0.38	0.4	24.53	0.29
Stream C-AB	0.1	9.58	0.11	0.2	9.60	0.15

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.
 Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access
Location	Bolney
Site number	
Date	06/12/2024
Version	
Status	Proposed
Identifier	
Client	Wates Developments
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D2	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2030 | Base + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A272 Cowfold Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	A272 Cowfold Road (West)		Major
B	Site Access		Minor
C	A272 Cowfold Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A272 Cowfold Road (East)	5.98		✓	3.00	250.0	✓	9.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Site Access	One lane	3.21	135	114

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	593	0.108	0.273	0.172	0.390
B-C	711	0.109	0.276	-	-
C-B	781	0.303	0.303	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Cowfold Road (West)		ONE HOUR	✓	1081	100.000
Site Access		ONE HOUR	✓	76	100.000
A272 Cowfold Road (East)		ONE HOUR	✓	1049	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A272 Cowfold Road (West)	Site Access	A272 Cowfold Road (East)
From	A272 Cowfold Road (West)	0	10	1071
	Site Access	11	0	65
	A272 Cowfold Road (East)	1008	41	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A272 Cowfold Road (West)	Site Access	A272 Cowfold Road (East)
From	A272 Cowfold Road (West)	0	0	6
	Site Access	0	0	0
	A272 Cowfold Road (East)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	26.86	0.6	D	70	105
C-AB	0.11	9.58	0.1	A	38	56
C-A					925	1387
A-B					9	14
A-C					983	1474

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	419	0.136	57	0.0	0.2	9.911	A
C-AB	31	8	0.00	535	0.058	31	0.0	0.1	7.138	A
C-A	759	190	0.00			759				
A-B	8	2	0.00			8				
A-C	806	202	0.00			806				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	0.00	352	0.194	68	0.2	0.2	12.643	B
C-AB	37	9	0.00	487	0.076	37	0.1	0.1	7.997	A
C-A	906	227	0.00			906				
A-B	9	2	0.00			9				
A-C	963	241	0.00			963				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	218	0.385	82	0.2	0.6	26.321	D
C-AB	45	11	0.00	421	0.107	45	0.1	0.1	9.577	A
C-A	1110	277	0.00			1110				
A-B	11	3	0.00			11				
A-C	1179	295	0.00			1179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	218	0.385	84	0.6	0.6	26.860	D
C-AB	45	11	0.00	421	0.107	45	0.1	0.1	9.585	A
C-A	1110	277	0.00			1110				
A-B	11	3	0.00			11				
A-C	1179	295	0.00			1179				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	0.00	352	0.194	70	0.6	0.2	12.804	B
C-AB	37	9	0.00	487	0.076	37	0.1	0.1	8.004	A
C-A	906	227	0.00			906				
A-B	9	2	0.00			9				
A-C	963	241	0.00			963				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	419	0.137	58	0.2	0.2	9.966	A
C-AB	31	8	0.00	535	0.058	31	0.1	0.1	7.148	A
C-A	759	190	0.00			759				
A-B	8	2	0.00			8				
A-C	806	202	0.00			806				

2030 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A272 Cowfold Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Cowfold Road (West)		ONE HOUR	✓	1027	100.000
Site Access		ONE HOUR	✓	54	100.000
A272 Cowfold Road (East)		ONE HOUR	✓	1088	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A272 Cowfold Road (West)	Site Access	A272 Cowfold Road (East)
From	A272 Cowfold Road (West)	0	10	1017
	Site Access	10	0	44
	A272 Cowfold Road (East)	1030	58	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A272 Cowfold Road (West)	Site Access	A272 Cowfold Road (East)
From	A272 Cowfold Road (West)	0	0	5
	Site Access	0	0	0
	A272 Cowfold Road (East)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.29	24.53	0.4	C	50	74
C-AB	0.15	9.60	0.2	A	53	80
C-A					945	1418
A-B					9	14
A-C					933	1400

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	412	0.099	40	0.0	0.1	9.685	A
C-AB	44	11	0.00	547	0.080	43	0.0	0.1	7.142	A
C-A	775	194	0.00			775				
A-B	8	2	0.00			8				
A-C	766	191	0.00			766				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	342	0.142	48	0.1	0.2	12.231	B
C-AB	52	13	0.00	502	0.104	52	0.1	0.1	8.006	A
C-A	926	231	0.00			926				
A-B	9	2	0.00			9				
A-C	914	229	0.00			914				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	206	0.288	59	0.2	0.4	24.225	C
C-AB	64	16	0.00	439	0.146	64	0.1	0.2	9.593	A
C-A	1134	284	0.00			1134				
A-B	11	3	0.00			11				
A-C	1120	280	0.00			1120				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	206	0.288	59	0.4	0.4	24.530	C
C-AB	64	16	0.00	439	0.146	64	0.2	0.2	9.603	A
C-A	1134	284	0.00			1134				
A-B	11	3	0.00			11				
A-C	1120	280	0.00			1120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	342	0.142	49	0.4	0.2	12.330	B
C-AB	52	13	0.00	502	0.104	52	0.2	0.1	8.018	A
C-A	926	231	0.00			926				
A-B	9	2	0.00			9				
A-C	914	229	0.00			914				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	411	0.099	41	0.2	0.1	9.723	A
C-AB	44	11	0.00	547	0.080	44	0.1	0.1	7.156	A
C-A	775	194	0.00			775				
A-B	8	2	0.00			8				
A-C	766	191	0.00			766				

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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Filename: A272 Cowfold Road_The Street.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Picady
Report generation date: 28/04/2025 15:46:16

- «2030 | Base + Dev | PM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
Stream B-AC	0.2	10.77	0.13	0.1	10.22	0.10
Stream C-AB	0.0	8.47	0.02	0.0	8.31	0.03
2030 - Base						
Stream B-AC	0.2	12.56	0.16	0.1	11.20	0.11
Stream C-AB	0.0	8.90	0.02	0.0	8.70	0.03
2030 - Base + Dev						
Stream B-AC	0.2	14.37	0.18	0.2	12.78	0.13
Stream C-AB	0.0	9.31	0.02	0.0	8.96	0.04

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A272 Cowfold Road / The Street
Location	Bolney
Site number	
Date	16/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Analysis Set Details

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

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	PM	FLAT	16:00	17:00	60	15	✓

2030 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	A272 Cowfold Road (W)		Major
B	The Street		Minor
C	A272 Cowfold Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 Cowfold Road (E)	6.19		✓	3.20	106.3	✓	9.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - The Street	One lane	5.00	27	98

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	642	0.116	0.293	0.184	0.418
B-C	823	0.125	0.316	-	-
C-B	705	0.271	0.271	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1064	100.000
B - The Street		FLAT	✓	46	100.000
C - A272 Cowfold Road (E)		FLAT	✓	1097	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - The Street	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	7	1057
	B - The Street	6	0	40
	C - A272 Cowfold Road (E)	1082	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A272 Cowfold Road (W)	B - The Street	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	0	5
	B - The Street	0	0	11
	C - A272 Cowfold Road (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	12.78	0.2	~1	B	46	46
C-AB	0.04	8.96	0.0	~1	A	15	15
C-A						1082	1082
A-B						7	7
A-C						1057	1057

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	354	0.130	45	0.0	0.2	12.723	B
C-AB	15	4	0.00	417	0.036	15	0.0	0.0	8.958	A
C-A	1082	271	0.00			1082				
A-B	7	2	0.00			7				
A-C	1057	264	0.00			1057				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	354	0.130	46	0.2	0.2	12.776	B
C-AB	15	4	0.00	417	0.036	15	0.0	0.0	8.964	A
C-A	1082	271	0.00			1082				
A-B	7	2	0.00			7				
A-C	1057	264	0.00			1057				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	354	0.130	46	0.2	0.2	12.776	B
C-AB	15	4	0.00	417	0.036	15	0.0	0.0	8.964	A
C-A	1082	271	0.00			1082				
A-B	7	2	0.00			7				
A-C	1057	264	0.00			1057				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	354	0.130	46	0.2	0.2	12.776	B
C-AB	15	4	0.00	417	0.036	15	0.0	0.0	8.964	A
C-A	1082	271	0.00			1082				
A-B	7	2	0.00			7				
A-C	1057	264	0.00			1057				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: A272 Cowfold Road_London Road.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Picady
Report generation date: 28/04/2025 16:06:41

- «2030 | Base + Dev | AM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
Stream B-C	1.9	24.07	0.64	1.5	18.82	0.60
Stream B-A	2.7	57.33	0.73	1.6	35.98	0.62
Stream C-AB	0.4	10.27	0.27	0.2	8.92	0.18
2030 - Base						
Stream B-C	3.3	40.22	0.76	1.1	17.17	0.52
Stream B-A	7.6	158.48	0.92	2.9	61.34	0.75
Stream C-AB	0.4	11.24	0.30	0.3	9.51	0.20
2030 - Base + Dev						
Stream B-C	3.7	44.85	0.78	1.3	20.07	0.56
Stream B-A	20.7	404.88	1.06	5.8	115.63	0.88
Stream C-AB	0.5	11.85	0.31	0.3	9.81	0.20

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A272 Cowfold Road / London Road
Location	Bolney
Site number	
Date	16/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Analysis Set Details

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

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Base + Dev	AM	FLAT	07:30	08:30	60	15	✓

2030 | Base + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		35.31	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.31	E

Arms

Arms

Arm	Name	Description	Arm type
A	A272 Cowfold Road (W)		Major
B	London Road		Minor
C	A272 Cowfold Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 Cowfold Road (E)	7.60		✓	3.30	220.0	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - London Road	Two lanes	4.20	4.20	212	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	712	0.121	0.305	0.192	0.435
B-C	815	0.116	0.294	-	-
C-B	785	0.283	0.283	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1164	100.000
B - London Road		FLAT	✓	503	100.000
C - A272 Cowfold Road (E)		FLAT	✓	1008	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
A - A272 Cowfold Road (W)	0	300	864
B - London Road	195	0	308
C - A272 Cowfold Road (E)	865	143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
A - A272 Cowfold Road (W)	0	22	4
B - London Road	6	0	10
C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.78	44.85	3.7	?	E	308	308
B-A	1.06	404.88	20.7	?	F	195	195
C-AB	0.31	11.85	0.5	~1	B	143	143
C-A						865	865
A-B						300	300
A-C						864	864

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	295	0.0	3.3	36.094	E
B-A	195	49	0.00	184	1.060	163	0.0	8.1	123.453	F
C-AB	143	36	0.00	456	0.314	141	0.0	0.5	11.719	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	307	3.3	3.5	43.780	E
B-A	195	49	0.00	183	1.065	176	8.1	12.8	246.879	F
C-AB	143	36	0.00	456	0.314	143	0.5	0.5	11.850	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	308	3.5	3.6	44.537	E
B-A	195	49	0.00	183	1.065	179	12.8	16.9	329.784	F
C-AB	143	36	0.00	456	0.314	143	0.5	0.5	11.853	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	308	3.6	3.7	44.849	E
B-A	195	49	0.00	183	1.065	180	16.9	20.7	404.881	F
C-AB	143	36	0.00	456	0.314	143	0.5	0.5	11.853	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.25	?	?	?	?			N/A	N/A
B-A	8.09	?	?	?	?			N/A	N/A
C-AB	0.46	~1	~1	~1	~1			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.53	?	?	?	?			N/A	N/A
B-A	12.79	?	?	?	?			N/A	N/A
C-AB	0.47	~1	~1	~1	~1			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.64	?	?	?	?			N/A	N/A
B-A	16.88	?	?	?	?			N/A	N/A
C-AB	0.47	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.70	?	?	?	?			N/A	N/A
B-A	20.67	?	?	?	?			N/A	N/A
C-AB	0.47	~1	~1	~1	~1			N/A	N/A

Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: A272 Cowfold Road Crossroads.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Picady
Report generation date: 28/04/2025 16:12:06

- «2030 | Base + Dev | PM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
Stream B-ACD	0.1	16.60	0.10	0.1	11.93	0.09
Stream A-BCD	0.1	3.61	0.07	0.0	3.23	0.03
Stream D-ABC	0.1	12.05	0.05	0.1	15.06	0.11
Stream C-ABD	0.1	3.38	0.04	0.0	3.34	0.02
2030 - Base						
Stream B-ACD	0.1	19.70	0.12	0.1	13.12	0.10
Stream A-BCD	0.2	3.54	0.08	0.1	3.15	0.04
Stream D-ABC	0.1	14.24	0.06	0.2	18.07	0.13
Stream C-ABD	0.1	3.30	0.06	0.0	3.24	0.03
2030 - Base + Dev						
Stream B-ACD	0.2	20.82	0.14	0.1	14.01	0.11
Stream A-BCD	0.2	3.52	0.08	0.1	3.13	0.04
Stream D-ABC	0.1	14.48	0.06	0.2	18.51	0.14
Stream C-ABD	0.1	3.28	0.06	0.0	3.23	0.03

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A272 Cowfold Road / Bolney Chapel Road / Foxhole Lane
Location	Bolney
Site number	
Date	16/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Analysis Set Details

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

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	PM	FLAT	16:00	17:00	60	15	✓

2030 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm D	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	A272 Cowfold Road (E)		Major
B	Bolney Chapel Road (S)		Minor
C	A272 Cowfold Road (W)		Major
D	Foxhole Lane (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A272 Cowfold Road (E)	6.91			233.0	✓	0.00
C - A272 Cowfold Road (W)	6.91			221.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Bolney Chapel Road (S)	One lane	3.68	19	19
D - Foxhole Lane (N)	One lane	3.03	197	105

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	709	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
B-A	527	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.116
B-C	679	0.100	0.253	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	527	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
B-D, offside lane	527	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
C-B	702	0.261	0.261	0.373	-	-	-	-	-	-	-	-	-
D-A	692	-	-	-	-	-	-	0.257	-	0.102	-	-	-
D-B, nearside lane	599	0.167	0.167	0.378	-	-	-	0.265	0.265	0.105	-	-	-
D-B, offside lane	599	0.167	0.167	0.378	-	-	-	0.265	0.265	0.105	-	-	-
D-C	599	-	0.167	0.378	0.132	0.265	0.265	0.265	0.265	0.105	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (E)		FLAT	✓	1042	100.000
B - Bolney Chapel Road (S)		FLAT	✓	32	100.000
C - A272 Cowfold Road (W)		FLAT	✓	1010	100.000
D - Foxhole Lane (N)		FLAT	✓	32	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A272 Cowfold Road (E)	B - Bolney Chapel Road (S)	C - A272 Cowfold Road (W)	D - Foxhole Lane (N)
From	A - A272 Cowfold Road (E)	0	15	1019	8
	B - Bolney Chapel Road (S)	6	0	26	0
	C - A272 Cowfold Road (W)	1003	5	0	2
	D - Foxhole Lane (N)	17	4	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A272 Cowfold Road (E)	B - Bolney Chapel Road (S)	C - A272 Cowfold Road (W)	D - Foxhole Lane (N)
From	A - A272 Cowfold Road (E)	0	0	2	0
	B - Bolney Chapel Road (S)	0	0	4	0
	C - A272 Cowfold Road (W)	5	0	0	0
	D - Foxhole Lane (N)	6	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.11	14.01	0.1	~1	B	32	32
A-BCD	0.04	3.13	0.1	~1	A	52	52
A-B						14	14
A-C						975	975
D-ABC	0.14	18.51	0.2	~1	C	32	32
C-ABD	0.03	3.23	0.0	~1	A	32	32
C-D						2	2
C-A						976	976

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32	8	0.00	298	0.108	32	0.0	0.1	13.945	B
A-BCD	52	13	0.00	1222	0.043	52	0.0	0.1	3.127	A
A-B	14	4	0.00			14				
A-C	976	244	0.00			976				
D-ABC	32	8	0.00	233	0.138	31	0.0	0.2	18.378	C
C-ABD	32	8	0.00	1194	0.026	31	0.0	0.0	3.223	A
C-D	2	0.49	0.00			2				
C-A	977	244	0.00			977				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32	8	0.00	297	0.108	32	0.1	0.1	14.006	B
A-BCD	52	13	0.00	1222	0.043	52	0.1	0.1	3.130	A
A-B	14	4	0.00			14				
A-C	975	244	0.00			975				
D-ABC	32	8	0.00	233	0.138	32	0.2	0.2	18.508	C
C-ABD	32	8	0.00	1194	0.026	32	0.0	0.0	3.226	A
C-D	2	0.49	0.00			2				
C-A	976	244	0.00			976				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32	8	0.00	297	0.108	32	0.1	0.1	14.006	B
A-BCD	52	13	0.00	1222	0.043	52	0.1	0.1	3.130	A
A-B	14	4	0.00			14				
A-C	975	244	0.00			975				
D-ABC	32	8	0.00	233	0.138	32	0.2	0.2	18.510	C
C-ABD	32	8	0.00	1194	0.026	32	0.0	0.0	3.226	A
C-D	2	0.49	0.00			2				
C-A	976	244	0.00			976				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32	8	0.00	297	0.108	32	0.1	0.1	14.006	B
A-BCD	52	13	0.00	1222	0.043	52	0.1	0.1	3.130	A
A-B	14	4	0.00			14				
A-C	975	244	0.00			975				
D-ABC	32	8	0.00	233	0.138	32	0.2	0.2	18.510	C
C-ABD	32	8	0.00	1194	0.027	32	0.0	0.0	3.224	A
C-D	2	0.49	0.00			2				
C-A	976	244	0.00			976				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.12	~1	~1	~1	~1			N/A	N/A
A-BCD	0.06	~1	~1	~1	~1			N/A	N/A
D-ABC	0.16	~1	~1	~1	~1			N/A	N/A
C-ABD	0.03	~1	~1	~1	~1			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.12	~1	~1	~1	~1			N/A	N/A
A-BCD	0.06	~1	~1	~1	~1			N/A	N/A
D-ABC	0.16	~1	~1	~1	~1			N/A	N/A
C-ABD	0.03	~1	~1	~1	~1			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.12	~1	~1	~1	~1			N/A	N/A
A-BCD	0.06	~1	~1	~1	~1			N/A	N/A
D-ABC	0.16	~1	~1	~1	~1			N/A	N/A
C-ABD	0.04	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.12	~1	~1	~1	~1			N/A	N/A
A-BCD	0.06	~1	~1	~1	~1			N/A	N/A
D-ABC	0.16	~1	~1	~1	~1			N/A	N/A
C-ABD	0.04	~1	~1	~1	~1			N/A	N/A

