Appendix A – Evidence Of Improvements Note

PARSONS BRINCKERHOFF

October 2013

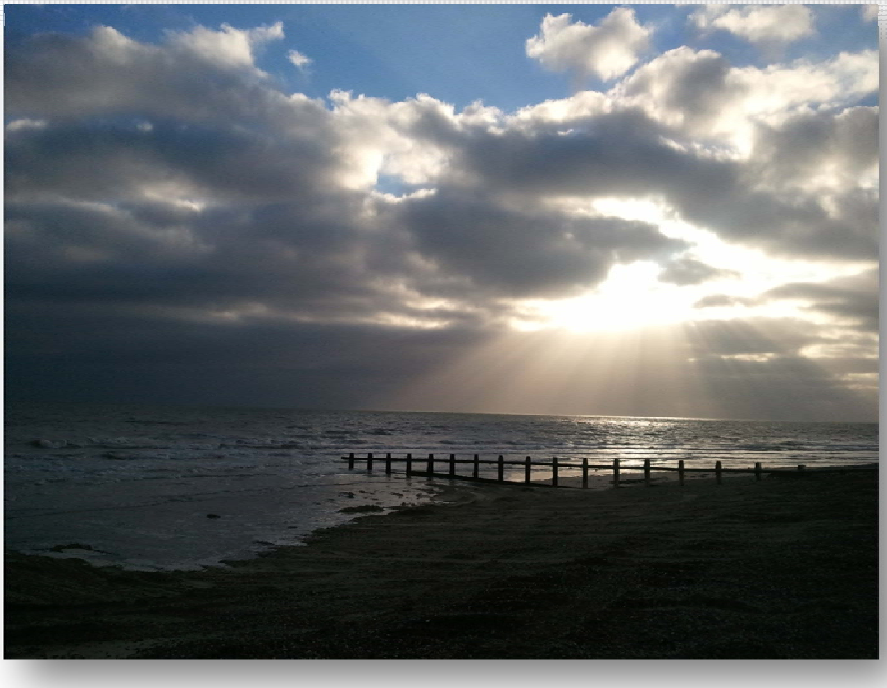
SHOREHAM TOWN CENTRE STUDY

Evidence for Improvements

West Sussex County Council

WSCC_2012/13_0018

Final



Shoreham Town Centre Study
Evidence for Improvements

285358Y-PTG

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Report Title	**:**	**Shoreham Town Centre Study**
PIMS Number	**:**	**n/a**
Report Status	**:**	**Draft**
Job No	**:**	**285358Y-PTG**
Date	**:**	**October 2013**

DOCUMENT HISTORY AND STATUS

Document control			
Prepared by	Tom Beasley	**Checked by** *(technical and quality)*	Lauren Shimadry

Revision details			
Version	**Date**	**Pages affected**	**Comments**
1	August 2013	All	First Draft
2	September 2013	All	Second Draft
3	October 2013	Section 3	Final

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1 INTRODUCTION

1.1 Study Background

1.1.1 Parsons Brinckerhoff (PB) has been procured by West Sussex County Council (WSCC) under the IESE framework contract to undertake an investigate and report on options for schemes in Shoreham town centre that meet the aspirations of the groups set out below:

- The Adur County Local Committee (CLC) requested that a transport study into Shoreham town centre be carried out to review junctions and traffic flows; considering what highway improvements are required that will aid vehicular circulation and pedestrian accessibility. Part of the town centre along the A259 High Street/Brighton Road between Victoria Road and Eastern Avenue has been declared an Air Quality Management Area (AQMA).

- As part of their emerging Local Plan, Adur District Council (ADC) undertook a Strategic Transport Study, testing a number of growth scenarios for the District. This included strategic development proposals within Shoreham Harbour. As part of the study findings the A259/A283 Norfolk Bridge roundabout junction, within the town centre, was found to operate above capacity in peak periods. The study recommended that further detailed work on improvement solutions is required at this junction.

- A Joint Area Action Plan (JAAP) is being developed by ADC, Brighton & Hove City Council (BHCC) and WSCC to guide the regeneration aspirations throughout the Harbour. As part of the JAAP, a development brief has been prepared for the Western Arm character area, covering the section of the Harbour along the northern bank of the River Adur east from Shoreham town centre to the Harbour entrance. The Shoreham Harbour Regeneration Transport Sub-Group has requested that designs be prepared for suitable transport measures to mitigate the traffic impact on the town centre of development proposed for the Western Arm.

1.1.2 Therefore, this commission combines the aspirations of all three groups described above to produce a study into Shoreham town centre, with deliverable outcomes. It has been acknowledged that the A259 route through the town currently has capacity issues and that current levels of proposed development along the route are likely to further exhaust this capacity.

1.2 Evidence for Improvements

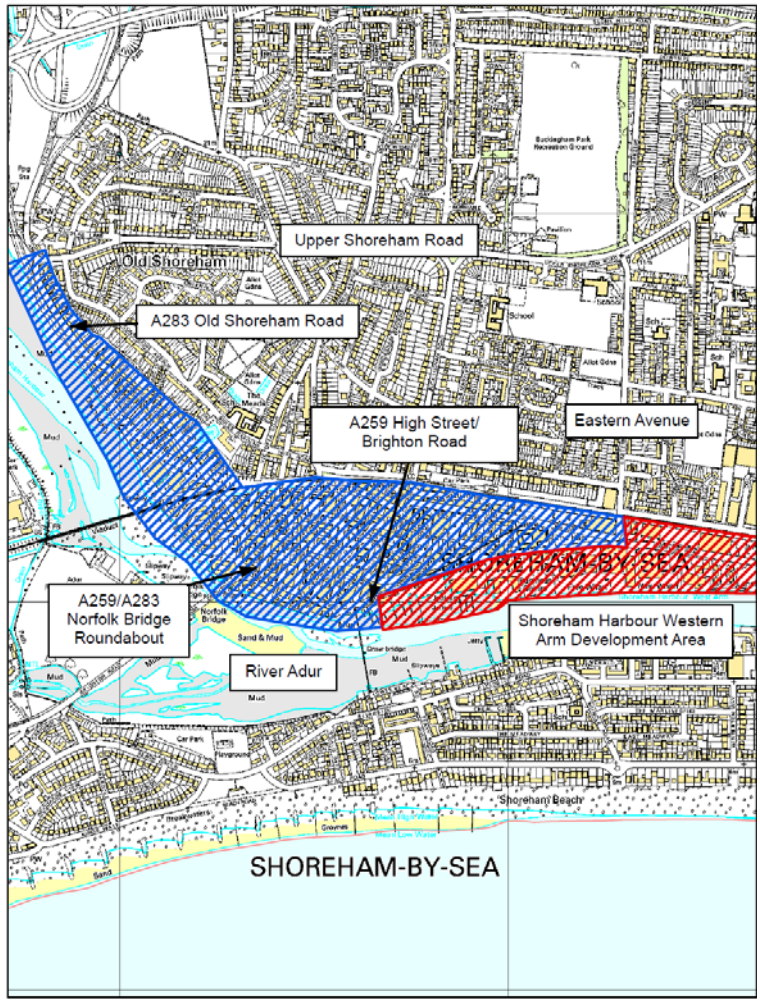
1.2.1 In order to undertake the initial design work it is first necessary to establish the need (and provide evidence for) any link, junction and/or urban realm improvements within the Shoreham Town Centre study area. This note provides a summary of the evidence gathered as part of this study, the subsequent analysis of it, and the conclusions drawn.

2 STUDY AREA

2.1 Geographical Boundaries

2.1.1 The study area focus (see Figure 1) is defined as the A259 High Street/Brighton Road and A283 Old Shoreham Road corridor between, and including, the Upper Shoreham Road and Eastern Avenue junctions. The study area includes the town centre streets between A259, A283, railway line and River Adur.

Figure 1 – Study area (image taken from WSCC Work Package Brief)



3 DATA SOURCES

3.1.1 A review of all relevant and available planning and transport documents within the Adur District, Brighton and Hove and West Sussex has taken place. The documents have been reviewed in order to establish an evidenced baseline of existing transport issues across Shoreham, and specifically our study area. A summary of key points and findings is summarised below under each document heading.