Junctions 11
ARCADY 11 - Roundabout Module
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Filename: A272 Bolney Road_A281 - Calibrated.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Arcady
Report generation date: 28/04/2025 16:15:50

- «2030 | Base | PM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 - Observed						
1 - A272 Bolney Road (E)	2.9	10.62	0.75	2.0	8.12	0.67
2 - A281 (S)	3.5	52.28	0.79	2.1	29.82	0.68
3 - A281 (N)	2.3	9.14	0.70	2.6	9.77	0.72
2030 - Base						
1 - A272 Bolney Road (E)	4.0	13.61	0.80	2.3	8.59	0.70
2 - A281 (S)	12.5	178.85	0.97	1.1	22.51	0.52
3 - A281 (N)	3.0	11.08	0.75	3.0	10.63	0.75
2030 - Base + Dev						
1 - A272 Bolney Road (E)	4.1	14.08	0.81	2.3	8.78	0.70
2 - A281 (S)	15.3	216.39	1.00	1.1	23.39	0.53
3 - A281 (N)	3.1	11.33	0.76	3.1	10.91	0.76

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A272 Bolney Road / A281
Location	Bolney
Site number	
Date	18/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75	✓					0.85	36.00	20.00		

Analysis Set Details

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

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base	PM	FLAT	16:00	17:00	60	15	✓

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.70	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.70	B

Arms

Arms

Arm	Name	Description
1	A272 Bolney Road (E)	
2	A281 (S)	
3	A281 (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A272 Bolney Road (E)	3.52	3.46	3.90	1.0	12.80	11.20	0.0	
2 - A281 (S)	3.36	3.36	4.50	2.6	15.80	14.50	0.0	
3 - A281 (N)	3.48	3.48	5.30	7.9	14.00	13.80	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A272 Bolney Road (E)	Direct		600
2 - A281 (S)	None		
3 - A281 (N)	Direct		400

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A272 Bolney Road (E)	0.618	1438
2 - A281 (S)	0.641	952
3 - A281 (N)	0.662	1495

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

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A272 Bolney Road (E)		FLAT	✓	960	100.000
2 - A281 (S)		FLAT	✓	175	100.000
3 - A281 (N)		FLAT	✓	1031	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A272 Bolney Road (E)	2 - A281 (S)	3 - A281 (N)
From	1 - A272 Bolney Road (E)	0	38	922
	2 - A281 (S)	101	0	74
	3 - A281 (N)	989	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1 - A272 Bolney Road (E)	2 - A281 (S)	3 - A281 (N)
From	1 - A272 Bolney Road (E)	0	8	2
	2 - A281 (S)	3	0	6
	3 - A281 (N)	4	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A272 Bolney Road (E)	0.70	8.59	2.3	?	A	960	960
2 - A281 (S)	0.52	22.51	1.1	?	C	175	175
3 - A281 (N)	0.75	10.63	3.0	?	B	1031	1031

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 Bolney Road (E)	960	240	42	1379	0.696	951	1077	0.0	2.2	8.249	A
2 - A281 (S)	175	44	913	340	0.515	171	79	0.0	1.0	20.825	C
3 - A281 (N)	1031	258	99	1371	0.752	1019	986	0.0	2.9	9.940	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 Bolney Road (E)	960	240	42	1379	0.696	960	1090	2.2	2.3	8.584	A
2 - A281 (S)	175	44	922	335	0.523	175	80	1.0	1.1	22.435	C
3 - A281 (N)	1031	258	101	1369	0.753	1031	996	2.9	3.0	10.602	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 Bolney Road (E)	960	240	42	1379	0.696	960	1090	2.3	2.3	8.589	A
2 - A281 (S)	175	44	922	335	0.523	175	80	1.1	1.1	22.510	C
3 - A281 (N)	1031	258	101	1369	0.753	1031	996	3.0	3.0	10.620	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 Bolney Road (E)	960	240	42	1379	0.696	960	1090	2.3	2.3	8.590	A
2 - A281 (S)	175	44	922	335	0.523	175	80	1.1	1.1	22.505	C
3 - A281 (N)	1031	258	101	1369	0.753	1031	996	3.0	3.0	10.627	B

Queue Variation Results for each time segment
16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A272 Bolney Road (E)	2.22	?	?	?	?			N/A	N/A
2 - A281 (S)	1.01	?	?	?	?			N/A	N/A
3 - A281 (N)	2.90	?	?	?	?			N/A	N/A

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A272 Bolney Road (E)	2.26	?	?	?	?			N/A	N/A
2 - A281 (S)	1.06	?	?	?	?			N/A	N/A
3 - A281 (N)	2.97	?	?	?	?			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A272 Bolney Road (E)	2.27	?	?	?	?			N/A	N/A
2 - A281 (S)	1.07	?	?	?	?			N/A	N/A
3 - A281 (N)	3.00	?	?	?	?			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A272 Bolney Road (E)	2.27	?	?	?	?			N/A	N/A
2 - A281 (S)	1.08	?	?	?	?			N/A	N/A
3 - A281 (N)	3.01	?	?	?	?			N/A	N/A

Junctions 11
ARCADY 11 - Roundabout Module
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Filename: A272 Station Road_A281 - Calibrated.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Arcady
Report generation date: 28/04/2025 16:50:19

- «2030 | Base + Dev | PM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 - Observed						
1 - A281 (S)	5.1	17.18	0.84	2.5	9.58	0.72
2 - A272 Station Road	1.5	5.97	0.60	1.1	4.81	0.52
3 - A281 (N)	2.9	29.79	0.75	5.5	48.04	0.86
2030 - Base						
1 - A281 (S)	8.9	28.90	0.91	3.4	12.08	0.77
2 - A272 Station Road	1.8	6.84	0.65	1.3	5.27	0.56
3 - A281 (N)	5.4	53.51	0.86	17.3	140.42	0.98
2030 - Base + Dev						
1 - A281 (S)	9.7	31.24	0.91	3.5	12.42	0.78
2 - A272 Station Road	1.9	6.94	0.65	1.7	6.37	0.63
3 - A281 (N)	5.9	58.52	0.87	21.2	169.37	1.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A272 Station Road / A281
Location	Bolney
Site number	
Date	28/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75	✓					0.85	36.00	20.00		

Analysis Set Details

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

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	PM	FLAT	16:00	17:00	60	15	✓

2030 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	38.97	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		38.97	E

Arms

Arms

Arm	Name	Description
1	A281 (S)	
2	A272 Station Road	
3	A281 (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A281 (S)	3.98	3.96	4.36	0.7	15.50	13.50	0.0	
2 - A272 Station Road	4.43	4.43	4.43	0.0	17.90	15.20	0.0	
3 - A281 (N)	4.43	4.37	4.91	1.4	13.80	10.20	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A281 (S)	Direct		650
2 - A272 Station Road	Direct		750
3 - A281 (N)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A281 (S)	0.644	1515
2 - A272 Station Road	0.672	1770
3 - A281 (N)	0.654	973

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

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A281 (S)		FLAT	✓	1024	100.000
2 - A272 Station Road		FLAT	✓	971	100.000
3 - A281 (N)		FLAT	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - A281 (S)	2 - A272 Station Road	3 - A281 (N)
1 - A281 (S)	0	835	189
2 - A272 Station Road	760	0	211
3 - A281 (N)	186	281	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	1 - A281 (S)	2 - A272 Station Road	3 - A281 (N)
1 - A281 (S)	0	2	1
2 - A272 Station Road	1	0	28
3 - A281 (N)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A281 (S)	0.78	12.42	3.5	?	B	1024	1024
2 - A272 Station Road	0.63	6.37	1.7	?	A	971	971
3 - A281 (N)	1.00	169.37	21.2	?	F	467	467

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A281 (S)	1024	256	257	1324	0.774	1011	925	0.0	3.2	11.098	B
2 - A272 Station Road	971	243	187	1537	0.632	964	1081	0.0	1.7	6.210	A
3 - A281 (N)	467	117	755	470	0.994	427	396	0.0	10.0	61.278	F

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A281 (S)	1024	256	270	1316	0.778	1023	939	3.2	3.4	12.263	B
2 - A272 Station Road	971	243	189	1536	0.632	971	1104	1.7	1.7	6.368	A
3 - A281 (N)	467	117	760	466	1.001	448	400	10.0	14.6	115.441	F

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A281 (S)	1024	256	272	1314	0.779	1024	940	3.4	3.4	12.376	B
2 - A272 Station Road	971	243	189	1536	0.632	971	1107	1.7	1.7	6.371	A
3 - A281 (N)	467	117	760	466	1.001	453	400	14.6	18.2	145.277	F

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A281 (S)	1024	256	274	1313	0.780	1024	941	3.4	3.5	12.425	B
2 - A272 Station Road	971	243	189	1536	0.632	971	1109	1.7	1.7	6.371	A
3 - A281 (N)	467	117	760	466	1.001	455	400	18.2	21.2	169.367	F

Queue Variation Results for each time segment

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A281 (S)	3.23	?	?	?	?			N/A	N/A
2 - A272 Station Road	1.68	?	?	?	?			N/A	N/A
3 - A281 (N)	9.99	?	?	?	?			N/A	N/A

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A281 (S)	3.39	?	?	?	?			N/A	N/A
2 - A272 Station Road	1.70	?	?	?	?			N/A	N/A
3 - A281 (N)	14.65	?	?	?	?			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A281 (S)	3.45	?	?	?	?			N/A	N/A
2 - A272 Station Road	1.71	?	?	?	?			N/A	N/A
3 - A281 (N)	18.21	?	?	?	?			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A281 (S)	3.48	?	?	?	?			N/A	N/A
2 - A272 Station Road	1.71	?	?	?	?			N/A	N/A
3 - A281 (N)	21.21	?	?	?	?			N/A	N/A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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Filename: A23 Slip Road_Sussex Junction Access_London Road - SLA Geometry.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Arcady
Report generation date: 28/04/2025 16:32:41

- »2024 | Observed | AM
- »2024 | Observed | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Dev | AM
- »2030 | Base + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
A23 Slip Road	0.3	2.30	0.21	0.2	2.15	0.16
Sussex Junction Access	0.0	0.00	0.00	0.0	3.89	0.01
London Road (W)	1.2	11.43	0.54	1.2	11.79	0.54
London Road (N)	0.3	11.10	0.21	0.2	10.14	0.19
2030 - Base						
A23 Slip Road	0.3	2.34	0.22	0.2	2.18	0.18
Sussex Junction Access	0.0	0.00	0.00	0.0	3.95	0.02
London Road (W)	1.4	12.39	0.57	1.4	12.83	0.57
London Road (N)	0.3	11.70	0.23	0.3	10.60	0.21
2030 - Base + Dev						
A23 Slip Road	0.3	2.36	0.22	0.2	2.20	0.18
Sussex Junction Access	0.0	0.00	0.00	0.0	3.98	0.02
London Road (W)	1.6	13.51	0.61	1.6	13.86	0.61
London Road (N)	0.3	12.16	0.24	0.3	10.93	0.21

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A23 Slip Road / Sussex Junction Access / London Road
Location	Bolney
Site number	
Date	29/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	ONE HOUR	07:30	09:00	15	✓
D2	2024	Observed	PM	ONE HOUR	16:00	17:30	15	✓
D3	2030	Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030	Base	PM	ONE HOUR	16:00	17:30	15	✓
D5	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2024 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 Slip Road		
2	Sussex Junction Access		
3	London Road (W)		
4	London Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A23 Slip Road	6.38	7.46	6.0	35.6	50.7	39.0		
Sussex Junction Access	3.18	4.70	15.6	9.6	50.7	55.0		
London Road (W)	4.28	4.28	0.0	78.5	50.7	44.0		
London Road (N)	3.57	3.57	0.0	26.7	50.7	24.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A23 Slip Road	None		
Sussex Junction Access	None		
London Road (W)	Direct	Unequal Lane Usage	-550
London Road (N)	Direct	Unequal Lane Usage	-508

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A23 Slip Road	0.682	2120
Sussex Junction Access	0.459	1131
London Road (W)	0.523	731
London Road (N)	0.505	610

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	385	100.000
Sussex Junction Access		ONE HOUR	✓	2	100.000
London Road (W)		ONE HOUR	✓	345	100.000
London Road (N)		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	1	345	39
	Sussex Junction Access	0	0	2	0
	London Road (W)	304	4	2	35
	London Road (N)	3	8	72	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	4	5
	Sussex Junction Access	0	0	43	0
	London Road (W)	4	0	43	6
	London Road (N)	0	12	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.21	2.30	0.3	A	353	530
Sussex Junction Access	0.00	0.00	0.0	A	0	0
London Road (W)	0.54	11.43	1.2	B	317	475
London Road (N)	0.21	11.10	0.3	B	77	116

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	290	72	65	2076	0.140	289	229	0.0	0.2	2.098	A
Sussex Junction Access	0	0	344	973	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	260	65	30	715	0.363	257	314	0.0	0.6	8.159	A
London Road (N)	63	16	231	493	0.128	63	56	0.0	0.2	8.881	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	346	87	78	2067	0.167	346	275	0.2	0.2	2.177	A
Sussex Junction Access	0	0	412	942	0.000	0	12	0.0	0.0	0.000	A
London Road (W)	310	78	36	712	0.435	309	376	0.6	0.8	9.299	A
London Road (N)	76	19	278	469	0.161	75	67	0.2	0.2	9.709	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	424	106	95	2055	0.206	424	337	0.2	0.3	2.297	A
Sussex Junction Access	0	0	505	900	0.000	0	14	0.0	0.0	0.000	A
London Road (W)	380	95	44	708	0.536	378	461	0.8	1.2	11.333	B
London Road (N)	92	23	340	438	0.211	92	82	0.2	0.3	11.056	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	424	106	96	2055	0.206	424	338	0.3	0.3	2.297	A
Sussex Junction Access	0	0	505	900	0.000	0	14	0.0	0.0	0.000	A
London Road (W)	380	95	44	708	0.536	380	461	1.2	1.2	11.434	B
London Road (N)	92	23	341	437	0.212	92	83	0.3	0.3	11.097	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	346	87	79	2066	0.168	346	277	0.3	0.2	2.180	A
Sussex Junction Access	0	0	413	942	0.000	0	12	0.0	0.0	0.000	A
London Road (W)	310	78	36	712	0.435	312	377	1.2	0.8	9.408	A
London Road (N)	76	19	280	468	0.161	76	68	0.3	0.2	9.758	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	290	72	66	2075	0.140	290	232	0.2	0.2	2.099	A
Sussex Junction Access	0	0	346	973	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	260	65	30	715	0.363	261	316	0.8	0.6	8.275	A
London Road (N)	63	16	234	491	0.129	63	57	0.2	0.2	8.946	A

2024 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	309	100.000
Sussex Junction Access		ONE HOUR	✓	12	100.000
London Road (W)		ONE HOUR	✓	343	100.000
London Road (N)		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	1	2	266	40
	Sussex Junction Access	8	0	3	1
	London Road (W)	289	1	0	53
	London Road (N)	2	0	74	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	3	2
	Sussex Junction Access	0	0	0	0
	London Road (W)	7	0	0	2
	London Road (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.16	2.15	0.2	A	284	425
Sussex Junction Access	0.01	3.89	0.0	A	11	17
London Road (W)	0.54	11.79	1.2	B	315	472
London Road (N)	0.19	10.14	0.2	B	71	106

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	233	58	57	2081	0.112	232	224	0.0	0.1	2.002	A
Sussex Junction Access	9	2	287	1000	0.009	9	2	0.0	0.0	3.632	A
London Road (W)	258	65	38	711	0.363	256	257	0.0	0.6	8.354	A
London Road (N)	58	14	223	497	0.117	57	71	0.0	0.1	8.262	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	278	69	68	2073	0.134	278	269	0.1	0.2	2.061	A
Sussex Junction Access	11	3	343	974	0.011	11	3	0.0	0.0	3.736	A
London Road (W)	308	77	46	707	0.436	308	308	0.6	0.8	9.543	A
London Road (N)	69	17	268	474	0.146	69	85	0.1	0.2	8.967	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	340	85	83	2063	0.165	340	329	0.2	0.2	2.148	A
Sussex Junction Access	13	3	420	939	0.014	13	3	0.0	0.0	3.889	A
London Road (W)	378	94	56	702	0.538	376	377	0.8	1.2	11.675	B
London Road (N)	85	21	328	444	0.191	85	104	0.2	0.2	10.106	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	340	85	84	2063	0.165	340	330	0.2	0.2	2.148	A
Sussex Junction Access	13	3	421	938	0.014	13	3	0.0	0.0	3.890	A
London Road (W)	378	94	56	702	0.538	378	378	1.2	1.2	11.786	B
London Road (N)	85	21	329	443	0.191	85	105	0.2	0.2	10.139	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	278	69	69	2073	0.134	278	271	0.2	0.2	2.063	A
Sussex Junction Access	11	3	344	974	0.011	11	3	0.0	0.0	3.740	A
London Road (W)	308	77	46	707	0.436	310	309	1.2	0.8	9.659	A
London Road (N)	69	17	270	473	0.146	69	86	0.2	0.2	9.012	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	233	58	57	2081	0.112	233	227	0.2	0.1	2.003	A
Sussex Junction Access	9	2	288	999	0.009	9	2	0.0	0.0	3.634	A
London Road (W)	258	65	38	711	0.363	259	258	0.8	0.6	8.475	A
London Road (N)	58	14	226	495	0.117	58	72	0.2	0.1	8.316	A

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	410	100.000
Sussex Junction Access		ONE HOUR	✓	2	100.000
London Road (W)		ONE HOUR	✓	367	100.000
London Road (N)		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	1	368	41
	Sussex Junction Access	0	0	2	0
	London Road (W)	324	4	2	37
	London Road (N)	3	9	77	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	4	5
	Sussex Junction Access	0	0	43	0
	London Road (W)	4	0	43	6
	London Road (N)	0	12	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.22	2.34	0.3	A	376	564
Sussex Junction Access	0.00	0.00	0.0	A	0	0
London Road (W)	0.57	12.39	1.4	B	337	505
London Road (N)	0.23	11.70	0.3	B	83	124

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	309	77	69	2073	0.149	308	244	0.0	0.2	2.122	A
Sussex Junction Access	0	0	367	963	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	276	69	32	715	0.387	274	335	0.0	0.6	8.469	A
London Road (N)	68	17	246	485	0.140	67	59	0.0	0.2	9.137	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	369	92	83	2063	0.179	368	293	0.2	0.2	2.211	A
Sussex Junction Access	0	0	439	930	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	330	82	38	711	0.464	329	401	0.6	0.9	9.794	A
London Road (N)	81	20	296	460	0.176	81	71	0.2	0.2	10.082	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	451	113	102	2050	0.220	451	358	0.2	0.3	2.343	A
Sussex Junction Access	0	0	538	885	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	404	101	46	707	0.572	402	492	0.9	1.4	12.245	B
London Road (N)	99	25	362	427	0.232	99	87	0.2	0.3	11.650	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	451	113	102	2050	0.220	451	360	0.3	0.3	2.343	A
Sussex Junction Access	0	0	538	884	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	404	101	46	707	0.572	404	492	1.4	1.4	12.386	B
London Road (N)	99	25	363	426	0.233	99	87	0.3	0.3	11.704	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	369	92	84	2063	0.179	369	296	0.3	0.2	2.212	A
Sussex Junction Access	0	0	440	930	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	330	82	38	711	0.464	332	402	1.4	0.9	9.940	A
London Road (N)	81	20	298	459	0.176	81	71	0.3	0.2	10.145	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	309	77	70	2072	0.149	309	247	0.2	0.2	2.126	A
Sussex Junction Access	0	0	369	962	0.000	0	11	0.0	0.0	0.000	A
London Road (W)	276	69	32	715	0.387	277	337	0.9	0.7	8.609	A
London Road (N)	68	17	249	484	0.140	68	60	0.2	0.2	9.213	A

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	329	100.000
Sussex Junction Access		ONE HOUR	✓	13	100.000
London Road (W)		ONE HOUR	✓	365	100.000
London Road (N)		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	1	2	283	43
	Sussex Junction Access	9	0	3	1
	London Road (W)	308	1	0	56
	London Road (N)	2	0	78	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	3	2
	Sussex Junction Access	0	0	0	0
	London Road (W)	7	0	0	2
	London Road (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.18	2.18	0.2	A	302	453
Sussex Junction Access	0.02	3.95	0.0	A	12	18
London Road (W)	0.57	12.83	1.4	B	335	502
London Road (N)	0.21	10.60	0.3	B	74	111

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	248	62	60	2079	0.119	247	239	0.0	0.1	2.021	A
Sussex Junction Access	10	2	305	992	0.010	10	2	0.0	0.0	3.665	A
London Road (W)	275	69	41	709	0.387	272	273	0.0	0.7	8.689	A
London Road (N)	61	15	238	489	0.125	60	76	0.0	0.1	8.463	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	296	74	72	2071	0.143	296	287	0.1	0.2	2.085	A
Sussex Junction Access	12	3	365	964	0.012	12	3	0.0	0.0	3.778	A
London Road (W)	328	82	49	705	0.465	327	327	0.7	0.9	10.082	B
London Road (N)	73	18	286	465	0.157	73	91	0.1	0.2	9.258	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	362	91	88	2060	0.176	362	351	0.2	0.2	2.180	A
Sussex Junction Access	14	4	447	927	0.015	14	3	0.0	0.0	3.945	A
London Road (W)	402	100	61	699	0.575	400	400	0.9	1.4	12.676	B
London Road (N)	89	22	350	433	0.206	89	111	0.2	0.3	10.557	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	362	91	88	2060	0.176	362	352	0.2	0.2	2.180	A
Sussex Junction Access	14	4	447	926	0.015	14	3	0.0	0.0	3.946	A
London Road (W)	402	100	61	699	0.575	402	401	1.4	1.4	12.833	B
London Road (N)	89	22	351	432	0.206	89	111	0.3	0.3	10.598	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	296	74	72	2071	0.143	296	289	0.2	0.2	2.087	A
Sussex Junction Access	12	3	365	964	0.012	12	3	0.0	0.0	3.783	A
London Road (W)	328	82	49	705	0.465	330	328	1.4	0.9	10.237	B
London Road (N)	73	18	288	464	0.157	73	91	0.3	0.2	9.310	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	248	62	60	2079	0.119	248	242	0.2	0.1	2.022	A
Sussex Junction Access	10	2	306	991	0.010	10	2	0.0	0.0	3.670	A
London Road (W)	275	69	41	709	0.387	276	274	0.9	0.7	8.837	A
London Road (N)	61	15	241	488	0.125	61	76	0.2	0.1	8.523	A

2030 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	418	100.000
Sussex Junction Access		ONE HOUR	✓	2	100.000
London Road (W)		ONE HOUR	✓	390	100.000
London Road (N)		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	1	376	41
	Sussex Junction Access	0	0	2	0
	London Road (W)	346	4	2	38
	London Road (N)	3	9	77	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	4	5
	Sussex Junction Access	0	0	43	0
	London Road (W)	4	0	43	6
	London Road (N)	0	12	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.22	2.36	0.3	A	384	575
Sussex Junction Access	0.00	0.00	0.0	A	0	0
London Road (W)	0.61	13.51	1.6	B	358	537
London Road (N)	0.24	12.16	0.3	B	83	124

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	315	79	69	2073	0.152	314	260	0.0	0.2	2.129	A
Sussex Junction Access	0	0	373	960	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	294	73	32	715	0.411	291	341	0.0	0.7	8.801	A
London Road (N)	68	17	262	477	0.142	67	60	0.0	0.2	9.319	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	376	94	83	2063	0.182	376	313	0.2	0.2	2.220	A
Sussex Junction Access	0	0	446	927	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	351	88	38	711	0.493	349	409	0.7	1.0	10.342	B
London Road (N)	81	20	315	450	0.180	81	72	0.2	0.2	10.349	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	460	115	102	2050	0.224	460	382	0.2	0.3	2.356	A
Sussex Junction Access	0	0	547	881	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	429	107	46	707	0.607	427	500	1.0	1.6	13.308	B
London Road (N)	99	25	386	415	0.239	99	88	0.2	0.3	12.092	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	460	115	102	2050	0.225	460	384	0.3	0.3	2.356	A
Sussex Junction Access	0	0	547	880	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	429	107	46	707	0.607	429	501	1.6	1.6	13.510	B
London Road (N)	99	25	387	414	0.239	99	88	0.3	0.3	12.158	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	376	94	84	2063	0.182	376	316	0.3	0.2	2.223	A
Sussex Junction Access	0	0	447	926	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	351	88	38	711	0.493	353	410	1.6	1.0	10.535	B
London Road (N)	81	20	318	449	0.180	81	72	0.3	0.2	10.427	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	315	79	70	2072	0.152	315	264	0.2	0.2	2.132	A
Sussex Junction Access	0	0	375	960	0.000	0	11	0.0	0.0	0.000	A
London Road (W)	294	73	32	715	0.411	295	343	1.0	0.7	8.970	A
London Road (N)	68	17	266	475	0.143	68	60	0.2	0.2	9.403	A

2030 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	345	100.000
Sussex Junction Access		ONE HOUR	✓	13	100.000
London Road (W)		ONE HOUR	✓	385	100.000
London Road (N)		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	1	2	299	43
	Sussex Junction Access	9	0	3	1
	London Road (W)	327	1	0	57
	London Road (N)	3	0	77	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	3	2
	Sussex Junction Access	0	0	0	0
	London Road (W)	7	0	0	2
	London Road (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.18	2.20	0.2	A	317	475
Sussex Junction Access	0.02	3.98	0.0	A	12	18
London Road (W)	0.61	13.86	1.6	B	353	530
London Road (N)	0.21	10.93	0.3	B	74	111

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	260	65	59	2080	0.125	259	253	0.0	0.1	2.034	A
Sussex Junction Access	10	2	316	987	0.010	10	2	0.0	0.0	3.684	A
London Road (W)	290	72	41	709	0.409	287	284	0.0	0.7	8.989	A
London Road (N)	61	15	252	482	0.126	60	76	0.0	0.1	8.605	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	310	78	71	2072	0.150	310	305	0.1	0.2	2.101	A
Sussex Junction Access	12	3	378	958	0.012	12	3	0.0	0.0	3.803	A
London Road (W)	346	87	49	705	0.491	345	340	0.7	1.0	10.579	B
London Road (N)	73	18	303	456	0.160	73	92	0.1	0.2	9.464	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	380	95	87	2061	0.184	380	372	0.2	0.2	2.202	A
Sussex Junction Access	14	4	463	919	0.016	14	3	0.0	0.0	3.978	A
London Road (W)	424	106	61	699	0.606	422	417	1.0	1.6	13.644	B
London Road (N)	89	22	370	423	0.211	89	112	0.2	0.3	10.883	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	380	95	87	2061	0.184	380	374	0.2	0.2	2.202	A
Sussex Junction Access	14	4	464	919	0.016	14	3	0.0	0.0	3.979	A
London Road (W)	424	106	61	699	0.606	424	417	1.6	1.6	13.857	B
London Road (N)	89	22	372	422	0.212	89	112	0.3	0.3	10.933	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	310	78	71	2071	0.150	310	308	0.2	0.2	2.102	A
Sussex Junction Access	12	3	379	958	0.012	12	3	0.0	0.0	3.805	A
London Road (W)	346	87	49	705	0.491	348	341	1.6	1.0	10.779	B
London Road (N)	73	18	306	455	0.160	73	92	0.3	0.2	9.522	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	260	65	60	2079	0.125	260	257	0.2	0.1	2.035	A
Sussex Junction Access	10	2	317	986	0.010	10	2	0.0	0.0	3.687	A
London Road (W)	290	72	41	709	0.409	291	286	1.0	0.7	9.165	A
London Road (N)	61	15	255	480	0.127	61	77	0.2	0.1	8.671	A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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Filename: A272_A23 Slip Roads_Crossways - SLA Geometry.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Arcady
Report generation date: 28/04/2025 16:46:58

- »2024 | Observed | AM
- »2024 | Observed | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Dev | AM
- »2030 | Base + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
A272 Bolney Road	0.9	4.92	0.48	0.9	5.06	0.47
A272 Cowfold Road	1.5	5.35	0.60	1.2	4.79	0.55
A23 Off-Slip	0.4	3.77	0.27	0.4	3.76	0.30
Crossways	0.0	0.00	0.00	0.1	5.89	0.11
2030 - Base						
A272 Bolney Road	1.1	5.40	0.52	1.0	5.58	0.51
A272 Cowfold Road	1.7	5.93	0.64	1.4	5.21	0.59
A23 Off-Slip	0.4	4.04	0.30	0.5	4.03	0.33
Crossways	0.0	0.00	0.00	0.1	6.47	0.12
2030 - Base + Dev						
A272 Bolney Road	1.1	5.62	0.53	1.1	5.93	0.53
A272 Cowfold Road	1.9	6.37	0.66	1.5	5.38	0.60
A23 Off-Slip	0.5	4.21	0.31	0.5	4.20	0.35
Crossways	0.0	0.00	0.00	0.1	6.79	0.13

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A272 / A23 Slip Roads / Crossways
Location	Bolney
Site number	
Date	29/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	ONE HOUR	07:30	09:00	15	✓
D2	2024	Observed	PM	ONE HOUR	16:00	17:30	15	✓
D3	2030	Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030	Base	PM	ONE HOUR	16:00	17:30	15	✓
D5	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2024 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A272 Bolney Road		
2	A23 On-Slip		
3	A272 Cowfold Road		
4	A23 Off-Slip		
5	Crossways		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A272 Bolney Road	3.00	3.00	0.0	56.9	46.4	14.5		
A23 On-Slip								✓
A272 Cowfold Road	4.70	9.25	3.6	33.8	46.4	40.0		
A23 Off-Slip	6.60	9.24	4.7	10.7	46.4	61.0	✓	
Crossways	4.10	6.11	2.3	27.7	46.4	23.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A272 Bolney Road	Direct	Queue Validation	720
A23 On-Slip			
A272 Cowfold Road	None		
A23 Off-Slip	None		
Crossways	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A272 Bolney Road	0.510	1707
A23 On-Slip		
A272 Cowfold Road	0.613	1672
A23 Off-Slip	0.626	1943
Crossways	0.587	1456

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	614	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	902	100.000
A23 Off-Slip		ONE HOUR	✓	326	100.000
Crossways		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	136	468	0	10
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	547	307	27	0	21
	A23 Off-Slip	121	0	199	0	6
	Crossways	2	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	0	0	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	0	0	0	0	0
	A23 Off-Slip	0	0	0	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.48	4.92	0.9	A	563	845
A23 On-Slip						
A272 Cowfold Road	0.60	5.35	1.5	A	828	1242
A23 Off-Slip	0.27	3.77	0.4	A	299	449
Crossways	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	462	116	400	1503	0.308	460	501	0.0	0.4	3.447	A
A23 On-Slip			528				332				
A272 Cowfold Road	679	170	7	1668	0.407	676	521	0.0	0.7	3.623	A
A23 Off-Slip	245	61	684	1515	0.162	245	0	0.0	0.2	2.833	A
Crossways	0	0	901	927	0.000	0	28	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	552	138	479	1463	0.377	551	600	0.4	0.6	3.947	A
A23 On-Slip			632				398				
A272 Cowfold Road	811	203	9	1667	0.486	810	623	0.7	0.9	4.195	A
A23 Off-Slip	293	73	819	1430	0.205	293	0	0.2	0.3	3.165	A
Crossways	0	0	1078	823	0.000	0	33	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	676	169	586	1408	0.480	675	734	0.6	0.9	4.902	A
A23 On-Slip			774				487				
A272 Cowfold Road	993	248	11	1666	0.596	991	763	0.9	1.5	5.321	A
A23 Off-Slip	359	90	1002	1316	0.273	358	0	0.3	0.4	3.759	A
Crossways	0	0	1320	681	0.000	0	41	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	676	169	587	1408	0.480	676	735	0.9	0.9	4.920	A
A23 On-Slip			775				488				
A272 Cowfold Road	993	248	11	1666	0.596	993	764	1.5	1.5	5.352	A
A23 Off-Slip	359	90	1004	1314	0.273	359	0	0.4	0.4	3.767	A
Crossways	0	0	1322	680	0.000	0	41	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	552	138	480	1462	0.378	553	602	0.9	0.6	3.968	A
A23 On-Slip			634				399				
A272 Cowfold Road	811	203	9	1667	0.486	813	625	1.5	1.0	4.225	A
A23 Off-Slip	293	73	822	1428	0.205	294	0	0.4	0.3	3.173	A
Crossways	0	0	1082	821	0.000	0	33	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	462	116	402	1502	0.308	463	504	0.6	0.4	3.469	A
A23 On-Slip			531				334				
A272 Cowfold Road	679	170	8	1668	0.407	680	523	1.0	0.7	3.650	A
A23 Off-Slip	245	61	688	1512	0.162	246	0	0.3	0.2	2.844	A
Crossways	0	0	905	925	0.000	0	28	0.0	0.0	0.000	A

2024 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	568	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	834	100.000
A23 Off-Slip		ONE HOUR	✓	371	100.000
Crossways		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	1	132	433	0	2
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	456	333	41	0	4
	A23 Off-Slip	123	0	241	0	7
	Crossways	22	17	27	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
From		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	0	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	0	0	0	0	0
	A23 Off-Slip	0	0	0	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.47	5.06	0.9	A	521	782
A23 On-Slip						
A272 Cowfold Road	0.55	4.79	1.2	A	765	1148
A23 Off-Slip	0.30	3.76	0.4	A	340	511
Crossways	0.11	5.89	0.1	A	61	91

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	428	107	494	1455	0.294	426	452	0.0	0.4	3.493	A
A23 On-Slip			559				361				
A272 Cowfold Road	628	157	2	1671	0.376	625	557	0.0	0.6	3.436	A
A23 Off-Slip	279	70	628	1550	0.180	278	0	0.0	0.2	2.830	A
Crossways	50	12	896	930	0.053	49	10	0.0	0.1	4.088	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	511	128	592	1405	0.363	510	541	0.4	0.6	4.020	A
A23 On-Slip			669				433				
A272 Cowfold Road	750	187	3	1671	0.449	749	666	0.6	0.8	3.902	A
A23 Off-Slip	334	83	752	1472	0.227	333	0	0.2	0.3	3.160	A
Crossways	59	15	1073	826	0.072	59	12	0.1	0.1	4.694	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	625	156	724	1337	0.468	624	662	0.6	0.9	5.039	A
A23 On-Slip			819				530				
A272 Cowfold Road	918	230	3	1670	0.550	917	816	0.8	1.2	4.767	A
A23 Off-Slip	408	102	920	1367	0.299	408	0	0.3	0.4	3.752	A
Crossways	73	18	1314	685	0.106	73	14	0.1	0.1	5.875	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	625	156	726	1337	0.468	625	663	0.9	0.9	5.059	A
A23 On-Slip			820				531				
A272 Cowfold Road	918	230	3	1670	0.550	918	817	1.2	1.2	4.786	A
A23 Off-Slip	408	102	922	1366	0.299	408	0	0.4	0.4	3.759	A
Crossways	73	18	1316	684	0.106	73	14	0.1	0.1	5.889	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	511	128	594	1404	0.364	512	542	0.9	0.6	4.039	A
A23 On-Slip			671				434				
A272 Cowfold Road	750	187	3	1671	0.449	751	668	1.2	0.8	3.922	A
A23 Off-Slip	334	83	754	1471	0.227	334	0	0.4	0.3	3.170	A
Crossways	59	15	1076	824	0.072	59	12	0.1	0.1	4.709	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	428	107	497	1453	0.294	428	454	0.6	0.4	3.512	A
A23 On-Slip			562				363				
A272 Cowfold Road	628	157	2	1671	0.376	629	559	0.8	0.6	3.456	A
A23 Off-Slip	279	70	631	1548	0.180	280	0	0.3	0.2	2.841	A
Crossways	50	12	901	927	0.054	50	10	0.1	0.1	4.104	A