Planning Policy documents

3.2 Draft Adur Local Plan 2012

3.2.1 The Local Plan describes Shoreham town centre:

Shoreham-by-Sea is located on the coastal plain; the River Adur forms its western and southern boundaries. The town centre forms the historic core, with a distinct and high quality character. What is now the town centre was established by the Normans at the end of the 11th century, using a grid pattern that survives in part of the centre. This provides a 'fine urban grain' of streets tightly enclosed by narrow two-storey houses, set at the back of the pavement or behind small front gardens. The town centre provides for daily amenities, services and shopping. The Yacht Club also adds to a sense of character and activity on the river bank.

In parts of the town centre the river gives a strong sense of character, although views are often blocked by development. The modern, five storey Ropetackle development forms a focal point defining the approach into the town centre from the west.

The town centre suffers from traffic congestion, particularly at the junction of the High Street and Old Shoreham Road. As a result, an Air Quality Management Area has been designated. The town centre is relatively healthy, providing a predominantly local shopping offer mainly servicing resident's day-to-day needs, although with some more 'niche' shopping opportunities.

3.2.2 The Shoreham Harbour Regeneration Area is identified as a broad location for change within the Plan. Specifically 'Draft Policy 2: Spatial Strategy' designates Shoreham-by-sea, along with other towns, as a focus for development up to 2028. Shoreham Harbour will be the focus of a significant level of development to facilitate regeneration of the Harbour and neighbouring communities. Similarly, 'Draft Policy 8: Shoreham Harbour Regeneration Area' notes that the Council will facilitate the delivery of between 1200-1600 new dwellings within the Shoreham Harbour Regeneration Area within Adur District (approximately 1050 of these during the plan period to 2028).

3.2.3 A Revised Draft Local Plan (2013) is out to consultation on 26 September until 7 November 2013.

3.3 Brighton and Hove Submission City Plan (Part One)

3.3.1 The City Plan is the first Development Plan Document (DPD) to be produced as part of a wider set of local planning policy documents known as the Brighton and Hove's Local Development Framework. Its purpose is to provide the overall strategic and spatial vision for the future of Brighton and Hove through to 2030.

3.3.2 The City Plan contains Policy DA8 which is a broad location policy for Shoreham Harbour. The City Plan proposes 400 new residential units within Brighton & Hove, which are in addition to the approximate 1050 dwellings within Adur District.

3.4 Shoreham Harbour Interim Planning Guidance 2011

3.4.1 The Interim Planning Guidance adopted by both ADC and BHCC, contains key priorities that cover housing provision, the needs of businesses, improving educational and cultural services, reducing flooding risk, enhancing the area's historic assets, improving the area's waterfront location and ensuring the area's long term sustainability.

3.5 Shoreham Harbour Joint Area Action Plan (JAAP)

3.5.1 The Shoreham Harbour Regeneration Area will be covered by a Joint Area Action Plan (JAAP) DPD which is currently being prepared. The JAAP will be produced in partnership by ADC, BHCC, and WSCC.

3.5.2 The JAAP will contain detailed proposals as to how the area will be developed up to 2028 and will provide a planning framework to guide investment and delivery. A consultation on a draft JAAP will be undertaken in Spring 2014.

3.6 Shoreham Harbour Western Arm Development Brief (adopted 2013)

3.6.1 Allies and Morrison Urban Practitioners were commissioned in May 2012 by the Shoreham Harbour Regeneration Partnership comprising ADC, BHCC, WSCC and Shoreham Port Authority (SPA) to prepare a Development Brief for the Western Harbour Arm. The Development Brief has been adopted as planning policy guidance.

3.6.2 The Development Brief promotes the transformation of the Western Harbour Arm as a new residential-led mixed use neighbourhood, with a reinvigorated, accessible waterfront and a range of retail and commercial opportunities to strengthen the overall offer of Shoreham-by-Sea. The Development Brief has been informed by a comprehensive programme of consultation.

3.6.3 Policies WH17 and WH18 discuss the sustainable transport and contribution requirements associated with the development, respectively. The Development Brief notes the high degree of local congestion, particularly in Shoreham-by-Sea town centre and on routes to and from the A27 and the need to consider air pollution issues. Additionally, whilst Brighton Road (A259) benefits from bus services, there are issues with reliability exacerbated by local congestion in the town centre.

3.6.4 Policy WH17 states that 'proposals should include adequate levels of car parking or measures to promote lower levels of car ownership'.

3.6.5 It is noted that the A259 Brighton Road is an unattractive environment for walking and cycling due to the presence of HGVs, inadequate crossing points across the road and poor public realm and pavement conditions. Further improvements will need to build on the recent town centre upgrades such as East Street urban realm improvements and replacement of the Adur Ferry Bridge.

Transport Planning Documents and Studies

3.7 West Sussex Transport Plan 2011-26

3.7.1 The West Sussex Transport Plan (WSTP) sets out the long term strategy and implementation plan for the County up to 2026. The Plan introduces Shoreham as the largest town within the Adur District. Shoreham Harbour is expected to benefit from substantial development and regeneration during the lifetime of the Plan. The plan includes 4 strategies that guide the approach to maintaining, managing and investing in transport, and meeting our main objective of improving quality of life for the people of West Sussex. These 4 strategies are:

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

3.7.2 The WSTP notes that the A259 within Shoreham runs as the High Street directly through the town centre and at certain times can be heavily congested. The additional development proposals will place extra pressure on the already congested highway network. Additionally it is noted that the buildings in the A259 High Street are quite tall and form a 'street canyon'. As a result, the A259 through Shoreham town centre has been identified as an AQMA.

3.7.3 As a general point about Adur District, the Plan notes that the current provision of pedestrian and cycling facilities is unable to support and maintain sustainable travel. Much of the network, including National Cycle Network (NCN) route 2 (Dover to Penzance) through Shoreham is considered disjointed, indirect and suffers from inadequate signing and safe crossing points, and poor surfacing. NCN route 2 runs through Shoreham town centre from the Adur Ferry Bridge, along East Street and Buckingham Road and then onwards to the east via Rosslyn Road. Additionally the route continues on the southern side of the Adur Ferry Bridge along Shoreham beach, heading west to Worthing.

3.7.4 The Transport Plan also suggests that on-street and off-street parking within Adur is insufficient to meet current demand and results in parking in contravention of restrictions, particularly around the railway stations and shopping areas. This is intensifying an already congested network and exacerbating air quality issues.

3.7.5 The Transport Plan contains an Adur Implementation Plan chapter which discusses on-street and off-street parking and how this is insufficient to meet current demand and results in parking in contravention of restrictions, particularly around the railway stations and shopping areas. This is intensifying an already congested network and exacerbating air quality issues. There are also aims to improve public transport infrastructure such as bus lanes, priority at junctions which will contribute to making the whole public transport system more appealing.

3.7.6 Within the Transport Plan there are aspirations to develop a Coastal Transport System (CTS) along the A259 between Worthing and Brighton. It is understood that the CTS Major Scheme has no formal status at this time.

3.8 Adur Local Plan & Shoreham Harbour Transport Study 2013

3.8.1 This transport modelling study, also produced by Parsons Brinckerhoff considers the transport impacts of strategic residential and commercial site allocations within Adur

and Brighton & Hove up to 2028. The study has informed the preparation of the ADC Local Plan and the Shoreham Harbour JAAP. Each tested modelling scenario included residential and employment allocations at Shoreham Harbour as a constant.

3.8.2 As part of this study the A259 High Street/A283 Old Shoreham Road Norfolk Bridge roundabout was identified as one of the 13 junctions likely to experience the worst congestion in the study area.

3.8.3 The ARCADY modelling of this junction demonstrates that both A259 approaches to the roundabout are expected to operate significantly above capacity in both peak periods in all tested scenarios in the 2028 future year. The traffic demand on A283 Old Shoreham Road entry is expected to approach the calculated capacity in the morning peak period and exceed it in the evening peak. The results from the ARCADY model for the A259 High Street/A283 Old Shoreham Road Norfolk Bridge roundabout are provided in Appendix A – and are without any mitigation measures.

3.8.4 A significant reduction in anticipated traffic demand or increase in junction capacity will be required to ensure this junction operates within capacity in the modelled future year. Specifically at this junction, the proposal considered was to expand the roundabout and provide a longer flare for the A259 High Street westbound entry.

3.8.5 The results of this study will be used to inform the preparation of a Shoreham Harbour Transport Strategy which will specify a package of mitigation measures that will need to be implemented to support new development.