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	655	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	961	100.000
A23 Off-Slip		ONE HOUR	✓	347	100.000
Crossways		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	145	499	0	11
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	583	327	29	0	22
	A23 Off-Slip	129	0	212	0	6
	Crossways	2	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
From		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	0	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	0	0	0	0	0
	A23 Off-Slip	0	0	0	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.52	5.40	1.1	A	601	902
A23 On-Slip						
A272 Cowfold Road	0.64	5.93	1.7	A	882	1323
A23 Off-Slip	0.30	4.04	0.4	A	318	478
Crossways	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	493	123	426	1490	0.331	491	534	0.0	0.5	3.597	A
A23 On-Slip			563				354				
A272 Cowfold Road	723	181	8	1667	0.434	720	555	0.0	0.8	3.789	A
A23 Off-Slip	261	65	729	1487	0.176	260	0	0.0	0.2	2.934	A
Crossways	0	0	960	893	0.000	0	29	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	589	147	510	1447	0.407	588	639	0.5	0.7	4.189	A
A23 On-Slip			674				424				
A272 Cowfold Road	864	216	10	1666	0.518	863	664	0.8	1.1	4.473	A
A23 Off-Slip	312	78	873	1397	0.223	312	0	0.2	0.3	3.318	A
Crossways	0	0	1149	782	0.000	0	35	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	721	180	624	1389	0.519	720	782	0.7	1.1	5.370	A
A23 On-Slip			825				518				
A272 Cowfold Road	1058	265	12	1665	0.635	1055	813	1.1	1.7	5.882	A
A23 Off-Slip	382	96	1068	1274	0.300	381	0	0.3	0.4	4.028	A
Crossways	0	0	1406	631	0.000	0	43	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	721	180	625	1388	0.520	721	784	1.1	1.1	5.399	A
A23 On-Slip			827				520				
A272 Cowfold Road	1058	265	12	1665	0.636	1058	815	1.7	1.7	5.931	A
A23 Off-Slip	382	96	1070	1273	0.300	382	0	0.4	0.4	4.040	A
Crossways	0	0	1409	629	0.000	0	43	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	589	147	512	1446	0.407	590	642	1.1	0.7	4.217	A
A23 On-Slip			677				426				
A272 Cowfold Road	864	216	10	1666	0.518	866	667	1.7	1.1	4.514	A
A23 Off-Slip	312	78	876	1394	0.224	312	0	0.4	0.3	3.331	A
Crossways	0	0	1154	779	0.000	0	35	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	493	123	428	1488	0.331	494	537	0.7	0.5	3.621	A
A23 On-Slip			566				356				
A272 Cowfold Road	723	181	8	1667	0.434	725	558	1.1	0.8	3.826	A
A23 Off-Slip	261	65	733	1484	0.176	262	0	0.3	0.2	2.947	A
Crossways	0	0	965	890	0.000	0	29	0.0	0.0	0.000	A

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	606	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	890	100.000
A23 Off-Slip		ONE HOUR	✓	395	100.000
Crossways		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	1	141	462	0	2
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	487	355	44	0	4
	A23 Off-Slip	131	0	257	0	7
	Crossways	23	18	28	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
From		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	0	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	0	0	0	0	0
	A23 Off-Slip	0	0	0	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.51	5.58	1.0	A	556	834
A23 On-Slip						
A272 Cowfold Road	0.59	5.21	1.4	A	817	1225
A23 Off-Slip	0.33	4.03	0.5	A	362	544
Crossways	0.12	6.47	0.1	A	63	95

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	456	114	527	1438	0.317	454	481	0.0	0.5	3.653	A
A23 On-Slip			595				385				
A272 Cowfold Road	670	168	2	1671	0.401	667	593	0.0	0.7	3.578	A
A23 Off-Slip	297	74	670	1524	0.195	296	0	0.0	0.2	2.929	A
Crossways	52	13	956	895	0.058	52	10	0.0	0.1	4.269	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	545	136	630	1385	0.393	544	576	0.5	0.6	4.275	A
A23 On-Slip			713				461				
A272 Cowfold Road	800	200	3	1671	0.479	799	710	0.7	0.9	4.126	A
A23 Off-Slip	355	89	802	1441	0.246	355	0	0.2	0.3	3.314	A
Crossways	62	16	1145	784	0.079	62	12	0.1	0.1	4.985	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	667	167	771	1313	0.508	666	706	0.6	1.0	5.550	A
A23 On-Slip			872				565				
A272 Cowfold Road	980	245	3	1670	0.587	978	869	0.9	1.4	5.184	A
A23 Off-Slip	435	109	981	1329	0.327	434	0	0.3	0.5	4.023	A
Crossways	76	19	1401	634	0.120	76	14	0.1	0.1	6.451	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	667	167	773	1313	0.508	667	707	1.0	1.0	5.576	A
A23 On-Slip			874				566				
A272 Cowfold Road	980	245	3	1670	0.587	980	871	1.4	1.4	5.213	A
A23 Off-Slip	435	109	983	1327	0.328	435	0	0.5	0.5	4.033	A
Crossways	76	19	1404	632	0.120	76	14	0.1	0.1	6.471	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	545	136	632	1384	0.394	546	578	1.0	0.7	4.303	A
A23 On-Slip			716				463				
A272 Cowfold Road	800	200	3	1671	0.479	802	713	1.4	0.9	4.154	A
A23 Off-Slip	355	89	805	1439	0.247	356	0	0.5	0.3	3.326	A
Crossways	62	16	1149	782	0.079	62	12	0.1	0.1	5.003	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	456	114	529	1437	0.318	457	484	0.7	0.5	3.678	A
A23 On-Slip			599				388				
A272 Cowfold Road	670	168	2	1671	0.401	671	596	0.9	0.7	3.602	A
A23 Off-Slip	297	74	673	1521	0.195	298	0	0.3	0.2	2.944	A
Crossways	52	13	961	892	0.058	52	10	0.1	0.1	4.288	A

2030 | Base + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	666	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	999	100.000
A23 Off-Slip		ONE HOUR	✓	355	100.000
Crossways		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	145	510	0	11
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	604	344	29	0	22
	A23 Off-Slip	129	0	220	0	6
	Crossways	2	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
From		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	0	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	0	0	0	0	0
	A23 Off-Slip	0	0	0	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.53	5.62	1.1	A	611	917
A23 On-Slip						
A272 Cowfold Road	0.66	6.37	1.9	A	917	1375
A23 Off-Slip	0.31	4.21	0.5	A	326	489
Crossways	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	501	125	445	1480	0.339	499	550	0.0	0.5	3.663	A
A23 On-Slip			577				367				
A272 Cowfold Road	752	188	8	1667	0.451	749	569	0.0	0.8	3.907	A
A23 Off-Slip	267	67	757	1469	0.182	266	0	0.0	0.2	2.993	A
Crossways	0	0	994	872	0.000	0	29	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	599	150	532	1435	0.417	598	658	0.5	0.7	4.296	A
A23 On-Slip			691				439				
A272 Cowfold Road	898	225	10	1666	0.539	897	681	0.8	1.2	4.669	A
A23 Off-Slip	319	80	907	1375	0.232	319	0	0.2	0.3	3.407	A
Crossways	0	0	1190	757	0.000	0	35	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	733	183	651	1375	0.533	732	805	0.7	1.1	5.584	A
A23 On-Slip			846				537				
A272 Cowfold Road	1100	275	12	1665	0.661	1097	834	1.2	1.9	6.303	A
A23 Off-Slip	391	98	1109	1249	0.313	390	0	0.3	0.5	4.192	A
Crossways	0	0	1456	601	0.000	0	43	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	733	183	653	1374	0.534	733	807	1.1	1.1	5.619	A
A23 On-Slip			848				538				
A272 Cowfold Road	1100	275	12	1665	0.661	1100	836	1.9	1.9	6.367	A
A23 Off-Slip	391	98	1112	1247	0.314	391	0	0.5	0.5	4.206	A
Crossways	0	0	1460	599	0.000	0	43	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	599	150	535	1434	0.417	600	661	1.1	0.7	4.327	A
A23 On-Slip			694				441				
A272 Cowfold Road	898	225	10	1666	0.539	901	684	1.9	1.2	4.723	A
A23 Off-Slip	319	80	911	1373	0.233	320	0	0.5	0.3	3.420	A
Crossways	0	0	1196	754	0.000	0	35	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	501	125	447	1479	0.339	502	553	0.7	0.5	3.688	A
A23 On-Slip			581				369				
A272 Cowfold Road	752	188	8	1667	0.451	754	572	1.2	0.8	3.947	A
A23 Off-Slip	267	67	762	1466	0.182	268	0	0.3	0.2	3.006	A
Crossways	0	0	1000	869	0.000	0	29	0.0	0.0	0.000	A

2030 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	627	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	910	100.000
A23 Off-Slip		ONE HOUR	✓	414	100.000
Crossways		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	1	141	483	0	2
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	500	362	44	0	4
	A23 Off-Slip	131	0	276	0	7
	Crossways	23	18	29	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
From		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	0	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	0	0	0	0	0
	A23 Off-Slip	0	0	0	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.53	5.93	1.1	A	575	863
A23 On-Slip						
A272 Cowfold Road	0.60	5.38	1.5	A	835	1253
A23 Off-Slip	0.35	4.20	0.5	A	380	570
Crossways	0.13	6.79	0.1	A	64	96

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	472	118	547	1428	0.331	470	491	0.0	0.5	3.750	A
A23 On-Slip			626				391				
A272 Cowfold Road	685	171	2	1671	0.410	682	624	0.0	0.7	3.630	A
A23 Off-Slip	312	78	685	1514	0.206	311	0	0.0	0.3	2.988	A
Crossways	53	13	985	878	0.060	52	10	0.0	0.1	4.362	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	564	141	655	1373	0.411	563	588	0.5	0.7	4.439	A
A23 On-Slip			750				468				
A272 Cowfold Road	818	205	3	1671	0.490	817	747	0.7	1.0	4.211	A
A23 Off-Slip	372	93	820	1430	0.260	372	0	0.3	0.4	3.403	A
Crossways	63	16	1180	764	0.082	63	12	0.1	0.1	5.137	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	690	173	801	1298	0.532	689	720	0.7	1.1	5.888	A
A23 On-Slip			917				572				
A272 Cowfold Road	1002	250	3	1670	0.600	1000	914	1.0	1.5	5.351	A
A23 Off-Slip	456	114	1003	1315	0.347	455	0	0.4	0.5	4.183	A
Crossways	77	19	1444	609	0.127	77	14	0.1	0.1	6.766	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	690	173	803	1298	0.532	690	721	1.1	1.1	5.928	A
A23 On-Slip			919				574				
A272 Cowfold Road	1002	250	3	1670	0.600	1002	916	1.5	1.5	5.385	A
A23 Off-Slip	456	114	1005	1314	0.347	456	0	0.5	0.5	4.196	A
Crossways	77	19	1447	607	0.127	77	14	0.1	0.1	6.792	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	564	141	657	1372	0.411	565	590	1.1	0.7	4.473	A
A23 On-Slip			753				470				
A272 Cowfold Road	818	205	3	1671	0.490	820	750	1.5	1.0	4.242	A
A23 Off-Slip	372	93	823	1428	0.261	373	0	0.5	0.4	3.417	A
Crossways	63	16	1184	761	0.083	63	12	0.1	0.1	5.158	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	472	118	550	1426	0.331	473	494	0.7	0.5	3.777	A
A23 On-Slip			630				393				
A272 Cowfold Road	685	171	2	1671	0.410	686	627	1.0	0.7	3.658	A
A23 Off-Slip	312	78	688	1512	0.206	312	0	0.4	0.3	3.003	A
Crossways	53	13	991	875	0.060	53	10	0.1	0.1	4.382	A

Appendix 7.C Personal Injury Accident Data

Cowfold Road – Bolney – I-Transport

Collision report 01/04/2018 – 29/03/2023

Date produced
02 May 2023

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

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.

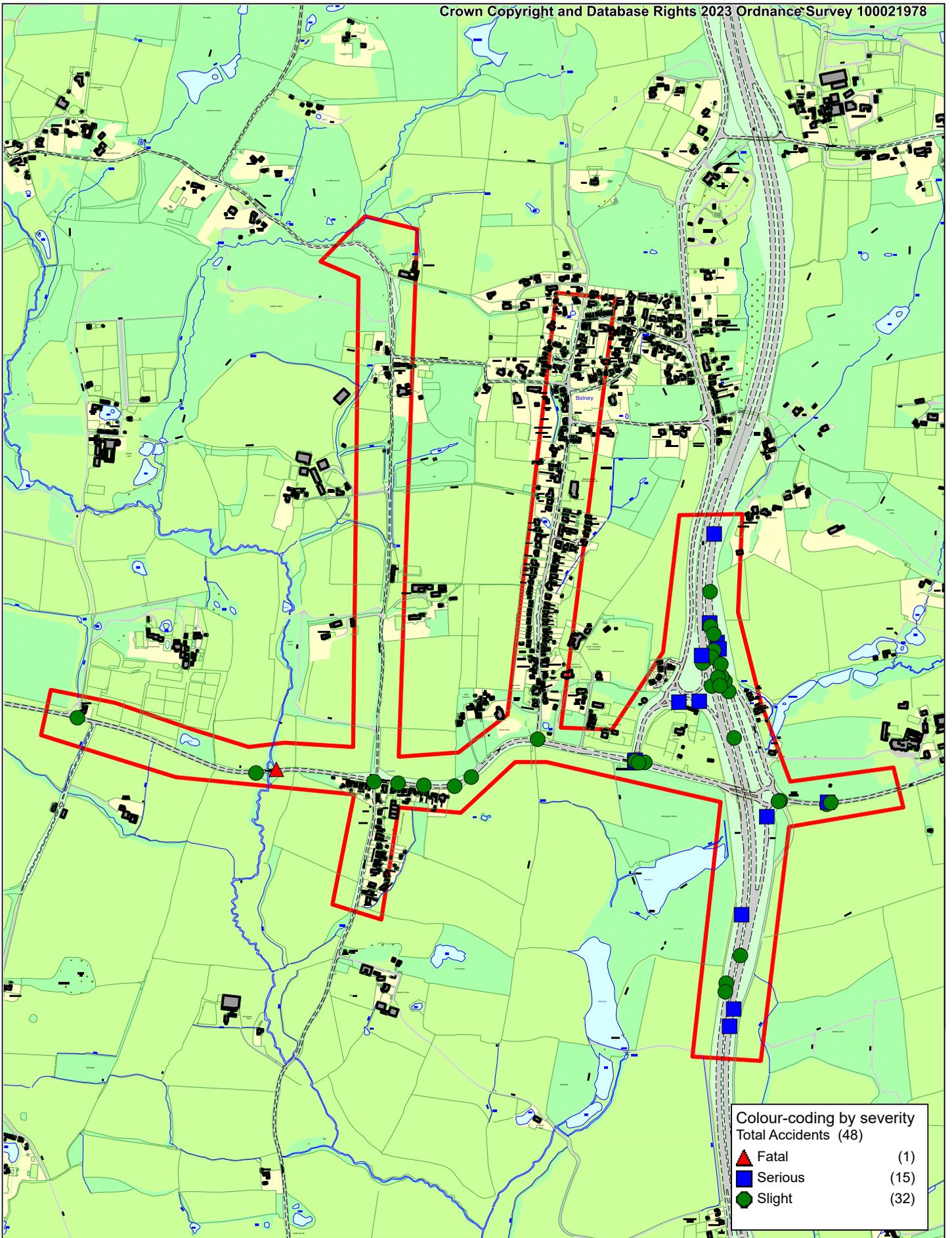
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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	
Total Accidents (48)	
▲ Fatal	(1)
■ Serious	(15)
● Slight	(32)

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Sussex Safer Roads
PARTNERSHIP

Cowfold Road Bolney
Collision Dates 01/04/2018 - 29/03/2023
i-Transport

SCALE	1 : 12000
DATE	02/05/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
Notes: within selected Polygons -sussex 2023 all requests ("Cowfold

Road Bolney (i-transport)")

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

Causation Factor:

Selected Polygon: Cowfold Road Bolney (i-transport)

19902986 Wednesday A23 - 114 METRES FROM JUNCTION Veh 1 Car Going ahead LH bend N to SE Dri M 30 Slight
27/11/2019 WITH A23
R1: A 23 0830hrs
Daylight:street lights present
E 526,555 Wet/Damp
N 122,684 Raining without high winds
70 mph

DRIVER WAS DRIVING IN LANE 1 OF A23 SOUTHBOUND, THE DRIVER LOST CONTROL OF CAR AND SWERVED OVER THE EXIT ON SLIP ROAD TOWARDS A272 BOLNEY. DAMAGE WAS CAUSED TO BOTH FRONT WHEELS AND THE RIGHT FRONT WHEEL HUBCAP CAME OFF. DRIVER SAID THE IMPACT CAUSED PAIN HIS BACK. HIGHWAYS CALLED DUE TO MUD ON THE ROAD

19903917 Tuesday A23 - 64 METRES FROM JUNCTION Veh 1 Car Going ahead LH bend N to SE Dri F 31 Slight
26/11/2019 WITH A23
R1: A 23 0657hrs
Darkness: street lights present
E 526,531 Wet/Damp
N 122,731 Raining without high winds
70 mph

Causation Factor:

1st: Loss of control
2nd: Rain, sleet, snow, or fog

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

VEHICLE TRAVELLING SOUTHBOUND ON THE A23 ADJACENT TO THE SOUTHBOUND OFFSLIP TO THE A272 IN HEAVY RAIN, WHEN OWING TO VEHICLE MOVEMENTS AHEAD CONTROL OF THE VEHICLE WAS LOST AND THE VEHICLE COLLIDED WITH THE CENTRAL RESERVATION BARRIER BEFORE REBOUNDING AND COMING TO REST IN LANE 1.

Details of Personal Injury Accidents for Period - 01/04/2018 to 29/03/2023 (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
Notes: within selected Polygons - sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

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

Causation Factor:

19907509 Monday BOLNEY ROAD (A272) - 103 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Veh 1 Goods 3.5 - 7.5t Going ahead RH bend E to NW Dri M 32 Slight
09/12/2019
R1: A 272 1210hrs
Daylight:street lights present
E 526,808 Dry
N 122,374 Fine without high winds
50 mph

Causation Factor:

1st: Aggressive driving	Participant: Vehicle 1	Confidence: Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Loss of control	Vehicle 1	Very Likely
4th: Defective steering or suspension	Vehicle 1	Very Likely
5th: Distraction in vehicle	Vehicle 1	Possible

FULLY LADEN HGV TIPPER TRUCK HAS BEEN TRAVELLING EAST TO WEST ALONG THE A272. THE ROAD IS A SINGLE CARRIAGE WAY RURAL COUNTRY ROAD WITH A SPEED LIMIT OF 50MPH. THE VEHICLE HAS HAD A WHEEL DISLODGE FROM THE NEARSIDE REAR AXLE CAUSING VEHICLE TO ENTER SOFT VERGE. THE DRIVER HAS LOST CONTROL EXITING THE ROAD ON THE OFFSIDE STRIKING A TREE CAUSING VEHICLE TO OVERTURN AND SPILL IT'S CONTENTS.