3.9 Shoreham Harbour Transport Strategy

3.9.1 WSCC is leading on the preparation of the Shoreham Harbour Transport Strategy to inform planning policies that support regeneration and development at Shoreham Harbour including the area within Brighton & Hove.

3.9.2 The strategy will contain a set of integrated measures that will guide the provision of transport infrastructure in the area for the next 15 years. The Strategy will include improvements to the existing road network and measures to encourage the use of sustainable modes of transport. These measures will be comprised of infrastructure and behaviour change initiatives where these would be considered effective and appropriate. Consultation on a preferred transport strategy will be undertaken as part of the JAAP consultation in Spring 2014. This will allow local communities and key stakeholders to inform further development of this strategy.

3.9.3 WSCC presented the strategy to Members in July 2012. This seminar outlined the transport strategy scope and the planning policy context to Members. The Members then discussed the transport issues, opportunities and constraints associated with the strategy.

3.9.4 Brighton and Hove City Plan – Combined Strategic Transport Assessment 2013

3.9.5 JMP was commissioned to develop a Strategic Transport Assessment (STA) for the Brighton and Hove, including Shoreham, which reviews the impact of committed developments and strategic land allocations, providing an evidence base for the proposed City Region Plan up to 2030.

3.9.6 The study considers the Brighton and Hove portion (South Portslade and Aldrington Basin) of the Shoreham Harbour Regeneration Area comprising 400 dwellings and mixed use employment to be built up to 2030. Increased bus provision to Shoreham

Harbour is proposed. The proposals also seek to improve connections around key linkages, such as the A259.

3.9.7 The plan also notes that walking and cycling measures, including cycling lanes, will be undertaken on A270 Old Shoreham Road to link Shoreham Harbour Regeneration Area with central Brighton.

Non-statutory Planning Documents

3.10 A strategy for Shoreham Renaissance 2006

3.10.1 A consortium of consultants including Allies and Morrison, Aecom and CBRE were commissioned to develop a strategy for Shoreham. The aim of the strategy was to "regenerate Shoreham town centre as a sustainable community possessing economic, social and environmental diversity". The strategy notes that most of the town centre is designated as a conservation area, with the most important historical building being the St. Mary de Haura church.

3.10.2 The document sets out the priority locations for public realm improvements including the redevelopment of the Station area, Pond Road, The Ham as well as pedestrian priority along East Street, and a new footbridge across the river. The latter two of these recommendations have since been constructed.

3.10.3 The strategy refers to the introduction of a riverside walk/cycleway as part of the Western Arm (also referred to as Waterside East). The predominant access to this walk/cycleway is proposed to be via the Ham/Humphrey's Gap/Eastern Avenue junction.

3.10.4 The strategy suggests that the current nature and location of some of the town's car parks contributes to this congestion problems experienced in the town. In order to address this, the strategy recommends that strategic car parks should be identified for investment and improvement. The strategy recommends releasing both the Middle Street and Ship Street car parks for development. Since the strategy was issued, the Ship Street car park has been redeveloped into residential development.

Other Transport Documents and Studies

3.11 Shoreham-by-Sea Parking Review 2013

3.11.1 Mott MacDonald was commissioned to assist WSCC in a review of parking in Shoreham-By-Sea, including the possible design and consultation of initial proposals for a Residents' Parking Scheme (RPS) in the town centre. An initial consultation on parking issues in Shoreham-By-Sea was undertaken in July/August 2011 and 61% of respondents in the Shoreham-by-Sea town centre study area stated that they experienced parking problems in their street. When asked if they supported the further progression of a detailed parking review, 70% of respondents within the town centre study area were in favour compared to 23% who were not in favour.

3.11.2 Following this consultation Mott MacDonald created an initial design for an RPS in the town centre. 19% (105 respondents) were wholly in favour of the proposals, while 30% of respondents (169) were in favour given design changes. 50% (284) of responses were not in favour of the proposals, with the remaining 1% not responding.

3.11.3 The results can be further categorised as into the following geographical areas:

- Old Shoreham Road/High Street Area – broadly against proposals, predominantly business addresses; and
- Shoreham town centre (south of the railway, excluding the High Street Area) – broadly in favour, predominantly residential properties;
- Shoreham town centre (north of the railway) – broadly against proposals, with notable exceptions of Queens Place and Victoria Road, mainly residential properties.

3.11.4 Overall, public support for the proposed town centre RPS is split, with no clear indicator of general opinion. WSCC are to provide a formal report to the Adur CLC, with a decision made as to whether to proceed to the next stage of consultation. The decision will not be made until after the conclusion of this Shoreham Town Centre study has been agreed by Members.

3.11.5 It should be noted that during the period of the study a petition was submitted to the council requesting the availability of free parking for businesses in Shoreham-by-Sea as the proposed introduction of pay and display parking in the High Street and New Road would be detrimental to the economy of the town.

3.12 Adur Air Quality Action Plan 2007

3.12.1 In December 2005, the High Street, Shoreham-by-Sea was designated as an Air Quality Management Area (AQMA). The cause of the air quality exceedence in the AQMA has been attributed to road traffic and that the buildings in the High Street are quite tall and form a 'street canyon', capturing emissions within the High Street.

3.12.2 The action plan suggests a number of mitigation measures that could be employed which include:

- Traffic light and pelican crossing optimisation
- MOVA or SCOOT traffic control
- New signage
- Speed limit changes
- Travelwise transport awareness and local information

3.12.3 It is proposed that these measures will be funded via the WSTP. Work within and by the District Council will be funded by its present budgeting system.

3.12.4 In order to evaluate the effectiveness of the Action Plan the District Council will continue to monitor AQMA levels in the High Street, Shoreham-by-Sea.

3.12.5 A second AQMA has been declared on A270 Old Shoreham Road at the junction with Kingston Lane.

3.13 West Sussex County Council Advisory Lorry Routes

3.13.1 Throughout West Sussex the main movement of freight is through road haulage. The County Council has sought to minimise the noise and emissions consequences of freight as well as reduce rat running through the determination of advisory lorry routes across West Sussex. These are strategic and local roads recommended for use by lorries and heavy goods vehicles. The advisory lorry route for Shoreham Harbour

includes the A259 along the coast between Brighton and Worthing but does not include the A283 to A27.

3.14 Shoreham Harbour Community Infrastructure Fund (CIF) Project 2010

3.14.1 In 2010 WSCC, BHCC and ADC were successful in a bid for funding to CIF to support the Shoreham Harbour Regeneration Project. The award of a £5m funding package was to enable the delivery of transport infrastructure improvements that will help to unlock the growth potential of Shoreham Harbour. The improvements were delivered by March 2011.

3.14.2 The following improvements were implemented in the town centre:

- Eastern Avenue junction works
- East Street pedestrianisation
- Shoreham-by-Sea station
- A259 corridor bus stops (new shelters and RTI)

3.15 The project involved small modifications to the existing A259 Brighton Road/Eastern Avenue junction, to provide additional stacking capacity at the junction particularly for turning vehicles.

3.16 West Sussex CC Review of Approved Major Highway Schemes 2013

3.16.1 WSCC retains a list of Approved Major Highways Schemes that it has sought to implement. The schemes were developed over time to meet congestion or access needs, reduce casualties or enhance the highway network. However, in light of changes to central Government funding opportunities, development requirements and modern design standards, the opportunity was taken to review the list of Approved Schemes.

3.16.2 Following the review, the A259 Shoreham-Southwick proposal has been retained on the list of Major Highway Schemes. This proposal is to provide localised widening and realignment of a 4km length of A259 east from Shoreham town centre to the county boundary with Brighton & Hove, safeguarding a 14m widening strip. The general reason for this is that all kept schemes are required to address congestion or access needs, to reduce casualties, or to enhance the highway network. The scheme will be brought forward as and when funding is available.

3.16.3 It included the rescission of a scheme at A259/A283 junction. The majority of the approved scheme was implemented as part of the Ropetackle development, however there are residual elements that were not completed or required.

3.17 Major Scheme Business Case – Coastal Transport System (2009)

3.17.1 WSCC submitted a Major Scheme Business Case for a Coastal Transport System comprising improved bus facilities, lanes and priorities between Goring-by-Sea and Brighton.

3.17.2 As part of this WSCC undertook an informal assessment of where bus priority measures could be applied on the approaches to the Norfolk Bridge Roundabout

within Shoreham. This assessment has been based on discussions with the bus operators Stagecoach and Brighton & Hove Buses.

3.18 National Parks LSTF and Linking Communities Cycle Routes

3.18.1 In June 2012, the Department for Transport awarded £3.81m to the partnership LSTF bid: Sustainable Transport Solutions for England's newest National Parks, including South Downs National Park. The funding has been awarded for initiatives to reduce the impact of traffic as well as for new and improved cycle infrastructure from gateways (towns or railway stations) into the National Park.

3.18.2 In order to promote cycle access to the parks a scheme at Shoreham connecting the railway station to the existing long-distance Downs Link route has been proposed. This is a 1.2km on-carriageway signed cycle route from the station to the Downs Link in Old Shoreham. The route is on-road (Hebe Road, Swiss Gardens, Connaught Avenue) and includes an uncontrolled crossing point at Old Shoreham Road.

3.18.3 An additional scheme at Shoreham was included; this improves the Downs Link off-road cycle path between Upper Shoreham Road and Ropetackle.

3.18.4 Brighton and Hove City Council's Transport Planning team are bidding (the BHCC City Cycle Ambition Bid) for funding for cycling, walking and public realm facilities from the Department for Transport's in order to further develop their Greater Brighton Active Travel Strategy 2013-2015.

3.19 Accident Data

3.19.1 WSCC has provided Parsons Brinckerhoff with 5 years worth of Personal Injury Accident (PIA) data across the study area. The map plot of PIA date clearly shows clusters of accidents occurring around the Norfolk Bridge Roundabout, along the A259 corridor through the town centre and around the A259/Surry Hard/New Road junction. These clusters will be shown and explored further within the full study report.

3.20 Adur Communities Issue List

3.20.1 The transport issues raised by local community and Members have been captured in Table 1 below. These are used to assist the CLC in preparing Infrastructure Priorities for funding. These issues relate only to those within the study area.

Table 1 – Communities Issue List

Description	Reported By
Air quality – various including VMS air quality signs, MOVA or SCOOT signals, minor engineering works	Community Identified or Historic Record
Footpath/cycleway from south of Shoreham Airport alongside River Adur	CLC highlighted for future consideration (2012) and District Council
Pedestrian crossing of A259 at Surry Hard/New Road	Through planning application at 79-81 Brighton Road
Moving bus stop at Surry Hard westbound to location away from junction	Through planning application at 79-81 Brighton Road
Real time passenger information at bus stops on A259 at Surry Hard/New Road	Through planning application at 79-81 Brighton Road

To address problems with (dangerous) traffic flows coming up to the Norfolk Bridge roundabout from the pet store	County Member
Parking Review within settlement (area to be determined)	WSCC Parking Team

3.21 Pond Road Development Brief

3.21.1 The development brief builds on and updates the Shoreham Renaissance Strategy proposals for the Pond Road development opportunity site and provides the planning guidance and development framework to shape future development proposals.

3.21.2 The 'Shoreham Renaissance Strategy (2006)' set out the aspirations for the future development of the Pond Road site and specifically the need to provide a multi-purpose community hub comprising a community centre, library and information centre and health centre, all arranged around a new landscaped public square.

3.22 Shoreham Harbour Streetscape Guide

3.22.1 Adur District Council, Brighton & Hove City Council, West Sussex County Council, Shoreham Port Authority and the Homes and Communities Agency joined together and appointed BDP in September 2011 to prepare a streetscape guide for the Shoreham Harbour area. The site area stretches between Shoreham-by-sea to Hove Lagoon.

3.22.2 The purpose of this guide is to help councils and developers of future projects in the area deliver cohesive and high quality public realm no matter who delivers it and in which council area it is located. The guide tries to retain and all areas in the public realm palette for new developments, as they will provide Shoreham Harbour with its individuality and temperament.

3.23 Connect2 Adur Ferry Bridge

3.23.1 West Sussex County Council, in partnership with Sustrans and Adur District Council, is working to replace Shoreham Footbridge with a new bridge catering for both pedestrians and cyclists. The new bridge, to be known as the Adur Ferry Bridge, will be the centre-piece of a cycle route from Shoreham Beach to Shoreham-by-Sea railway station linking up National Cycle Network Route 2.

3.23.2 The Shoreham footbridge connects from the A259 Shoreham High Street / Brighton Road (opposite the end of East Street) to Lower Beach Road on Shoreham Beach. It provides a useful link for pedestrians and cuts about 1.5 miles off the alternative route via the main roads.

3.23.3 Planning Applications and Planning Permission

3.23.4 There are three large planning applications within the study area that have been considered as part of the study:

- The Parcel Force development (AWDM/0501/12) – 132 dwellings and food store - approved

- Rope Tackle North (AWDM/0935/13) – 120 dwellings, hotel, office uses and cafe - submitted awaiting decision

- Proposed Mixed Use Development, Minelco Works (Morrisons) (AWDM /0762/13) – Food store, retail and residential uses - submitted awaiting decision

3.23.5 The Rope Tackle North and the Minelco Works (Morrison's) developments have not been approved at this time and will be considered accordingly as part of the study. The Transport Assessments have been considered and it is Parsons Brinckerhoff's view that the Morrison's Transport Assessment over-estimates the capacity of the roundabout based on what is known about the junction.

Traffic Data Reports

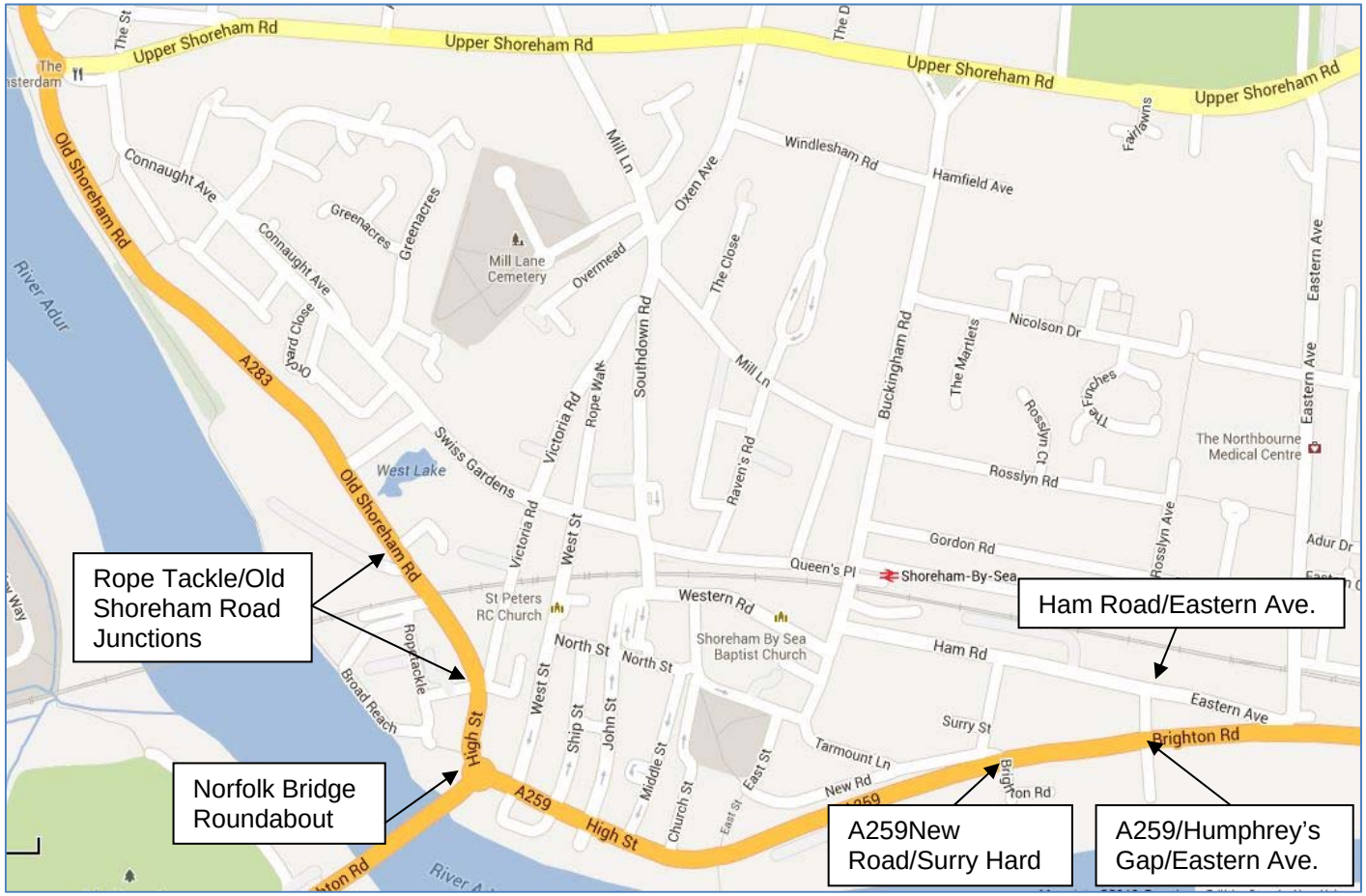
3.24 Transport Assessments

3.24.1 During the scoping of the study it was deemed that adequate traffic flow data for each of the junctions within the study area existed in one form or another so no new traffic counts were proposed. One of the sources of data used is turning count survey data from Transport Assessments (TAs) that has been submitted with various planning applications within the Adur District.