19911646 Thursday A23 - 77 METRES FROM JUNCTION WITH A23 Veh 1 Car Going ahead S to N Dri F 34 Slight
19/12/2019
R1: A 23 1344hrs
Daylight:street lights present
E 526,509 Wet/Damp
N 122,717 Raining without high winds
70 mph

Causation Factor:

1st: Loss of control	Participant: Vehicle 1	Confidence: Very Likely
2nd: Travelling too fast for conditions	Vehicle 1	Very Likely

V1 TRAVELLING NB A23 NEAR JUNCTION WITH A272 IN LANE 3. V1 HAS HIT SURFACE WATER LOST CONTROL, LEFT CARRIAGEWAY TO OFFSIDE AND COLLIDED WITH CENTRAL RESERVATION. V1 HAS THEN REBOUNDED SPUN AND ENDED UP FACING THE WRONG WAY IN LANE 3.

20100931 Friday A23 NEAR JUNCTION WITH A23 Veh 1 Goods < 3.5t Change lane to left N to SE Dri M 32 Slight
20/11/2020
R1: A 23 1415hrs
R2: A 23 Darkness: street lights present
E 526,536 Wet/Damp
N 122,787 Raining without high winds
70 mph

Causation Factor:

1st: Poor turn or manoeuvre	Participant: Vehicle 1	Confidence: Very Likely
2nd: Rain, sleet, snow, or fog	Vehicle 1	Very Likely

VEH 1 LOST CONTROL IN WET WEATHER AFTER CHANGING LANES TOWARDS THE SLIP ROAD. LEFT ROAD TO NEARSIDE, STRUCK TREE AND LAMPOST

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
~~within selected Polygons -sussex 2023 all requests ("Cowfold~~

~~Road Bolney (i-transport)")~~

Notes:

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

Causation Factor:

20927677	Tuesday	A23 - 85 METRES FROM JUNCTION WITH A23	Veh 1	Car	Going ahead	N to S	Dri	M	21	Slight
	28/01/2020		Veh 2	Goods < 3.5t	Going ahead	N to SE	Dri	M	56	Slight
R1: A 23	2003hrs	Darkness: street lights present	Veh 2	Goods < 3.5t	Going ahead	N to SE		M	19	Slight
E 526,553		Dry								
N 122,714		Fine without high winds								
		70 mph								

Causation Factor:

- 1st:** Careless/Reckless/In a hurry
- 2nd:** Exceeding speed limit
- 3rd:** Driving too slow for conditions or slow veh
- 4th:** Sudden braking
- 5th:** Impaired by drugs (illicit or medicinal)

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 2
- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely
- Possible
- Possible
- Very Likely

VEHICLE 1 DRIVING TOO FAST EXITING THE MAIN ROAD HAS FAILED TO SLOW FOR A TRUCK IN FRONT. VEHICLE 1 HAS HIT THE TRUCK IN THE REAR AND PUSHED IT BACK ONTO THE MAIN ROAD OVER THE DECIDING MEDIAN AND OVERTURNED IT.

20930775	Monday	A23 - 183 METRES FROM JUNCTION WITH A23	Veh 1	Car	Going ahead	N to S	Dri	M	48	Serious
	17/02/2020									
R1: A 23	0722hrs	Daylight:street lights present								
E 526,584		Wet/Damp								
N 121,877		Raining with high winds								
		70 mph								

Causation Factor:

- 1st:** Slippery road (due to weather)

Participant:

- Vehicle 1

Confidence:

- Possible

VEHICLE HEADING SOUTH ON A23 AT BOLNEY LEFT CARRIAGEWAY TO THE NEAR SIDE FOR UNKNOWN REASON. LARGE AMOUNT OF SURFACE WATER, POSSIBLE AQUAPLANE. COLLIDED WITH SIGN BOARD BEFORE COMING TO REST ON ITS SIDE IN BUSHES.

20934779	Thursday	COWFOLD ROAD (A272) AT JUNCTION WITH A23	Veh 1	Car	Turning left	N to SE	FSP	F	71	Serious
	27/02/2020		Veh 2	Car	Going ahead	W to E				
R1: A 272	2125hrs	Darkness: street lights present								
R2: A 23										
E 526,356		Dry								
N 122,476		Fine without high winds								
		40 mph								

Causation Factor:

- 1st:** Failed to judge other persons path or speed

Participant:

- Vehicle 1

Confidence:

- Very Likely

VEHICLE 2 WAS TRAVELLING WEST TO EAST ALONG THE A272 WHEN VEHICLE 1 PULLED OUT OF THE JUNCTION COLLIDING WITH VEHICLE 2. THE DRIVER OF VEHICLE 1 STATED HE SAW INDICATORS INDICATING THE DRIVER OF VEHICLE ONE WAS TURNING LEFT WHICH IS WHY HE PULLED OUT HOWEVER THIS WAS CHALLENGED BY THE DRIVER OF VEHICLE 2 WHO STATED HE WAS JUST DRIVING DOWN THE ROAD AND THE CAR PULLED OUT ON HIM

Details of Personal Injury Accidents for Period - 01/04/2018 to 29/03/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

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

Causation Factor:

20938137 Tuesday BOLNEY ROAD (A272) - 104 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
 10/03/2020 0308hrs
 R1: A 272
 E 526,810
 N 122,379
 Darkness: street lights present
 Wet/Damp
 Fine without high winds
 40 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd: Distraction in vehicle	Vehicle 1	Possible

VEHICLE CAME DOWN THE ROAD AND LOST CONTROL ON WET GROUND. MOUNTED VERGE, DRIVER OVER STEERED AND VEHICLE OVERTURNED.

20954801 Tuesday COWFOLD ROAD (A272) NEAR JUNCTION WITH UNCLASSIFIED ROAD
 02/06/2020 1005hrs
 R1: A 272
 R2: U
 E 525,004
 N 122,584
 Daylight:street lights present
 Dry
 Fine without high winds
 40 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 3	Possible
2nd: Failed to judge other persons path or speed	Vehicle 3	Very Likely
3rd: Following too close	Vehicle 3	Possible
4th: Failed to judge other persons path or speed	Vehicle 2	Possible
5th: Following too close	Vehicle 2	Possible

V1 HAS BEEN WAITING BEHIND ANOTHER VEHICLE THAT WAS TURNING RIGHT. V2 WAS BEHIND V1 AND V3 (THE OFFENDING VEHICLE) HAS COME UP BEHIND V2 AND DRIVEN INTO THE BACK OF V2 WHICH HAS GONE INTO V1.

20968266 Wednesday A23 - 43 METRES FROM JUNCTION WITH A23
 29/07/2020 1325hrs
 R1: A 23
 E 526,501
 N 122,624
 Daylight:street lights present
 Dry
 Fine without high winds
 70 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd: Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible

VEHICLE ONE A MOTORCYCLIST WAS TRAVELLING NORTHBOUND ON THE A23 TOWARDS CRAWLEY IN LANE TWO HE HAS APPROACHED THE BOLNEY JUNCTION. VEHICLE ONE HAS TAKEN THE EXIT LATE AT THE BOLNEY JUNCTION ENDING UP IN LANE TWO OF THE SLIP ROAD. VEHICLE ONE HAS THEN SCRAPPED ALONG THE BARRIER ON THE RIGHT HAND SIDE AND THE BIKER HAS THEN GONE OVER THE FRONT OF THE BIKE AND LANDED IN THE GRASS VERGE.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
~~within selected Polygons -sussex 2023 all requests ("Cowfold~~

Notes: Road Bolney (i-transport")

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

Causation Factor:

20992784 Saturday A23 - 95 METRES FROM JUNCTION WITH A23 Veh 1 Car Going ahead N to S Dri F 44 Slight
24/10/2020
R1: A 23 1452hrs
Daylight:street lights present
E 526,527 Wet/Damp
N 122,890 Raining without high winds
70 mph

Causation Factor:

1st: Deposit on road (eg oil, mud, chippings)
2nd: Careless/Reckless/In a hurry
3rd: Fatigue

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

VEHICLE TRAVELLING SOUTH IN LANE 2 HAS LOST CONTROL FOR UNKNOWN REASON AND SPUN IN THE ROAD. DUE TO THE SUPER ELEVATION OF THE CAMBER VEHICLE HAS VEERED TO THE NEARSIDE AND COME TO REST AGAINST A LAMPPOST NUMBERED 277/04. THIS APPEARS UNDAMAGED.

20994981 Monday BOLNEY ROAD (A272) - 112 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Veh 1 Car Going ahead E to W Dri M 65 Slight
02/11/2020 0800hrs Veh 2 Goods 3.5 - 7.5t Going ahead E to W
R1: A 272 Daylight:street lights present
E 526,818 Wet/Damp
N 122,378 Raining without high winds
50 mph

Causation Factor:

1st: Loss of control
OIL IN ROAD

Participant:

Vehicle 1

Confidence:

Possible

20995080 Monday A23 NEAR JUNCTION WITH A23 Veh 1 Car Going ahead LH bend N to SE Dri M 45 Slight
02/11/2020 0734hrs Veh 2 Goods < 3.5t Going ahead N to S
R1: A 23 Daylight:street lights present
R2: A 23 Wet/Damp
E 526,528 Raining with high winds
N 122,806 70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly
3rd: Rain, sleet, snow, or fog

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Very Likely

V1 IN LANE 2 HAS FOR UNKNOWN REASON LOST CONTROL AND COLLIDED WITH OFFSIDE OF V2 IN LANE 1. BOTH VEHICLES SPUN AND LEFT CARRIAGEWAY TO NEAR SIDE.

Details of Personal Injury Accidents for Period - 01/04/2018 to 29/03/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

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

Causation Factor:

211019608 Friday COWFOLD ROAD (A272) NEAR JUNCTION WITH A23
 05/02/2021
R1: A 272 1515hrs
R2: A 23 Daylight:street lights present
E 526,370 Wet/Damp
N 122,476 Fine without high winds
 40 mph

Causation Factor:

1st: Dazzling sun

Participant:

Vehicle 1

Confidence:

Possible

V1 WAS TRAVELLING SOUTH, APPROACHING THE GIVE WAY JUNCTION ONTO THE A272 BOLNEY FROM THE A23 SLIP ROAD. V1 HAS EXITED THE JUNCTION HEADING WEST. V2 WAS TRAVELLING WEST TO EAST DOWN A272 WHEN IT HAS COLLIDED WITH THE FRONT OFFSIDE OF V1. DRIVER OF V1 COMPLAINING WITH SLIGHT NECK PAIN, WAS ASSESSED BY AMBULANCE HOWEVER DID NOT NEED MEDICAL INTERVENTION.

211042673 Monday BOLNEY ROAD (A272) NEAR JUNCTION WITH A272
 03/05/2021
R1: A 272 0944hrs
R2: A 272 Daylight:street lights present
E 526,692 Dry
N 122,381 Fine without high winds
 50 mph

Causation Factor:

1st: Failed to judge other persons path or speed

2nd: Failed to look properly

Participant:

Vehicle 1

Vehicle 1

Confidence:

Possible

Possible

VEHICLE TWO TRAVELLING WEST ON A272 TOWARDS THE ROUNDABOUT AT THE JUNCTION OF THE A23. VEHICLE 1 TRAVELLING IMMEDIATELY BEHIND VEHICLE 2 THEY WERE TRAVELLING IN CONVOY. AT JUNCTION VEHICLE ONE COLLIDED INTO THE REAR OF VEHICLE TWO CAUSING MINOR INJURY AND SLIGHT DAMAGE

211058143 Saturday COWFOLD ROAD (A272) - 31 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
 19/06/2021
R1: A 272 0700hrs
 Daylight:street lights present
E 525,952 Wet/Damp
N 122,440 Fine without high winds
 60 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

2nd: Distraction in vehicle

Participant:

Vehicle 1

Vehicle 1

Confidence:

Possible

Possible

VEH1 LOST CONTROL ON RIGHT BEND, LAST BEND OF DOUBLE SYSTEM. TRAVELLED INTO ONCOMING CARRIAGEWAY THEN DIVERTED BACK ONTO CORRECT SIDE BEFORE LEAVING THE ROAD THROUGH A HEDGE & INTO FIELD

Details of Personal Injury Accidents for Period - 01/04/2018 to 29/03/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

Notes:

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

Causation Factor:

211077585 Tuesday A23 - 117 METRES FROM JUNCTION WITH A23
17/08/2021
R1: A 23 0606hrs
Daylight:street lights present
E 526,531 Dry
N 122,661 Fine without high winds
70 mph

Causation Factor:

1st: Fatigue

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE HAS BEEN TRAVELLING NORTHBOUND, VEERED TO NEARSIDE AND COLLIDED WITH LAMPOST.

211085517 Wednesday A23 - 59 METRES FROM JUNCTION WITH A23
08/09/2021
R1: A 23 2113hrs
Darkness: street lights present
E 526,507 Wet/Damp
N 122,735 Raining without high winds
70 mph

Causation Factor:

- 1st:** Failed to look properly
- 2nd:** Careless/Reckless/In a hurry
- 3rd:** Defective brakes
- 4th:** Slippery road (due to weather)

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Possible
- Possible
- Very Likely
- Very Likely

V2 SUFFERED SOME SORT OF BREAKDOWN, STOPPED IN LIVE LANE, STRUCK FROM BEHIND BY V1, TRAVELLING IN SAME LANE.

211100195 Tuesday COWFOLD ROAD (A272) NEAR JUNCTION WITH A23
19/10/2021
R1: A 272 0900hrs
R2: A 23 Daylight:street lights present
E 526,346 Wet/Damp
N 122,477 Raining without high winds
40 mph

Causation Factor:

- 1st:** Failed to look properly
- 2nd:** Poor turn or manoeuvre

Participant:

- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely

V1 AT JUNCTION WAITING TO TURN RIGHT ONTO A272 DROVE ACROSS GIVE WAY MARKINGS INTO TRAFFIC WHEN NOT CLEAR CAUSING TRUCK V2 TO HIT OFFSIDE OF V1, DUE TO IMPACT CAUSED V1 TO COLLIDE WITH V3 WHICH WAS WAITING TO TURN RIGHT IN PROTECTED BOX JUNCTION.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
Notes: within selected Polygons -sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

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

Causation Factor:

221129908 Sunday A23 - 31 METRES FROM JUNCTION Veh 1 M/C > 500 cc Turning right W to S Dri M 46 Serious
09/01/2022 WITH A272
R1: A 23 0955hrs
Daylight:street lights present
E 526,664 Wet/Damp
N 122,344 Other
60 mph

Causation Factor:

1st: Nervous/Uncertain/Panic

Participant:

Vehicle 1

Confidence:

Possible

V1 HAS BEEN TRAVELLING ALONG BOLNEY ROAD, BOLNEY AND HAS BEEN APPROACHING A ROUNDABOUT WHERE ONE OF THE EXITS OF THE ROUNDABOUT LEADS TO THE A23 ONSLIP SOUTHBOUND. V1 HAS TAKEN THIS EXIT OF THE ROUNDABOUT AND ENTERED THE A23 ONSLIP AND HAS TAKEN A WIDER BERTH ROUND THE CORNER DUE TO A SERIES OF BADLY REPAIRED POT HOLES IN THE CENTRE OF THE CARRIAGEWAY. V1 HAS THEN CONTINUED ON A WIDER BERTH BEING UNABLE TO CORRECT ITS PATH AND HAS THEN RIDDEN OVER A WET MUDDY AREA CAUSING THE RIDER OF V1 TO LOOSE CONTROL AND THE REAR OF THE VEHICLE TO SLIP OUT. THIS HAS CAUSED THE RIDER TO BE THROWN OFF V1 AND COMING TO LAND ON THEIR BACK IN THE CARRIAGEWAY.

221130849 Tuesday A23 - 115 METRES FROM JUNCTION Veh 1 Car Going ahead N to S Dri F 21 Slight
11/01/2022 WITH A23
R1: A 23 1455hrs
Daylight:street lights present
E 526,546 Wet/Damp
N 122,682 Raining without high winds
70 mph

Causation Factor:

1st: Swerved

Participant:

Vehicle 1

Confidence:

Possible

2nd: Slippery road (due to weather)

Vehicle 1

Possible

V1 HAS BEEN TRAVELLING SOUTHBOUND ON THE A23 AND HAD PASSED THE BOLNEY OFF SLIP ON ITS NEARSIDE. V1 HAD A SINGLE OCCUPANT INSIDE OF THE VEHICLE. IT WAS RAINING AT THE TIME OF THE INCIDENT AND ROAD CONDITIONS WERE WET. V1 HAS SWERVED TO AVOID ANOTHER VEHICLE, DUE TO SWERVING V1 HAS THEN LOST CONTROL AND HIT THE NEARSIDE CRASH BARRIER WITH THE NEARSIDE OF THE VEHICLE. V1 HAS THEN BOUNCED BACK INTO THE LIVE LANES AND ACROSS ALL THREE LANES BEFORE HITTING THE CENTRAL RESERVATION CRASH BARRIER CAUSING PART OF THE BARRIER TO COME AWAY FROM THE UPRIGHT SUPPORT. V1 HAS THEN SPUN BEFORE COMING TO A STOP IN LANE 3 FACING ONCOMING TRAFFIC. V1 SUSTAINED EXTENSIVE DAMAGE AND WAS NOT MOVABLE UNDER ITS OWN POWER AND WAS RECOVERED BY WESTBOURNE MOTORS TO BOLNEY. AS A RESULT OF THE COLLISION DRIVER OF V1 HAS SUSTAINED A SLIGHT INJURY TO THEIR TONGUE DUE TO BITING THEIR TONGUE AND SHOCK. DRIVER OF V1 PROVIDED A NEGATIVE BREATH TEST AND A NEGATIVE DRUGWIPE. DUE TO THE CRASH BARRIERS

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

Notes:

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

Causation Factor:

221171122 Thursday A23, BOLNEY, WEST SUSSEX Veh 1 Goods > 7.5t Going ahead N to S Dri M 55 Slight
 28/04/2022
R1: A 23 1035hrs
 Daylight:street lights present
E 526,585 Dry
N 122,535 Fine without high winds
 70 mph

Causation Factor:

1st: Tyres illegal, defective or under inflated
Participant: Vehicle 1
Confidence: Very Likely
 V1 TRAVELLING SOUTHBOUND IN LANE 1 HAS LOST BOTH REAR NEARSIDE TYRES DUE TO UNKNOWN REASON CAUSING VEHICLE TO LOSE CONTROL AND OVERTURN ONTO OFFSIDE AND CRUSH ARMO CO CENTRAL RESERVATION.