Table 2 – Study Area Transport Assessment Development Summary – Count Data Locations

Development	Res	Emp/ other (sqm)	Queue lengths	Var. Rope Tackle junctions /Old Shoreham Road	Norfolk Bridge Round ab-out	A259/ New Road / Surry Hard	A259 / Humphrey's Gap / Eastern Avenue	Ham Road / Eastern Avenue	Queues at the Level Crossing on Eastern Avenue	Base Year	Future Year 1	Future Year 2
Morrison's Supermarket (PM only)	70	3,456			✓	✓	✓	✓	✓	2012	2013	2018
Parcelforce	132	1,265			✓	✓				2011	2017	
Blocks B and C Ropetackle	53		✓	✓	✓					2007		
Ropetackle North	120	1885		✓								

3.24.2 A map showing the junction locations is provided below:



3.24.3 Appendix B provides a summary of the available model outputs whilst Appendix C provides a summary of the baseline traffic flows. The available models demonstrate where any existing capacity and congestion issues exist at junctions within the study area. It is assumed that the model outputs produced for the Morrison's Transport Assessment have yet to be approved by WSCC as the application remains 'live' and so caution should be applied when reviewing these models. Indeed the Morrison's model of Norfolk Bridge Roundabout shows less capacity and congestion issues than has been demonstrated by other data sources. The queue length data collected for the Ropetackle Transport Assessment suggests there is significant queuing on the approaches to the Norfolk Bridge Roundabout in the PM peak hour.

3.24.4 The models show that, with exception of Norfolk Bridge roundabout, the other junctions are operating at or below capacity both with and without local development proposals.

3.25 WASTM data

3.25.1 It can be seen that no TA data was available for the Upper Shoreham Road/Steyning Road/Old Shoreham Road mini-roundabout. Consequently 2007 traffic counts taken at this junction for the WSCC Worthing and Adur Strategic Transport Model (WASTM) have been obtained. The flows used within the 2007 traffic counts are higher than the average 2013 (Jan – July) flows taken from the permanent Automated Traffic Count site on the Old Shoreham Road. This suggests the modelled flows remain robust and appropriate for use in this study.

3.25.2 Initial journey time results and observations from the survey day indicate that the Upper Shoreham Road/Steyning Road/Old Shoreham Road mini-roundabout currently experiences low levels of queuing/delay so is not considered critical to the overall aims of the study.

3.26 Journey Time Data

3.26.1 Through the tender process and during the data collection and analysis period of the study it was identified no Journey Time (JT) and delay information was available for the major routes within the study area. Surveys were subsequently undertaken on Thursday 6 June 2013 and this note uses the data that was recorded to inform the assessment of how the network is currently operating.

3.26.2 To further inform the assessment of how the network is currently operating the JT data from each run has been plotted on time/ distance graphs. Full details of surveys and the graphs can be found in the Data Collection Note issued previously.

3.26.3 The main conclusions from Journey Time surveys are that it is apparent that the Norfolk Bridge roundabout, even in the lightly trafficked conditions, is the source of much of the queuing on the routes selected. Additionally, the most pronounced speed reductions from queuing tend to occur in the pm peak, resulting in traffic slowing / queuing occurring on the approach arms to the junction (impacting on the A259 High Street and the Old Shoreham Road approach in particular). This conclusion is supported by the ANPR data collected from recent WSCC monitoring work done as part of the after surveys for the CIF project.

3.27 Speed Data

3.27.1 On Tuesday 9 July Parsons Brinckerhoff undertook a speed survey to the south of the Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout. Average

recorded speeds were at or just above the speed limit on average outside the properties (32mph northbound and 31mph southbound) situated on the eastern side of Old Shoreham Road.

4 TRAFFIC LINK FLOWS

4.1 2013 Base Year Assessment

4.1.1 In order to get an understanding of current (2013) link performance the baseline traffic count flows collected for the local TAs (where possible) has been extracted and transferred to a spreadsheet model of the study area network.

4.1.2 Additionally for the Upper Shoreham Road/Steyning Road/Old Shoreham Road roundabout traffic count data collected from the WASTM model has applied.

4.1.3 Any gaps in link capacity information have been filled using the Department for Transport's Design Manual for Roads and Bridges (DMRB) Traffic Capacity of Urban Roads document. The advice note provides approximate one-way capacities for various urban road types.

4.1.4 The years in which the traffic surveys were undertaken ranges between 2007 and 2013. To arrive at a universal base line the flows have been factored up to 2013 using TEMPRO (NTM adjusted - Dataset 62 – Shoreham - urban trunk road). Table 3 displays the factors used:

Table 3 – TEMPRO 2013 baseline factors

	Factor	
Forecast Year	AM	PM
2007-2013	1.0584	1.0598
2011-2013	1.0104	1.0106
2012-2013	1.0052	1.0052

4.1.5 The 'growthed' 2013 baseline traffic flows extracted from the TAs are shown in the network diagrams in Appendix C to provide a baseline of 2013 traffic flows across the study area roads.

Summary

4.1.6 There are slight differences across junction counts due to the data being obtained on different days across different years. However the traffic count flows do give a broad baseline understanding of current traffic movements.

4.1.7 The link flow analysis shows the tidal nature of the traffic flows on the A259, with the predominant flow being eastbound in the AM peak and westbound in the PM peak.

4.1.8 There is no one defining factor causing the congestion along this section of the study area. The theoretical capacity of the A259 is greater than the existing traffic flow levels, suggesting that other factors beyond capacity are leading to the congestion issues. The results suggest that congestion along the A259 High Street is due to a combination of factors such as the relatively high side street traffic flows, high bus

flows, pedestrian crossings, operation of on-street parking (vehicles manoeuvring etc) and the Norfolk Bridge roundabout itself.

5 RESULTS

5.1 Matrix of Issue, Evidence and Need

5.1.1 Table 6 below highlights the issues that have been raised through the background evidence documents and a summary of the mitigation required across the study area. As part of this evidence reports, consideration has been made to the following four factors:

- Journey time reliability on A259 High Street/Brighton Road;
- Impact of the Shoreham Harbour Western Arm development area on the town centre;
- Accessibility for pedestrians and cyclists, and;
- Community concerns

Table 6 – Issues, Evidence and Need

Study Area Location	Issue	Document Evidence	Mitigation (Need)
Whole study area	General congestion	Draft Adur Local Plan	Sustainable transport measures and behavioural change initiatives
A283 Old Shoreham Road	Above average vehicle speeds	PB speed survey	To reduce speeds
	Norfolk Bridge roundabout from Old Shoreham Road pet store	Community Issues	To mitigate traffic demand and congestion To accommodate development related traffic
A259 – High Street (inc. Norfolk Bridge Roundabout)	Conservation area	Adur Local Plan	All mitigation to be appropriate to conservation area
	Poor operation of Norfolk Bridge roundabout now and into future (inc. New development pressures)	Adur & Shoreham Harbour Transport Study Ropetackle TA queue length survey	To mitigate traffic demand and congestion To accommodate development related traffic
	Accident cluster at Norfolk Bridge roundabout and along High Street	WSCC PIA Data Communities Issue List	To reduce accidents, reduce speeds To reduce conflicting/impeding movements.
	Journey time reliability along corridor now and into future	Adur & Shoreham Harbour Transport Study Journey time	To reduce factors that cause unreliability.

		surveys Ropetackle TA queue length survey	
	AQMA	Adur Air Quality Action Plan	To apply appropriate mitigation measures
	Congestion along the A259 due to circulation for parking	A strategy for Shoreham Renaissance	To consider parking and routing strategy
	Parking on High Street	Shoreham by Sea Parking Review	To consider parking strategy
	Bus provision	Major Scheme Business Case – Coastal Transport System	To further review existing provision versus long term needs
Town Centre	Conservation area	Adur Local Plan	All mitigation to be appropriate to conservation area. To reduce clutter.
	Disjointed cycle routes	West Sussex Transport Plan National Parks LSTF and Linking Communities funding bid	To join up/complete cycle routes
	Parking on residential roads and around station	Shoreham by Sea Parking Review	To consider parking and routing strategy
	Access to the Station	A strategy for Shoreham Renaissance	To consider signage strategy and walking/cycle improvements
A 259 East	A259 Brighton Road is an unattractive environment for walking and cycling	Western Arm Development Brief	To accommodate additional walking and cycling movements on non-A259 routes. To improve attractiveness of A259
	Accident cluster	WSCC PIA Data	To reduce accidents
	New development pressures (e.g. Shoreham	Adur Local Plan Western Arm Development Brief	To accommodate development related traffic at local junctions.

	Harbour)	Morrison's and Parcelforce TAs	
	New development pressures	Adur Local Plan Western Arm Development Brief Morrison's and Parcelforce TAs	To accommodate additional walking and cycling movements
	New development requirements	Adur Local Plan Morrison's and Parcelforce TAs	Relocation of bus stop at Surry Hard westbound to location away from junction
	Access to and from Western Arm Development Area	A strategy for Shoreham Renaissance	To focus walking/cycling access along Western Arm via Humphrey's Gap.

6 CONCLUSIONS - RELATE BACK TO SECTION 5

6.1 Baseline Assessment

6.1.1 The 2013 baseline data review, assessment and observations recorded during the Journey Time surveys predominantly highlight congestion, accessibility and/or safety issues at the following key study area locations:

- A283 Old Shoreham Road – outside residential properties

The key issues here relate to traffic speed and queuing on the approach to the A259.

- Norfolk Bridge Roundabout

The key issues here relate to specifically to congestion and design geometry.

- A259 corridor between Norfolk Bridge Roundabout and East Street

The key issues here relate to a cumulative effect of multiple matters such as parking bays, bus bays, side roads and the pedestrian crossings.

- Town centre streets

The interaction of the 'side streets' off the A259 is creating congestion problems. Other key issues include access to the station by all modes and on-street parking congestion.

- A259 area to the east of the town

The key issues here relate to walking and cycling permeability to and from the proposed development areas.

1.2 The transport related issues associated with each of these five areas has been defined in more detail Section 5, Table 6. The key themes across the areas are related to parking, congestion, speed and the need for clearer defined routes for vehicles, cyclists and pedestrians.

6.2 Next Steps

6.2.1 Based on the conclusions drawn above it is proposed that the next steps of the study are to identify schemes for the areas, links and junctions identified as experiencing congestion, accessibility and/or safety issues. In alignment with the study scope, it is confirmed that the following junctions will be assessed in detail using appropriate modelling software:

- Norfolk Bridge Roundabout (with Ropetackle Junction when testing signalisation)
- A259/ New Street/Surry Street Junction

6.2.2 In addition, and in alignment with the study scope, it is confirmed that the following links will also be assessed in detail in design terms:

- A259 corridor between Norfolk Bridge Roundabout and East Street.

6.2.3 A full consideration of realistic and feasible improvements will be considered over the short, medium and long term. This will include consideration to existing on-street parking bays, bus bays, pedestrian crossings and design improvements to the Norfolk Bridge Roundabout.

6.2.4 In addition, and in alignment with the study scope, it is confirmed that the following areas will also be assessed in detail in relation to issues other than congestion:

- A283 Old Shoreham Road – outside residential properties

Options for speed reductions along this road will be considered, alongside a formalisation of the existing parking practices. Congestion on the approach to the Norfolk Bridge Roundabout will be assessment through junction design and testing. This will consider future development impacts.

- Town centre streets

The existing routing hierarchy (one-way streets) around the town will be reviewed and amendment options will be produced. Design improvements for pedestrians and cyclists, particularly in relation to East Street, the station and east Shoreham will be developed.

- A259 area to the east of the town

Walking and cycling improvements to and from the proposed development areas will be designed in order to increase permeability through the town and beyond to the east.

APPENDICES

A – ARCADY model for the A259 Brighton Road / A283 Old Shoreham Road Norfolk Bridge roundabout
B – TA Junction Models
C – 2013 Traffic Flows (AM & PM)

Adur Local Plan and Shoreham Harbour Transport Study Data

Junction – Norfolk Bridge Roundabout

2028 modelling including full Western Development Arm without mitigation.

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	Reference Case					
A259 Westbound	223.25	13.04	1.41	424.62	39.58	1.73
A259 Eastbound	898.42	48.65	1.87	221.30	11.50	1.31
A283 Old Shoreham Rd	4.46	0.43	0.83	292.92	21.45	1.48
	Scenario A1					
A259 Westbound	285.90	16.62	1.47	451.56	39.19	1.74
A259 Eastbound	1103.81	62.54	2.06	181.64	9.61	1.27
A283 Old Shoreham Rd	11.82	0.95	0.95	240.01	16.54	1.40
	Scenario A2					
A259 Westbound	285.13	16.62	1.48	404.37	35.91	1.69
A259 Eastbound	1122.90	63.29	2.07	162.23	8.69	1.25
A283 Old Shoreham Rd	11.52	0.92	0.95	213.40	14.34	1.37
	Scenario A3					
A259 Westbound	269.85	15.04	1.45	440.31	38.54	1.73
A259 Eastbound	1035.78	59.29	2.01	161.33	8.65	1.24
A283 Old Shoreham Rd	10.42	0.86	0.94	236.33	16.13	1.40
	Scenario B					
A259 Westbound	288.54	16.86	1.48	510.82	44.07	1.81
A259 Eastbound	1220.37	68.53	2.14	222.29	11.55	1.31
A283 Old Shoreham Rd	12.17	0.96	0.95	270.37	18.89	1.44

Transport Assessment Data – Junction Assessment

Morrisons Transport Assessment Data

Junction – Norfolk Bridge Roundabout

Arm 1 = A259 High Street, Arm 2 = a259 Norfolk Bridge, Arm 3 = A283 Old Shoreham Road

	PM			Sat		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	(Default Analysis Set) - 2012 Base					
Arm 1	1.75	0.11	0.64	0.99	0.08	0.50
Arm 2	1.38	0.08	0.58	1.69	0.10	0.63
Arm 3	0.63	0.06	0.39	0.54	0.06	0.35
	(Default Analysis Set) - 2013 Base + Com					
Arm 1	1.95	0.12	0.66	1.08	0.08	0.52
Arm 2	1.51	0.09	0.60	1.88	0.10	0.65
Arm 3	0.66	0.06	0.40	0.56	0.06	0.36
	(Default Analysis Set) - 2013 Base + Com + Dev					
Arm 1	2.40	0.14	0.71	1.38	0.09	0.58
Arm 2	1.66	0.09	0.62	2.19	0.12	0.69
Arm 3	0.73	0.07	0.42	0.65	0.06	0.39
	(Default Analysis Set) - 2018 Base + Com					
Arm 1	2.67	0.15	0.73	1.30	0.09	0.57
Arm 2	1.87	0.10	0.65	2.40	0.12	0.71
Arm 3	0.79	0.07	0.44	0.67	0.06	0.40
	(Default Analysis Set) - 2018 Base + Com + Dev					
Arm 1	3.39	0.18	0.77	1.69	0.10	0.63
Arm 2	2.07	0.11	0.68	2.86	0.14	0.74
Arm 3	0.88	0.07	0.47	0.77	0.07	0.43

Junction – Brighton Road/Surry Hard/New Road Priority

Arm	RFC	Queue
2012 PM Base		
Surry Hard	0.029	0
Surry Hard	0.093	0
Brighton Road Westbound	0.100	0
New Road	0.116	0
New Road	0.253	0
Brighton Road Eastbound	0.004	0
2013 PM Base + Committed Development		
Surry Hard	0.093	0
Surry Hard	0.161	0
Brighton Road Westbound	0.105	0
New Road	0.128	0
New Road	0.295	0
Brighton Road Eastbound	0.050	0
2013 PM Base + Committed Development + Development		
Surry Hard	0.015	0
Surry Hard	0.184	0
Brighton Road Westbound	0.109	0
New Road	0.140	0
New Road	0.339	1
Brighton Road Eastbound	0.052	0
2018 PM Base + Committed Development		
Surry Hard	0.106	0
Surry Hard	0.192	0
Brighton Road Westbound	0.117	0
New Road	0.152	0
New Road	0.358	1
Brighton Road Eastbound	0.052	0

2018 PM Base + Committed Development + Development		
Surry Hard	0.123	0
Surry Hard	0.223	0
Brighton Road Westbound	0.122	0
New Road	0.172	0
New Road	0.419	1
Brighton Road Eastbound	0.054	0

Junction – Ham Road/Eastern Avenue

PM peak without development.