221177167 Thursday COWFOLD ROAD (A272) - 119 Veh 1 Goods < 3.5t Going ahead W to E Ped M 4 Slight
 12/05/2022 METRES FROM JUNCTION WITH Veh 1 Goods < 3.5t Going ahead W to E Ped M 6 Slight
R1: A 272 0850hrs
 Daylight:street lights present
E 525,838 Dry
N 122,420 Fine without high winds
 40 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
Participant: Vehicle 1
Confidence: Possible
2nd: Disobeyed automatic traffic signal
Participant: Vehicle 1
Confidence: Possible
3rd: Careless/Reckless/In a hurry
Participant: Casualty 1
Confidence: Possible
 V1 TRAVELING EASTBOUND APPROACHING PUFFIN CROSSING AND HAS DRIVEN THROUGH RED LIGHT COLLIDING WITH C1 AND C2 CAUSING MINOR INJURIES

221180906 Tuesday COWFOLD ROAD (A272), BOLNEY, Veh 1 Car Going ahead LH bend NW to E
 24/05/2022 WEST SUSSEX Veh 2 Car Going ahead RH bend E to NW Dri M 50 Slight
R1: A 272 1545hrs Veh 3 Car Going ahead RH bend E to NW Dri F 42 Slight
 Daylight:street lights present
E 525,434 Dry
N 122,450 Fine without high winds
 60 mph

Causation Factor:

1st: Fatigue
Participant: Vehicle 1
Confidence: Very Likely
 V1 DRIVER EITHER FELL ASLEEP OR ZONED OUT DUE TO FEELING TIRED AND LOW ON ENERGY FROM WORKING HARD ALL DAY THE HEAT AND LOST FOCUS AND DRIFTED INTO THE PATH OF ONCOMING TRAFFIC HAVING DRIFTED ACROSS DOUBLE SOLIDS OF A LEFT HAND BEND. V2 AND V3 WAS TRAVELLING IN THE OPPOSITE DIRECTION WITH V2 IN FRONT OF V3. V1 HAS COLLIDED WITH V2 AND V2 HAS THEN COLLIDED WITH V3 CAUSING DAMAGE AND INJURY TO THE DRIVERS OF V2 AND V3

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Cowfold
Road Bolney (i-transport)")

Notes:

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

Causation Factor:

221183868	Thursday	A23 - 135 METRES FROM JUNCTION WITH A23, BOLNEY, WEST SUSSEX	Veh 1	Car	Going ahead	N to S				
R1: A 23	02/06/2022		Veh 2	Car	Going ahead	N to S	Dri	F	29	Slight
E 526,551	1158hrs	Daylight:street lights present	Veh 2	Car	Going ahead	N to S	RSP	M	29	Slight
N 122,662	Dry	Fine without high winds								
		70 mph								

Causation Factor:

1st: Careless/Reckless/In a hurry
SLOW MOVING TRAFFIC ON THE SOUTHBOUND A23, VEHICLE 1 HAS FAILED TO ACCOUNT FOR THIS AND COLLIDED WITH THE REAR OF VEHICLE 2 CAUSING BOTH VEHICLES TO COLLIDE WITH THE CENTRAL RESERVATION CAUSING DAMAGE TO BOTH. VEHICLE 1 HAS THEN LEFT THE CARRIAGEWAY NEARSIDE AND COME TO REST IN A DITCH AT THE SIDE OF THE CARRIAGEWAY.

Participant:

Vehicle 1

Confidence:

Very Likely

221222665	Friday	COWFOLD ROAD (A272) NEAR JUNCTION WITH A23, BOLNEY, WEST SUSSEX	Veh 1	Car	Going ahead	W to E	Dri	F	76	Serious
R1: A 272	23/09/2022		Veh 2	Car	Turning right	N to W				
R2: A 23	1820hrs	Daylight:street lights present								
E 526,347		Wet/Damp								
N 122,481		Fine without high winds								
		40 mph								

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly
3rd: Failed to signal/Misleading signal
4th: Failed to judge other persons path or speed

Participant:

Vehicle 2

Vehicle 2

Vehicle 1

Vehicle 1

Confidence:

Possible

Very Likely

Possible

Possible

V1 WAS DRIVING TOWARD THE A272 ROUNDABOUT FROM THE EAST BOUND ROAD TOWARDS ANSTY SHE HAS INDICATED THAT SHE WAS GOING TO TURN LEFT ONTO THE SLIP ROAD ROUNDABOUT HEADED TOWARDS THE A23. V1 DRIVER HAS THEN REALISE THAT SHE MEANT TO DO AT THE ROUNDABOUT AND HAS CANCELLED THIS SIGNAL AND CONTINUED THROUGH THE JUNCTION. V2 DRIVER HAS SEEN THIS SIGNAL AND MOVE THROUGH THE JUNCTION TURNING RIGHT ONTO THE WEST BOUND ROAD TOWARDS BILLINGSHURST AND IN DOING SO HAS DRIVEN OUT OF THE JUNCTION BELIEVING V1 DRIVER TO BE TURNING LEFT.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

Notes:

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

Causation Factor:

221224972 Friday A23 ROUNDABOUT NEAR JUNCTION WITH A272
30/09/2022
R1: A 23 1230hrs
R2: A 23 Daylight:street lights present
E 526,452 Dry
N 122,622 Fine without high winds
60 mph

Veh 1 Goods > 7.5t Going ahead RH bend N to W Dri M 31 Slight
Veh 1 Goods > 7.5t Going ahead RH bend N to W M 43 Serious

Causation Factor:

1st: Inexperienced or learner driver/rider
2nd: Inexperience with type of vehicle
3rd: Overloaded or poorly loaded vehicle or trailer

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

V1 (REFUSE DISPOSAL LORRY) HAS COME ROUND THE ROUNDABOUT, THE DRIVER HAS LOST CONTROL AND V1 HAS TURNED OVER ONTO IT'S NEARSIDE.

221230672 Wednesday COWFOLD ROAD (A272) AT JUNCTION WITH A23, BOLNEY, WEST SUSSEX
28/09/2022
R1: A 272 1443hrs
R2: A 23 Daylight:street lights present
E 526,347 Dry
N 122,479 Fine without high winds
40 mph

Veh 1 Car Turning right N to W
Veh 2 M/C > 500 cc Wait to turn right E to N Dri M 22 Slight

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V2 ON THE A272 TURNING RIGHT ONTO A23 SLIP NB. V1 WAS WAITING TO TURN RIGHT. V1 WAS INDICATING TO TURN RIGHT. V1 THEN ACCELERATED VERY QUICKY OUT OF THE JUNCTION INTO THE SIDE V2.

221237868 Thursday A23, BOLNEY, WEST SUSSEX
03/11/2022
R1: A 23 0703hrs
Daylight:street lights present
E 526,566 Wet/Damp
N 121,940 Raining without high winds
70 mph

Veh 1 Car Going ahead RH bend S to NE Dri F 46 Slight

Causation Factor:

1st: Illness or disability, mental or physical

Participant:

Vehicle 1

Confidence:

Very Likely

V1 TRAVELLING NORTH BOUND ON A23 WHEN FEMALE DRIVER HAS PURPOSELY DRIVEN OFF THE ROAD TO THE NEAR SIDE INTO VEGETATION WITH THE INTENTION OF KILLING HERSELF.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
~~within selected Polygons -sussex 2023 all requests ("Cowfold~~

Notes: Road Bolney (i-transport")

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

Causation Factor:

221243713 Wednesday A23, BOLNEY, WEST SUSSEX Veh 1 Car Going ahead S to N Dri M 47 Serious
16/11/2022
R1: A 23 2332hrs
Darkness: street lights present
E 526,603 Wet/Damp
N 122,106 Raining without high winds
70 mph

Causation Factor:

1st: Slippery road (due to weather)

Participant:

Vehicle 1

Confidence:

Very Likely

VEH 1 TAXI PROGRESSING NORTH ON A23 AT BOLNEY (NO PASSENGERS ON BOARD) DURING NIGHTTIME HOURS OF DARKNESS AND DURING PERIOD OF HEAVY RAINFALL. FROM DRIVERS OWN ADMISSION HE HAS HIT STANDING WATER, HAD A LOSS OF DIRECTIONAL CONTROL WHICH HAS RESULTED IN HIM LEAVING THE CARRIAGEWAY TO THE NEARSIDE AND ROLLING. VEH 1 HAS COME TO REST ON THE GRASS VERGE ON ITS ROOF. DRIVER SUSTAINED SLIGHT CHEST PAIN INJURIES AND TAKEN TO THE RSCH FOR A CHECK UP. NO THIRD PARTY INVOLVEMENT, SUITABLE FOR NFA.

221247701 Sunday A23, BOLNEY, WEST SUSSEX Veh 1 Car Going ahead N to S
27/11/2022 Veh 2 Car Going ahead N to S FSP F 69 Serious
R1: A 23 1855hrs Veh 2 Car Going ahead N to S Dri M 75 Serious
Darkness: street lights present
E 526,574 Wet/Damp
N 121,835 Raining without high winds
70 mph

Causation Factor:

1st: Loss of control

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Slippery road (due to weather)

Vehicle 1

Very Likely

VEHICLE 1 HAS LOST CONTROL AND STRUCK V2 FROM BEHIND SPINNING IT OFF INTO THE BUSHES.

231282856 Friday COWFOLD ROAD (A272) AT Veh 1 Car Turning right N to W Dri M 36 Slight
03/03/2023 JUNCTION WITH A23, BOLNEY, Veh 2 Car Going ahead W to E Dri M 34 Slight
R1: A 272 1440hrs WEST SUSSEX
R2: A 23 Daylight:street lights present
E 526,355 Dry
N 122,475 Fine without high winds
40 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Failed to signal/Misleading signal

Vehicle 2

Very Likely

V1 TRAVELLING SB LONDON ROAD TO TURN RIGHT ONTO A272. V2 TRAVELLING EB ON A272 TOWARDS HAYWARDS HEATH. V2 WAS INDICATING LEFT TO TURN TOWARDS A23 AS V2 INCORRECTLY ASSUMED THE DIRECTION OF HIS ASSOCIATE WHO WAS IN VEHICLE IN FRONT OF HIM. DRIVER 2 HAS THEN REALISED HE SHOULD STAY ON THE SAME ROAD AND CANCELLED THE INDICATOR HOWEVER V1 HAS SEEN V2 INDICATING LEFT HAND SO HAS PULLED OUT AND COLLIDED WITH V2.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

Notes:

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

Causation Factor:

231286316 Sunday A23, BOLNEY, WEST SUSSEX Veh 1 Car Going ahead N to S
 12/03/2023 Veh 2 Car Going ahead N to S Dri F 31 Slight
R1: A 23 2024hrs
 Darkness: street lights present
E 526,564 Flood
N 121,919 Raining with high winds
 70 mph

Causation Factor:

1st: Rain, sleet, snow, or fog Participant: Vehicle 1 Confidence: Very Likely
 V1 TRAVELLING L3 AND AQUAPLANED, HITTING REAR OF V2 IN L

470850780 Tuesday 287/07A23 (A23) 334 METRES NORTH Veh 1 Goods < 3.5t Going ahead LH bend N to SE Dri M 22 Serious
 25/06/2019 OF JUNCTION WITH A272 (A272)
R1: A 23 0830hrs
 Daylight:street lights present
E 526,549 Wet/Damp
N 122,751 Fine without high winds
 70 mph

Causation Factor:

1st: Inexperienced or learner driver/rider Participant: Vehicle 1 Confidence: Very Likely
 SINGLE VEHICLE SOUTHBOUND ON A23 HAS ENTERED OFF SLIP FOR A272 AND LOST CONTROL. VEHICLE HAS SKIDDED AND LEFT CARRIAGEWAY TO THE NEAR SIDE AND GONE ONTO GRASS VERGE. VEHICLE HAS GONE ALONG THE VERGE WHERE IT HAS STRUCK A METAL ARMCO BARRIER AND ROLLED EJECTING THE DRIVER WHO WASN'T WEARING HIS SEATBELT.

470852026 Thursday COWFOLD ROAD (A272) - 76 METRES Veh 1 Car Going ahead LH bend W to NE Dri F 73 Slight
 27/06/2019 FROM JUNCTION WITH UNCLASSIFIED ROAD Veh 2 Goods < 3.5t Going ahead RH bend E to NE
R1: A 272 0705hrs
 Daylight:street lights present
E 525,912 Dry
N 122,418 Fine without high winds
 40 mph

Causation Factor:

1st: Dazzling sun Participant: Vehicle 1 Confidence: Possible
2nd: Poor turn or manoeuvre Participant: Vehicle 1 Confidence: Possible
 V1 TRAVELLING EAST, V2 TRAVELLING WEST. UNKNOWN REASON V1 CROSSES INTO OPPOSITE CARRIAGEWAY COLLIDES WITH SIDE V2 *LOW SUN*

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons - sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

Notes:

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

Causation Factor:

470852432 Sunday COWFOLD ROAD (A272) - 57 METRES FROM JUNCTION WITH CHAPEL ROAD
R1: A 272 30/06/2019 1705hrs
E 525,776 Dry
N 122,425 Fine without high winds 40 mph

Veh 1 Car Going ahead E to W
Veh 2 Car Stopping E to W Dri F 37 Slight
Veh 3 Car Stopping W to E

Daylight:street lights present

Causation Factor:

1st: Failed to look properly
2nd: Following too close

Participant: Vehicle 1
Vehicle 1

Confidence: Very Likely
Very Likely

VEH 3 SLOWING TO TURN RIGHT ONTO GARAGE FORECOURT. VEH 2 SLOWS TO A.STOP BEHIND, SHUNTED BY VEH 1. REAR END SHUNT.

470888948 Wednesday A23 - 49 METRES FROM JUNCTION WITH A23
R1: A 23 16/10/2019 0935hrs
E 526,536 Wet/Damp
N 122,747 Raining without high winds 70 mph

Veh 1 Car Going ahead N to S Dri F 31 Slight
Veh 2 Goods 3.5 - 7.5t Going ahead N to S M 24 Slight
Veh 3 Goods > 7.5t Going ahead N to S

Daylight:street lights present

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Deposit on road (eg oil, mud, chippings)

Participant: Vehicle 1
Vehicle 1

Confidence: Possible
Very Likely

VEHICLE ONE IN LANE 3 TRAVELLING SOUTHBOUND ON A23 HAS LOST CONTROL AND SPUN. COLLIDING WITH VEHICLE 2 HGV AND THEN VEHICLE 3 VAN. CAUSING SLIGHT INJURIES TO DRIVER OF VEHICLE 1.

470895042 Monday A23 - 127 METRES FROM JUNCTION WITH A23
R1: A 23 04/11/2019 1050hrs
E 526,563 Wet/Damp
N 122,673 Raining without high winds 70 mph

Veh 1 Car Going ahead N to S Dri M 32 Slight

Daylight:street lights present

Causation Factor:

1st: Travelling too fast for conditions
2nd: Rain, sleet, snow, or fog

Participant: Vehicle 1
Vehicle 1

Confidence: Possible
Very Likely

VEH 1 HEADING SOUTH ON A23 FOLLOWING A PERIOD OF HEAVY RAIN. DRIVER OF VEHICLE 1 LOST CONTROL ON PATCH OF STANDING WATER. VEH 1 SPUN ACROSS CARRIAGEWAY, MOUNTED VERGE, COLLIDED WITH SIGN POST AND ROLLED ONTO OFFSIDE. DRIVER OF VEH 1 RECEIVED MINOR CUTS TO HANDS.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
~~within selected Polygons -sussex 2023 all requests ("Cowfold~~

~~Road Bolney (i-transport)")~~

Notes:

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

Causation Factor:

471802405 Friday A23 HAYWARDS HEATH 100M SOUTH OF A272
R1: A 23 04/05/2018 1129hrs
E 526,600 Daylight:street lights present
N 122,007 Dry
 Fine without high winds
 70 mph

Veh 1 M/C > 500 cc Change lane to right N to S Dri M 52 Slight
 Veh 2 Goods > 7.5t Going ahead N to S
 Veh 3 Car Going ahead N to S

Causation Factor:

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

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

APPARENTLY VEH 1, THE MOTORCYCLE JOINED THE MAIN CARRIAGEWAY AND HAS TAKEN AVOIDING ACTION TO AVOID HITTING V2, AN HGV. THE RIDER THEN LOST CONTROL AND COLLIDED INTO VEH 3 BEFORE FALLING OFF HIS MOTORCYCLE.

471804202 Sunday A272 COWFOLD ROAD BOLNEY 234M WEST OF U FOXHOLE LANE
R1: A 272 29/07/2018 2322hrs
E 525,483 Darkness: no street lighting
N 122,459 Wet/Damp
 Raining without high winds
 40 mph

Veh 1 Car Going ahead LH bend NW to E Ped M 22 Fatal

Causation Factor:

1st: Impaired by alcohol
2nd: Careless/Reckless/In a hurry
3rd: Pedestrian wearing dark clothing at night

Participant:

Casualty 1
 Casualty 1
 Casualty 1

Confidence:

Possible
 Possible

VEHICLE TRAVELLING EASTBOUND ON THE A272 COWFOLD ROAD, BOLNEY, WHILST NEGOTIATING A LEFT HAND BEND COLLIDED WITH A MALE PEDESTRIAN WALKING WESTBOUND ON THE EASTBOUND CARRIAGEWAY.

471805345 Thursday A23 BOLNEY 321M NORTH OF A272 BOLNEY ROAD
R1: A 23 27/09/2018 1724hrs
E 526,537 Daylight:street lights present
N 123,030 Dry
 Fine without high winds
 70 mph

Veh 1 Car Going ahead N to S Dri F 61 Serious
 Veh 2 Goods < 3.5t Going ahead N to S
 Veh 3 Car Going ahead S to N

Causation Factor:

1st: Illness or disability, mental or physical

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1 TRAVELLING SOUTHBOUND COLLIDED WITH VAN, VEHICLE 2, TRAVELLING IN LANE 3 CAUSING VEHICLE 1 TO SPIN OUT OVERTURN AND LEAVE THE CARRIAGEWAY NEARSIDE.