Arm	RFC	Queue
2012 PM Base		
Ham Road Left Turn	0.132	0
Ham Road Right Turn	0.186	0
Eastern Avenue Right Turn	0.157	0
2013 PM Base + Committed		
Ham Road Left Turn	0.134	0
Ham Road Right Turn	0.192	0
Eastern Avenue Right Turn	0.159	0
2013 PM Base + Committed + Proposed Development		
Ham Road Left Turn	0.135	0
Ham Road Right Turn	0.219	0
Eastern Avenue Right Turn	0.134	0
2018 PM Base + Committed		
Ham Road Left Turn	0.146	0
Ham Road Right Turn	0.212	0
Eastern Avenue Right Turn	0.174	0
2018 PM Base + Committed + Proposed Development		
Ham Road Left Turn	0.149	0
Ham Road Right Turn	0.241	0
Eastern Avenue Right Turn	0.149	0

Junction – Eastern Avenue Level Crossing

A survey was undertaken at the level crossing. The survey recorded the queue formed every time the level crossing barriers were closed during the survey period. The maximum queue recorded in the PM peak was 19 vehicles which occurred at the 15:12:09 and the barrier was closed for 4:39 mins and involved vehicles travelling north. The length of this queue is 109m and this extiends to approximately the front of the Dunelm Mill retail unit. Travelling south the queue at this time was 52m long (9 vehicles).

In the PM peak period the crossing was called 33 no. times; on average every 6 minutes and is closed on average for 2:40 mins. The average queue length is 43m (7 vehicles) northbound and 33m (6 vehicles) southbound.

Junction – A259 Brighton Road/Eastern Avenue/Humprey's Gap

PM peak with development.

Arm	Degree of Saturation	Queue
2013 PM Base + Committed Development + Development		
Brighton Road Eastbound Ahead + Left	77.6	20.7
Brighton Road Eastbound Right	76.7	19.4
Eastern Avenue	74.7	5.6
Humphrey's Gap	17.7	0.8
2018 PM Base + Committed Development + Development		
Brighton Road Eastbound Ahead + Left	85.2	23.5
Brighton Road Eastbound Right	85.0	22.2
Eastern Avenue	85.0	6.2
Humphrey's Gap	18.8	0.8

Parcelforce Transport Assessment Data

Junction – Brighton Road/Surry Hard/New Road Priority

2017 with development

Arm	AM Peak Hour		PM Peak Hour	
	Max Queue (Veh)	Max RFC Value	Max Queue (Veh)	Max RFC Value
Brighton Road (E)	0	0	0	0
Surrey Hard	0	0.14	0	0.15
Brighton Road (W)	0	0.11	0	0.06
New Road	0	0.18	0	0.13

Ropetackle Transport Assessment Data

Queue Lengths

Weekday AM observed lengths (m)

Site Access Junction	A283 Old Shoreham Road Southbound	Ropetackle Site Access	A283 Old Shoreham Road Northbound
Highest	40	20	60
Typical	10-20	5	20
Average	13	6	22

A283 / A259 Roundabout	A283 Old Shoreham Road		A259 Brighton Road		A259 Shoreham High Street	
	Nearside	Offside	Nearside	Offside	Nearside	Offside
Highest	50	90	400 for 5 minutes	25	95 for 5 minutes	10
Typical	20	30-40	55	10-20	Less than 50	5
Average	25	43	88	13	38	6

Weekday PM observed lengths (m)

Site Access Junction	A283 Old Shoreham Road Southbound	Ropetackle Site Access	A283 Old Shoreham Road Northbound
Highest	330 for two 5 minutes periods	20	60
Typical	20-30	5	20
Average	56	6	19

A283 / A259 Roundabout	A283 Old Shoreham Road		A259 Brighton Road		A259 Shoreham High Street	
	Nearside	Offside	Nearside	Offside	Nearside	Offside
Highest	20	90	50 for 5 minutes	15	1200 Average 695	10
Typical	5-10	50	10	5	> 1000 for 15 minutes < 500 for 15 minutes	5-10
Average	9	67	16	7	695	8

Adur Local Plan and Shoreham Harbour Transport Study Data

Junction – Norfolk Bridge Roundabout

2028 modelling including full Western Development Arm without mitigation.

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	Reference Case					
A259 Westbound	223.25	13.04	1.41	424.62	39.58	1.73
A259 Eastbound	898.42	48.65	1.87	221.30	11.50	1.31
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	Scenario B					
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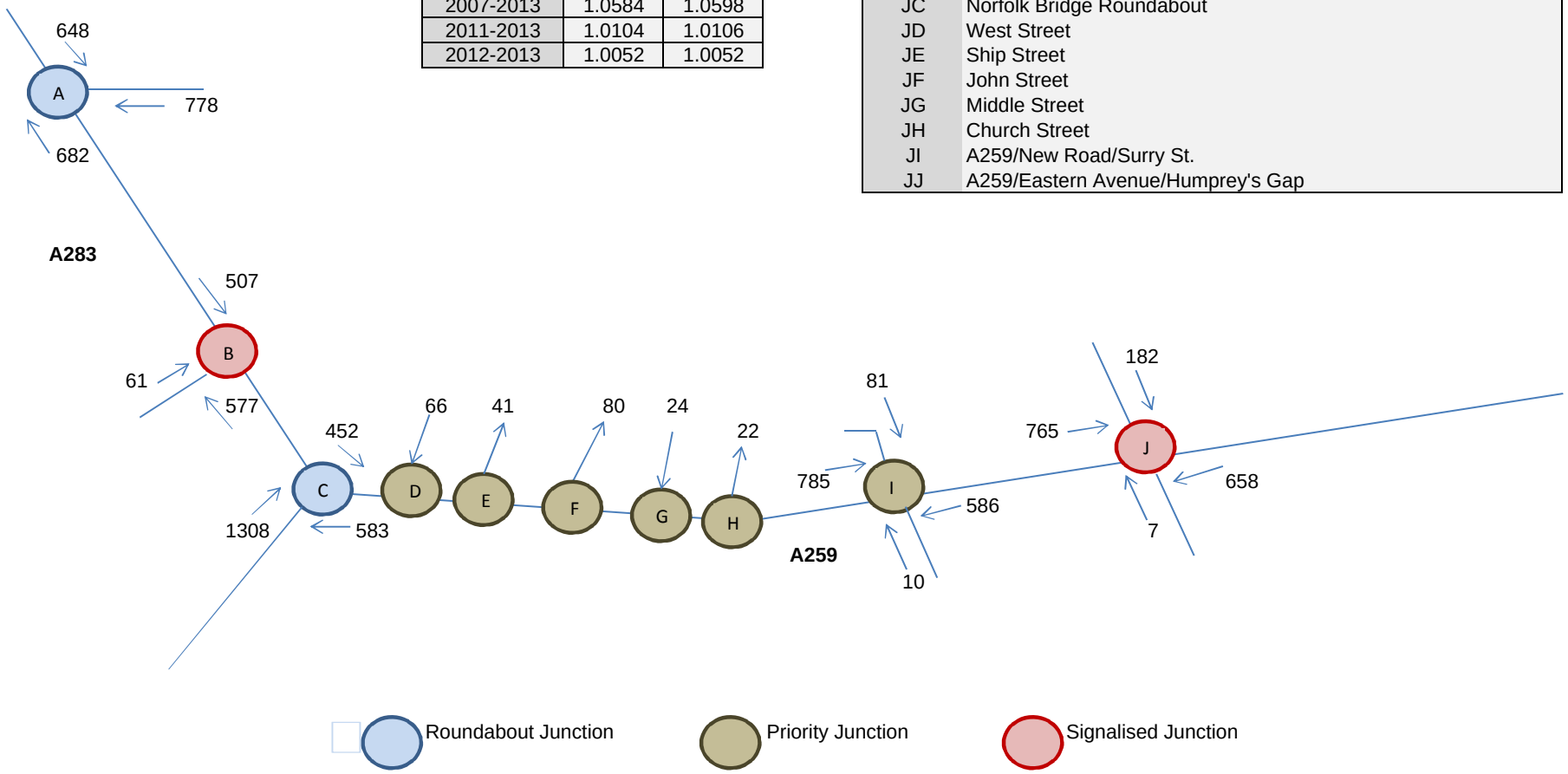
A259 Eastbound	1220.37	68.53	2.14	222.29	11.55	1.31
A283 Old Shoreham Rd	12.17	0.96	0.95	270.37	18.89	1.44