Details of Personal Injury Accidents for Period - **01/04/2018** to **29/03/2023** (60) months

Selection: Selected using Pre-defined Query : ; Refined using Accidents
Notes: within selected Polygons -sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

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

Causation Factor:

471805633 Thursday A23 HAYWARDS HEATH 350M NORTH OF A272 BOLNEY ROAD OUTSIDE MARKER POST A15/7
R1: A 23 11/10/2018 1736hrs
 Darkness: street lights present
E 526,544 Wet/Damp
N 122,767 Raining without high winds 70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Loss of control
3rd: Travelling too fast for conditions
4th: Slippery road (due to weather)

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely
 Very Likely
 Very Likely

VEH1 TRAVELLING SOUTHBOUND IN LANE 1, PREPARING TO EXIT JNC OFF-SLIP. VEH1 FAILED TO REGISTER QUEUING / SLOW-MOVING TRAFFIC ON SLIP ROAD & LOST CONTROL. VEH1 SPUN ANTI-CLOCKWISE & LEFT C/WAY TO N/S, COLLIDING WITH LAMP POST ON N/S VERGE. VEH1 OVERTURNED / ROLLED ALONG VERGE, BEFORE COMING TO REST UPRIGHT, FACING NORTHWEST.

471806487 Saturday A272 BOLNEY ROAD BOLNEY AT JUNCTION OF A23
R1: A 272 24/11/2018 1250hrs
R2: A 23 Daylight:street lights present
E 526,696 Wet/Damp
N 122,383 Raining without high winds 50 mph

Causation Factor:

1st: Slippery road (due to weather)

Participant:

Casualty 1

Confidence:

Very Likely

SINGLE VEHICLE (MOTORBIKE) RTC TRAVELLING FROM ANSTY ON A272 BOLNEY ROAD HAS LEFT THE ROAD OFF-SIDE THROWING RIDER

471806778 Thursday A23 BOLNEY 50M SOUTH OF A23
R1: A 23 06/12/2018 1840hrs
 Darkness: street lights present
E 526,572 Wet/Damp
N 122,648 Raining without high winds 70 mph

Causation Factor:

1st: Loss of control
2nd: Slippery road (due to weather)
3rd: Inexperienced or learner driver/rider

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

VEHICLE ONE WAS TRAVELLING SOUTHBOUND ON THE A23 COMING OFF ONTO THE SLIP ROAD TO THE A272. THE DRIVER STATE: THE VEHICLE STEERING STOPPED RESPONDING AND THE WENT SIDEWAYS DOWN THE SLIP ROAD ON TO THE RIGHT HAND SIDE GRASS VERGE COLLIDING WITH A ROAD SIGN. THE FRONT SIDE REAR AIRBAG DEPLOYED.

Details of Personal Injury Accidents for Period - 01/04/2018 to 29/03/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Cowfold Road Bolney (i-transport)")

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

Causation Factor:

471807056 Tuesday A23 BRIGHTON ROAD BOLNEY 418M NORTH OF A272
 18/12/2018
R1: A 23 1917hrs
 Darkness: street lights present
E 526,526 Wet/Damp
N 122,814 Raining with high winds
 70 mph

Veh 1	Car	Going ahead	N to S	Dri	M	41	Serious
Veh 2	Car	Parked	0 to 0				
Veh 3	Car	Going ahead	N to S				
Veh 4	Car	Parked	0 to 0				

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Emergency vehicle on call

Participant:

Vehicle 1
 Vehicle 2

Confidence:

Very Likely
 Possible

POLICE VEHICLE (2) WAS STATIONARY IN LANE 3 BLUE LIGHTS ILLUMINATED WITH A CONE TAPER DEALING WITH A VEHICLE 4 INTO CENTRAL RESERVATION. VEHICLE 1 HAS TRAVELLED AT SPEED IN LANE THREE AND HAS HIT POLICE VEHICLE AND THEN GONE ACROSS TWO LANES, VEHICLE 3 H AS TAKEN AVOIDING ACTION AS RESULT AND HAS LANDED UP THE BANK TO THE NEARSIDE CARRIAGWAY

471901161 Thursday A272 COWFOLD ROAD BOLNEY AT JUNCTION OF U THE STREET
 28/02/2019
R1: A 272 1640hrs
R2: U Daylight:street lights present
E 526,112 Wet/Damp
N 122,532 Raining without high winds
 40 mph

Veh 1	Car	Turning right	N to W				
Veh 2	Car	Going ahead RH bend	SW to E	Dri	F	50	Slight

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1 TRAVELLING SOUTHBOUND ON THE STREET TOWARDS A272 COWFOLD ROAD. VEHICLE 1 CAME TO A STATIONARY STOP. VEHICLE 2 WAS TRAVELLING EAST TO WEST ON COWFOLD ROAD A272 (COWFOLD TOWARDS BOLNEY)TOWARDS A23 JUNCTION. VEHICLE 1 PULLED OUT, TURNING RIGHT ONT O A272 TOWARDS COWFOLD AND COLLIDED WITH VEHICLE 2. ROAD CONDITIONS WERE WET AND OVERCAST WITH LIGHT DRIZZLE OF RAIN

471902353 Wednesday A272 COWFOLD ROAD BOLNEY AT JUNCTION OF U BOLNEY CHAPEL ROAD OUTSIDE 1 DIAMOND
 08/05/2019
R1: A 272 1112hrs
R2: U Daylight:street lights present
E 525,718 Wet/Damp
N 122,429 Fine without high winds
 40 mph

Veh 1	Car	Turning left	S to W	Dri	F	19	Slight
Veh 2	Car	Going ahead	E to W	Dri	M	61	Slight

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

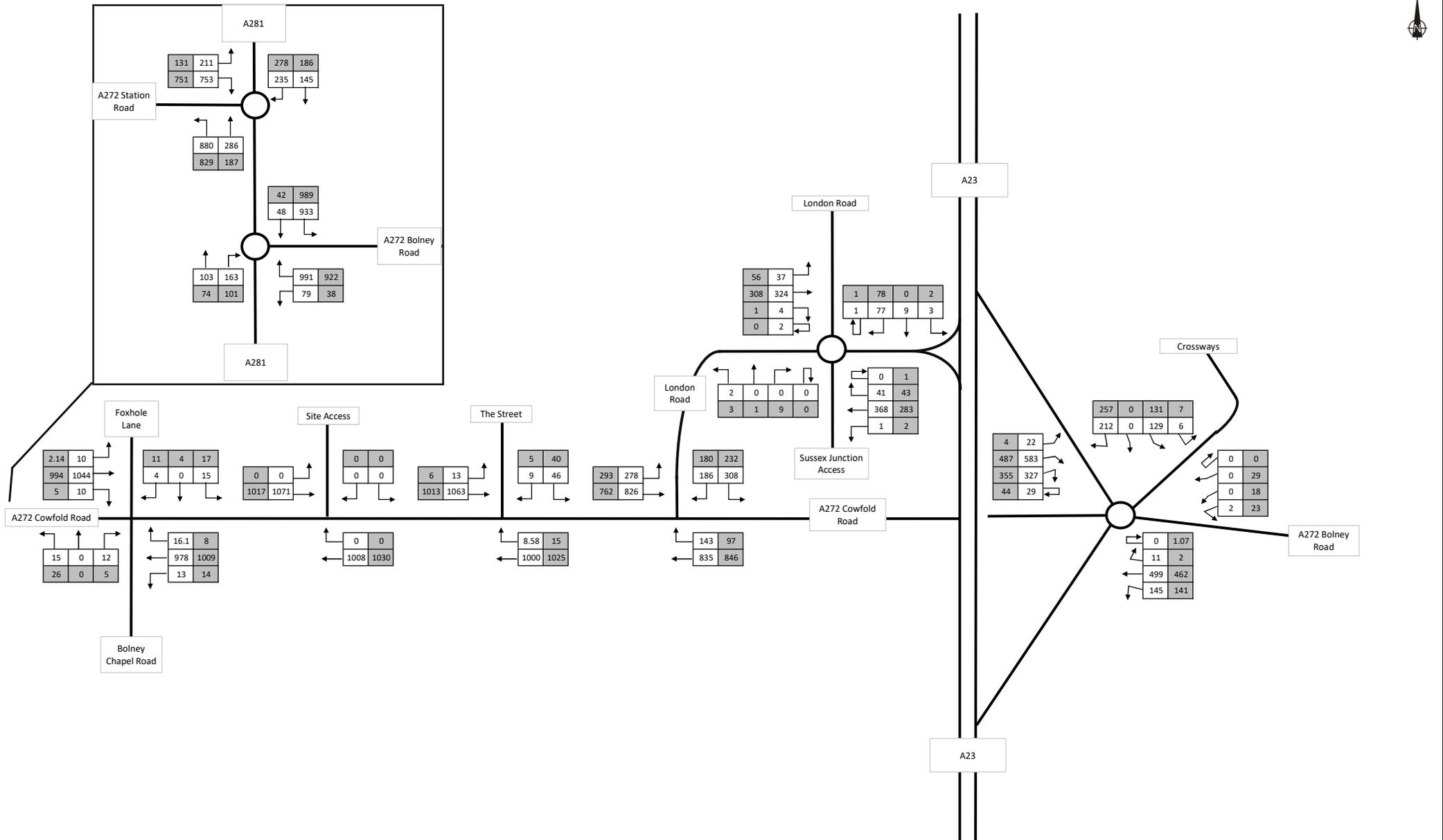
Vehicle 1

Confidence:

Very Likely

VEHICLE 1 EMERGING FROM MINOR ROAD AT CROSSROADS HAS EMERGED INTO THE PATH OF ONCOMING VEHICLE WHICH WAS ON THE MAJOR ROAD AND COLLIDED RESULTING IN VEHICLE 1 KNOCKING DOWN FENCE.

Appendix 8.A 2030 Base Traffic Flow Diagrams



KEY

500 = (AM Peak: 0730-0830)

500 = (PM Peak: 1600-1700)



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

ITB16634 - Land West of Bolney

Figure 2

2030 Base

Appendix 8.B Houses Privately Owned TRICS Report

Calculation Reference: AUDIT-236602-210713-0722

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	3 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 198 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 31/12/2019

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

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	4 days
Thursday	9 days
Friday	4 days

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

Selected survey types:

Manual count	27 days
Directional ATC Count	2 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	4
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	24
Village	3
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	29 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	22 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	10 days
No	19 days

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

PTAL Rating:

No PTAL Present	28 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
2	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
6	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
7	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
8	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
	MANOR ROAD CHIGWELL GRANGE HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		
11	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM	DETACHED HOUSES	ISLE OF WIGHT
	Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: 72 <i>Survey date: TUESDAY 25/06/19</i>		
12	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
13	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		
14	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>		
15	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
16	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>		
17	NF-03-A-13 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 198 <i>Survey date: TUESDAY 11/09/18</i>		
			<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	138	
	<i>Survey date: TUESDAY</i>	<i>20/10/15</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
19	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	52	
	<i>Survey date: MONDAY</i>	<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
20	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS	NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	71	
	<i>Survey date: TUESDAY</i>	<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
21	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71	
	<i>Survey date: THURSDAY</i>	<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
22	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73	
	<i>Survey date: THURSDAY</i>	<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
23	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54	
	<i>Survey date: THURSDAY</i>	<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
24	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54	
	<i>Survey date: WEDNESDAY</i>	<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
25	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	151	
	<i>Survey date: THURSDAY</i>	<i>11/12/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

26	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>
27	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>		
			<i>Survey Type: MANUAL</i>
28	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 <i>Survey date: THURSDAY 05/07/18</i>		
			<i>Survey Type: MANUAL</i>
29	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 79 <i>Survey date: WEDNESDAY 07/11/18</i>		
			<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	100	0.080	29	100	0.277	29	100	0.357
08:00 - 09:00	29	100	0.124	29	100	0.330	29	100	0.454
09:00 - 10:00	29	100	0.153	29	100	0.175	29	100	0.328
10:00 - 11:00	29	100	0.137	29	100	0.183	29	100	0.320
11:00 - 12:00	29	100	0.132	29	100	0.152	29	100	0.284
12:00 - 13:00	29	100	0.156	29	100	0.144	29	100	0.300
13:00 - 14:00	29	100	0.165	29	100	0.159	29	100	0.324
14:00 - 15:00	29	100	0.154	29	100	0.192	29	100	0.346
15:00 - 16:00	29	100	0.244	29	100	0.164	29	100	0.408
16:00 - 17:00	29	100	0.250	29	100	0.159	29	100	0.409
17:00 - 18:00	29	100	0.298	29	100	0.144	29	100	0.442
18:00 - 19:00	29	100	0.260	29	100	0.150	29	100	0.410
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.246			2.302			4.548

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

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

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Parameter summary

Trip rate parameter range selected:	50 - 198 (units:)
Survey date range:	01/01/13 - 31/12/19
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Appendix 8.C Community Centre TRICS Report

Calculation Reference: AUDIT-236602-241125-1104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 100 to 560 (units: sqm)
 Range Selected by User: 100 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/22

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

Selected survey days:

Tuesday 2 days
 Wednesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 2
 Village 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

F2(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EC-07-Q-01	COMMUNITY CENTRE		CHESHIRE EAST
	WARRINGTON ROAD			
	MERE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:	100 sqm		
	Survey date: <i>TUESDAY</i>	<i>07/11/17</i>		<i>Survey Type: MANUAL</i>
2	GM-07-Q-01	COMMUNITY CENTRE		GREATER MANCHESTER
	MOODY STREET			
	STANDISH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	270 sqm		
	Survey date: <i>THURSDAY</i>	<i>28/04/22</i>		<i>Survey Type: MANUAL</i>
3	NY-07-Q-01	COMMUNITY CENTRE		NORTH YORKSHIRE
	SHUTE ROAD			
	CATTERICK GARRISON			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	316 sqm		
	Survey date: <i>WEDNESDAY</i>	<i>10/05/17</i>		<i>Survey Type: MANUAL</i>
4	WM-07-Q-01	COMMUNITY CENTRE		WEST MIDLANDS
	PRIOR DERAM WALK			
	COVENTRY			
	CANLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	560 sqm		
	Survey date: <i>TUESDAY</i>	<i>18/10/22</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.482	4	312	0.000	4	312	0.482
08:00 - 09:00	4	312	0.883	4	312	0.722	4	312	1.605
09:00 - 10:00	4	312	1.124	4	312	0.803	4	312	1.927
10:00 - 11:00	4	312	0.642	4	312	0.883	4	312	1.525
11:00 - 12:00	4	312	0.562	4	312	0.803	4	312	1.365
12:00 - 13:00	4	312	0.401	4	312	0.401	4	312	0.802
13:00 - 14:00	4	312	0.401	4	312	0.321	4	312	0.722
14:00 - 15:00	4	312	0.642	4	312	0.642	4	312	1.284
15:00 - 16:00	4	312	0.562	4	312	0.883	4	312	1.445
16:00 - 17:00	3	310	0.860	3	310	0.968	3	310	1.828
17:00 - 18:00	3	310	0.860	3	310	0.538	3	310	1.398
18:00 - 19:00	3	310	1.613	3	310	1.183	3	310	2.796
19:00 - 20:00	3	310	2.796	3	310	0.215	3	310	3.011
20:00 - 21:00	2	330	0.000	2	330	0.152	2	330	0.152
21:00 - 22:00	1	100	0.000	1	100	21.000	1	100	21.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.828			29.514			41.342

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

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

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Parameter summary

Trip rate parameter range selected:	100 - 560 (units: sqm)
Survey date range:	01/01/16 - 18/10/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.000	4	312	0.000	4	312	0.000
08:00 - 09:00	4	312	0.000	4	312	0.000	4	312	0.000
09:00 - 10:00	4	312	0.000	4	312	0.000	4	312	0.000
10:00 - 11:00	4	312	0.080	4	312	0.080	4	312	0.160
11:00 - 12:00	4	312	0.000	4	312	0.000	4	312	0.000
12:00 - 13:00	4	312	0.000	4	312	0.000	4	312	0.000
13:00 - 14:00	4	312	0.000	4	312	0.000	4	312	0.000
14:00 - 15:00	4	312	0.080	4	312	0.080	4	312	0.160
15:00 - 16:00	4	312	0.000	4	312	0.000	4	312	0.000
16:00 - 17:00	3	310	0.000	3	310	0.000	3	310	0.000
17:00 - 18:00	3	310	0.000	3	310	0.000	3	310	0.000
18:00 - 19:00	3	310	0.000	3	310	0.000	3	310	0.000
19:00 - 20:00	3	310	0.000	3	310	0.000	3	310	0.000
20:00 - 21:00	2	330	0.000	2	330	0.000	2	330	0.000
21:00 - 22:00	1	100	0.000	1	100	0.000	1	100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.160			0.320

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.000	4	312	0.000	4	312	0.000
08:00 - 09:00	4	312	0.161	4	312	0.161	4	312	0.322
09:00 - 10:00	4	312	0.000	4	312	0.000	4	312	0.000
10:00 - 11:00	4	312	0.000	4	312	0.000	4	312	0.000
11:00 - 12:00	4	312	0.080	4	312	0.080	4	312	0.160
12:00 - 13:00	4	312	0.000	4	312	0.000	4	312	0.000
13:00 - 14:00	4	312	0.000	4	312	0.000	4	312	0.000
14:00 - 15:00	4	312	0.000	4	312	0.000	4	312	0.000
15:00 - 16:00	4	312	0.000	4	312	0.000	4	312	0.000
16:00 - 17:00	3	310	0.000	3	310	0.000	3	310	0.000
17:00 - 18:00	3	310	0.000	3	310	0.000	3	310	0.000
18:00 - 19:00	3	310	0.000	3	310	0.000	3	310	0.000
19:00 - 20:00	3	310	0.000	3	310	0.000	3	310	0.000
20:00 - 21:00	2	330	0.000	2	330	0.000	2	330	0.000
21:00 - 22:00	1	100	0.000	1	100	0.000	1	100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.241			0.482

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.000	4	312	0.000	4	312	0.000
08:00 - 09:00	4	312	0.080	4	312	0.000	4	312	0.080
09:00 - 10:00	4	312	0.000	4	312	0.000	4	312	0.000
10:00 - 11:00	4	312	0.000	4	312	0.080	4	312	0.080
11:00 - 12:00	4	312	0.000	4	312	0.000	4	312	0.000
12:00 - 13:00	4	312	0.000	4	312	0.000	4	312	0.000
13:00 - 14:00	4	312	0.000	4	312	0.000	4	312	0.000
14:00 - 15:00	4	312	0.000	4	312	0.000	4	312	0.000
15:00 - 16:00	4	312	0.000	4	312	0.000	4	312	0.000
16:00 - 17:00	3	310	0.000	3	310	0.000	3	310	0.000
17:00 - 18:00	3	310	0.000	3	310	0.000	3	310	0.000
18:00 - 19:00	3	310	0.753	3	310	0.430	3	310	1.183
19:00 - 20:00	3	310	0.215	3	310	0.538	3	310	0.753
20:00 - 21:00	2	330	0.000	2	330	0.000	2	330	0.000
21:00 - 22:00	1	100	0.000	1	100	0.000	1	100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.048			1.048			2.096

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.401	4	312	0.000	4	312	0.401
08:00 - 09:00	4	312	0.562	4	312	0.401	4	312	0.963
09:00 - 10:00	4	312	1.043	4	312	0.722	4	312	1.765
10:00 - 11:00	4	312	0.401	4	312	0.642	4	312	1.043
11:00 - 12:00	4	312	0.401	4	312	0.642	4	312	1.043
12:00 - 13:00	4	312	0.321	4	312	0.321	4	312	0.642
13:00 - 14:00	4	312	0.401	4	312	0.321	4	312	0.722
14:00 - 15:00	4	312	0.401	4	312	0.482	4	312	0.883
15:00 - 16:00	4	312	0.401	4	312	0.562	4	312	0.963
16:00 - 17:00	3	310	0.645	3	310	0.860	3	310	1.505
17:00 - 18:00	3	310	0.753	3	310	0.538	3	310	1.291
18:00 - 19:00	3	310	1.613	3	310	1.075	3	310	2.688
19:00 - 20:00	3	310	2.796	3	310	0.215	3	310	3.011
20:00 - 21:00	2	330	0.000	2	330	0.152	2	330	0.152
21:00 - 22:00	1	100	0.000	1	100	21.000	1	100	21.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.139			27.933			38.072

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.080	4	312	0.000	4	312	0.080
08:00 - 09:00	4	312	0.080	4	312	0.161	4	312	0.241
09:00 - 10:00	4	312	0.080	4	312	0.080	4	312	0.160
10:00 - 11:00	4	312	0.161	4	312	0.161	4	312	0.322
11:00 - 12:00	4	312	0.080	4	312	0.080	4	312	0.160
12:00 - 13:00	4	312	0.080	4	312	0.080	4	312	0.160
13:00 - 14:00	4	312	0.000	4	312	0.000	4	312	0.000
14:00 - 15:00	4	312	0.161	4	312	0.080	4	312	0.241
15:00 - 16:00	4	312	0.161	4	312	0.241	4	312	0.402
16:00 - 17:00	3	310	0.215	3	310	0.108	3	310	0.323
17:00 - 18:00	3	310	0.108	3	310	0.000	3	310	0.108
18:00 - 19:00	3	310	0.000	3	310	0.108	3	310	0.108
19:00 - 20:00	3	310	0.000	3	310	0.000	3	310	0.000
20:00 - 21:00	2	330	0.000	2	330	0.000	2	330	0.000
21:00 - 22:00	1	100	0.000	1	100	0.000	1	100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.206			1.099			2.305

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	312	0.000	4	312	0.000	4	312	0.000
08:00 - 09:00	4	312	0.080	4	312	0.000	4	312	0.080
09:00 - 10:00	4	312	0.000	4	312	0.000	4	312	0.000
10:00 - 11:00	4	312	0.000	4	312	0.000	4	312	0.000
11:00 - 12:00	4	312	0.000	4	312	0.000	4	312	0.000
12:00 - 13:00	4	312	0.000	4	312	0.000	4	312	0.000
13:00 - 14:00	4	312	0.000	4	312	0.000	4	312	0.000
14:00 - 15:00	4	312	0.000	4	312	0.000	4	312	0.000
15:00 - 16:00	4	312	0.000	4	312	0.080	4	312	0.080
16:00 - 17:00	3	310	0.000	3	310	0.000	3	310	0.000
17:00 - 18:00	3	310	0.000	3	310	0.000	3	310	0.000
18:00 - 19:00	3	310	0.000	3	310	0.000	3	310	0.000
19:00 - 20:00	3	310	0.000	3	310	0.000	3	310	0.000
20:00 - 21:00	2	330	0.000	2	330	0.000	2	330	0.000
21:00 - 22:00	1	100	0.000	1	100	0.000	1	100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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

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

Appendix 8.D Residential Distribution Calculations

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

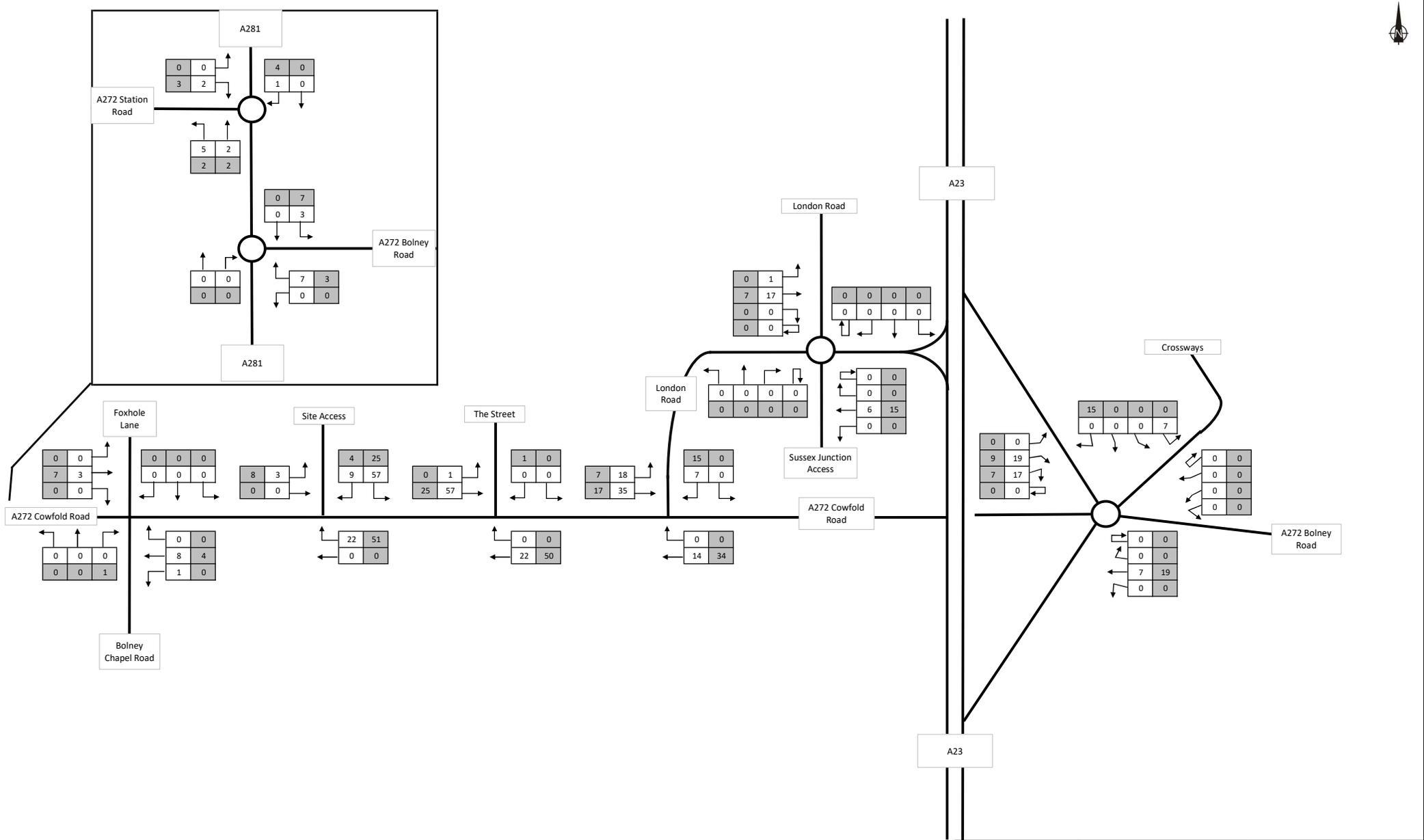
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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

usual residence	place of work	AM			PM		
		Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
E02006610 : Mid Sussex 007		87	118	204	63	37	100
E02006604 : Mid Sussex 001	14 1%						
E02006605 : Mid Sussex 002	20 1%						
E02006606 : Mid Sussex 003	10 1%						
E02006607 : Mid Sussex 004	9 1%						
E02006608 : Mid Sussex 005	13 1%						
E02006609 : Mid Sussex 006	23 2%						
E02006610 : Mid Sussex 007	153 11% 3% 8%						
E02006611 : Mid Sussex 008	46 3%						
E02006612 : Mid Sussex 009	48 3%						
E02006613 : Mid Sussex 010	50 4%						
E02006614 : Mid Sussex 011	57 4%						
E02006615 : Mid Sussex 012	38 3%						
E02006616 : Mid Sussex 013	36 3%						
E02006617 : Mid Sussex 014	46 3% 2% 2%						
E02006618 : Mid Sussex 015	17 1% 1% 1%						
E02006619 : Mid Sussex 016	36 3% 1% 2%						
E02006620 : Mid Sussex 017	15 1%						
Croydon	9 1%						
Brighton and Hove	79 6%						
Eastbourne	13 1%						
Lewes	41 3%						
Wealden	29 2%						
Tunbridge Wells	5 0%						
Mole Valley	18 1%						
Reigate and Banstead	50 4%						
Tandridge	15 1%						
Adur	16 1%						
Arun	16 1%						
Chichester	9 1%						
Crawley	234 17%						
Horsham	227 16%						
Worthing	17 1% 0% 1%						

place of work	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Total Trip Gen	87	118	204	63	37	100
A272 Cowfold Lane (west)	18%	16	21	37	11	7
The Street	3%	2	3	6	2	1
A23 North	36%	31	43	74	23	14
A23 South	19%	17	23	40	12	7
Bolney Road	23%	20	27	46	14	8
London Road	1%	1	1	0	0	1
Dev Impact	AM	PM				
A272 / Street	167	82				
A272 / London Road	162	79				
London Road / A23 NB Slips	61	26				
A272 / A23 SB Trips	101	53				

Appendix 8.E Development Traffic Flow Diagram



KEY

$\begin{bmatrix} 500 \end{bmatrix}$ = (AM Peak: 0730-0830)

$\begin{bmatrix} 500 \end{bmatrix}$ = (PM Peak: 1600-1700)

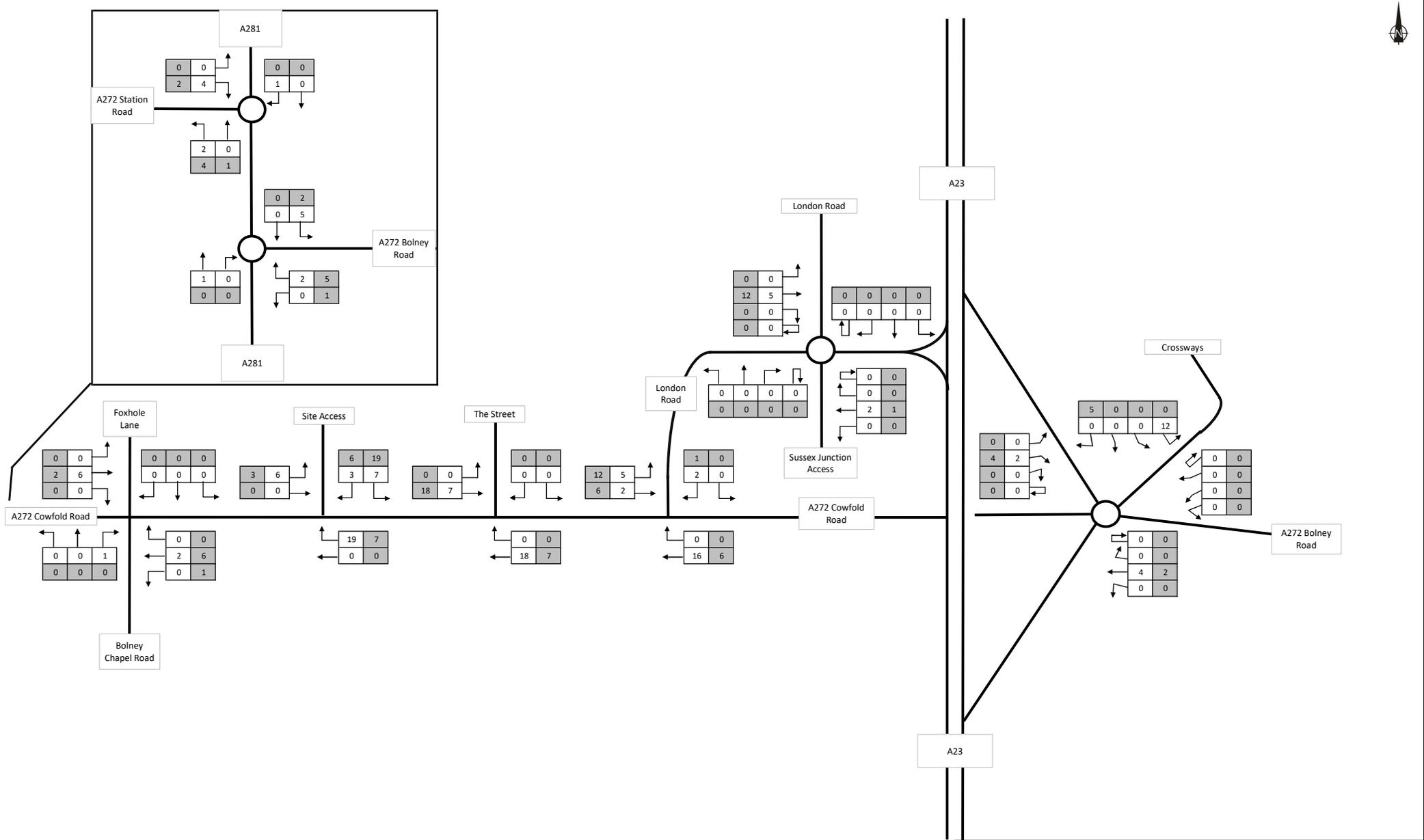


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Figure 3

Resi Development Two-Way Flow



KEY

500 = (AM Peak: 0730-0830)
500 = (PM Peak: 1600-1700)



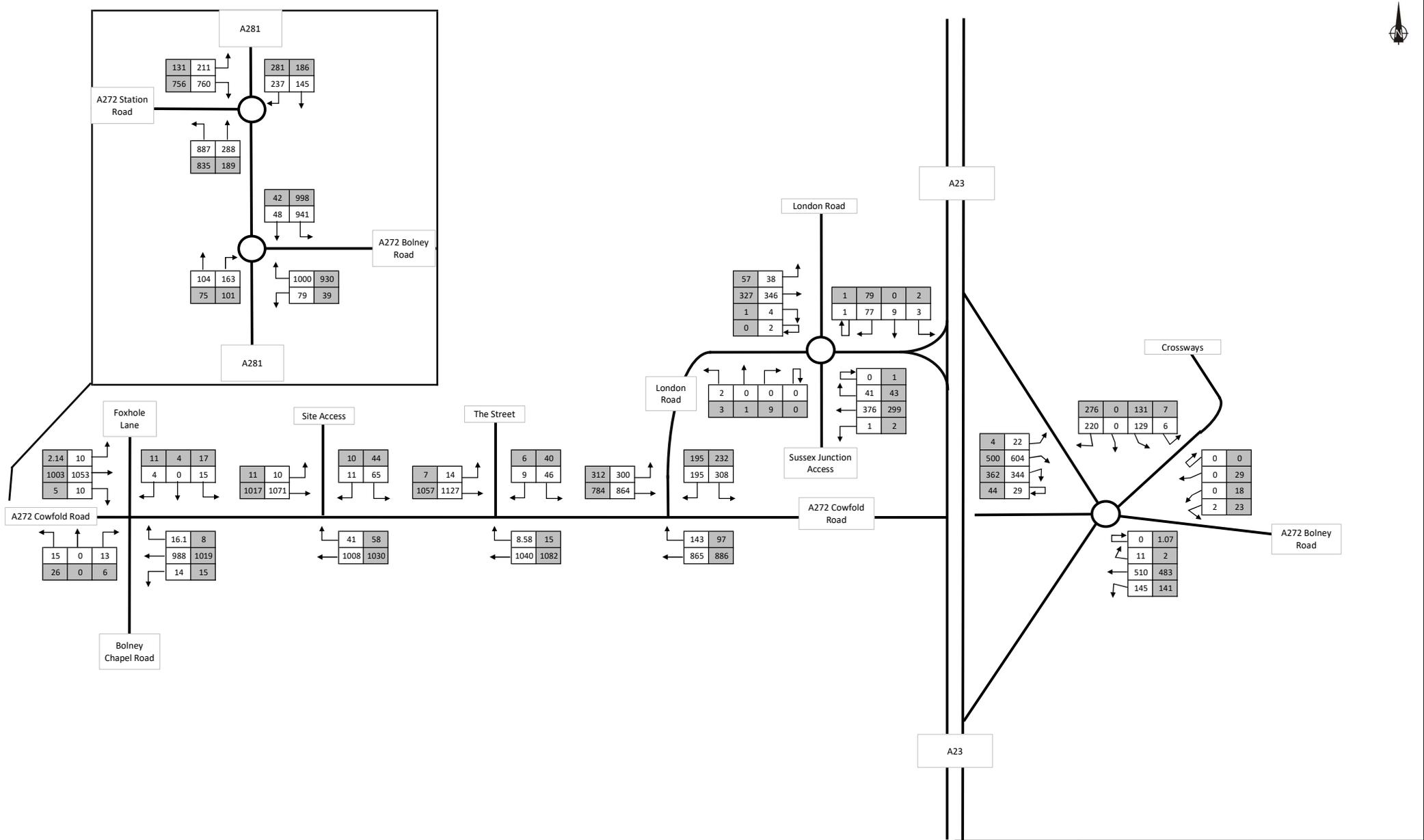
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Figure 4

Comm Centre Development Two-Way Flow

Appendix 8.F 2030 Base + Development Traffic Flow Diagrams



KEY

PCU
 500 = (AM Peak: 0730-0830)

PCU
 500 = (PM Peak: 1600-1700)



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Figure 6

2030 Base + Development

Appendix 9.A Future Year Capacity
Assessments - included in outputs at 7.B