Appendix C – Link Flow Analysis

Base 2013 AM Peak Flows

	Factor	
Forecast Year	AM	PM
2007-2013	1.0584	1.0598
2011-2013	1.0104	1.0106
2012-2013	1.0052	1.0052

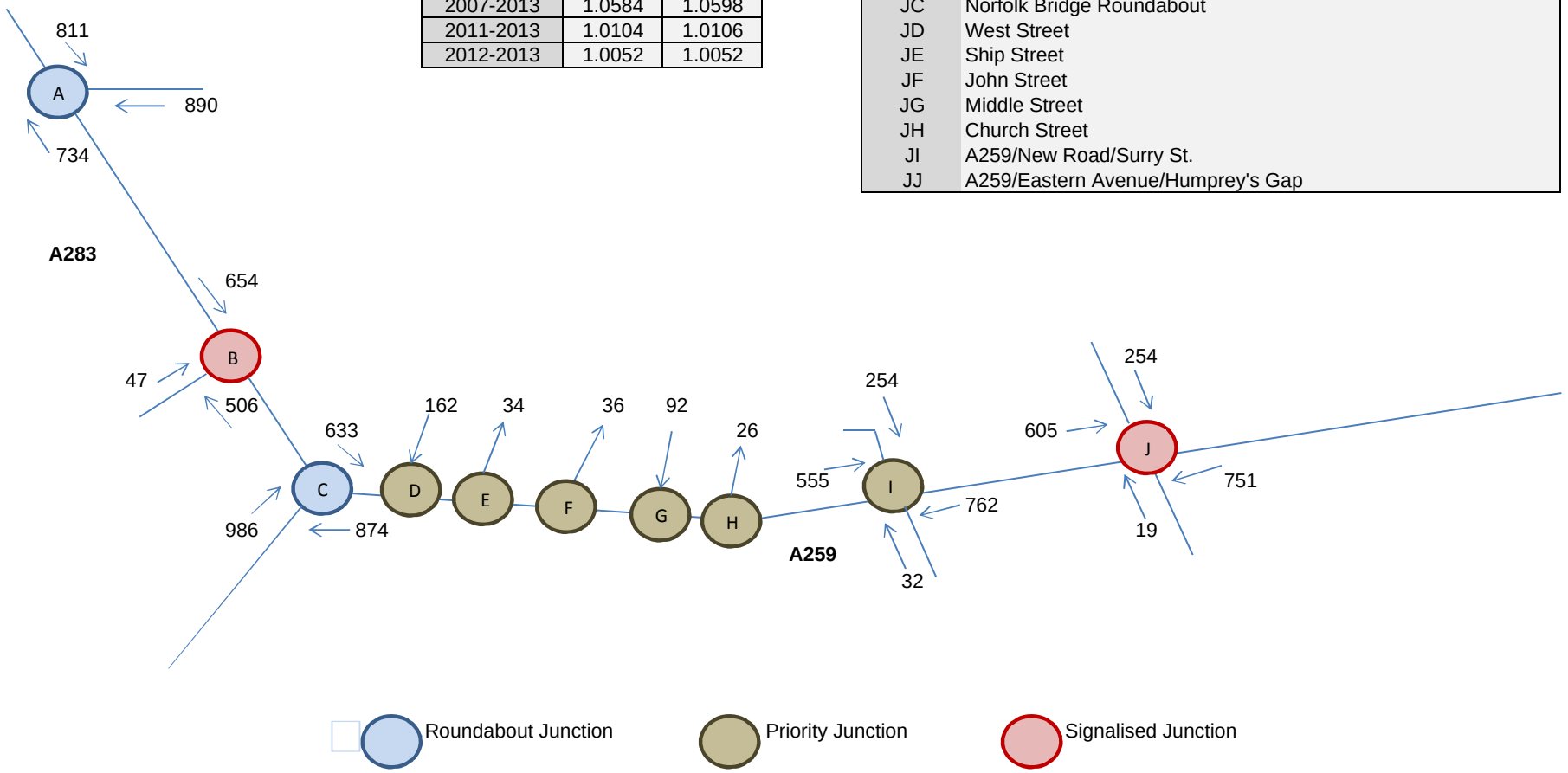
JA	Upper Shoreham Road/Steyning Road/Old Shoreham Road
JB	Ropetackle
JC	Norfolk Bridge Roundabout
JD	West Street
JE	Ship Street
JF	John Street
JG	Middle Street
JH	Church Street
JI	A259/New Road/Surry St.
JJ	A259/Eastern Avenue/Humprey's Gap



Base 2013 PM Peak Flows

	Factor	
Forecast Year	AM	PM
2007-2013	1.0584	1.0598
2011-2013	1.0104	1.0106
2012-2013	1.0052	1.0052

JA	Upper Shoreham Road/Steyning Road/Old Shoreham Road
JB	Ropetackle
JC	Norfolk Bridge Roundabout
JD	West Street
JE	Ship Street
JF	John Street
JG	Middle Street
JH	Church Street
JI	A259/New Road/Surry St.
JJ	A259/Eastern Avenue/Humprey's Gap



Appendix B – Data Collection Note

PARSONS BRINCKERHOFF

July 2013

SHOREHAM TOWN CENTRE STUDY

Data Collection Note - Final

West Sussex County Council

WSCC_2013/14_0008

Final

Shoreham Town Centre Study
Data Collection Note

285358Y-PTG

Prepared for
West Sussex County Council
County Hall
Chichester
PO19 1RH

Prepared by
Parsons Brinckerhoff

www.pbworld.com

Report Title	**:**	**Shoreham Town Centre Study**
PIMS Number	**:**	**n/a**
Report Status	**:**	**Final**
Job No	**:**	**285358Y-PTG**
Date	**:**	**July 2013**

DOCUMENT HISTORY AND STATUS

Document control			
Prepared by	Lauren Shimadry	**Checked by** *(technical)*	Andrew Cleaver

Revision details			
Version	**Date**	**Pages affected**	**Comments**
1.0	June 2013	All	First Draft
2.0	July 2013	All	Final following WSCC comments

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CONTENTS

1 INTRODUCTION

1.1 Background to this note

1.1.1 Parsons Brinckerhoff (PB) has been procured by West Sussex County Council (WSCC) under the IESE framework contract to undertake an investigate and report on options for schemes in Shoreham town centre that meet the aspirations of the groups set out below:

- The Adur County Local Committee (CLC) requested that a transport study into Shoreham town centre be carried out to review junctions and traffic flows; considering what highway improvements are required that will aid vehicular circulation and pedestrian accessibility. Part of the town centre along the A259 High Street/Brighton Road between Victoria Road and Eastern Avenue has been declared an Air Quality Management Area (AQMA).

- As part of their emerging Local Plan, Adur District Council (ADC) undertook a Strategic Transport Study, testing a number of growth scenarios for the District. This included strategic development proposals within Shoreham Harbour. As part of the study findings the A259/A283 Norfolk Bridge roundabout junction, within the town centre, was found to operate above capacity in peak periods. The study recommended that further detailed work on improvement solutions is required at this junction.

- A Joint Area Action Plan (JAAP) is being developed by ADC, Brighton & Hove City Council (BHCC) and WSCC to guide the regeneration aspirations throughout the Harbour. As part of the JAAP, a development brief has been prepared for the Western Arm character area, covering the section of the Harbour along the northern bank of the River Adur east from Shoreham town centre to the Harbour entrance. The Shoreham Harbour Regeneration Transport Sub-Group has requested that designs be prepared for suitable transport measures to mitigate the traffic impact on the town centre of development proposed for the Western Arm.

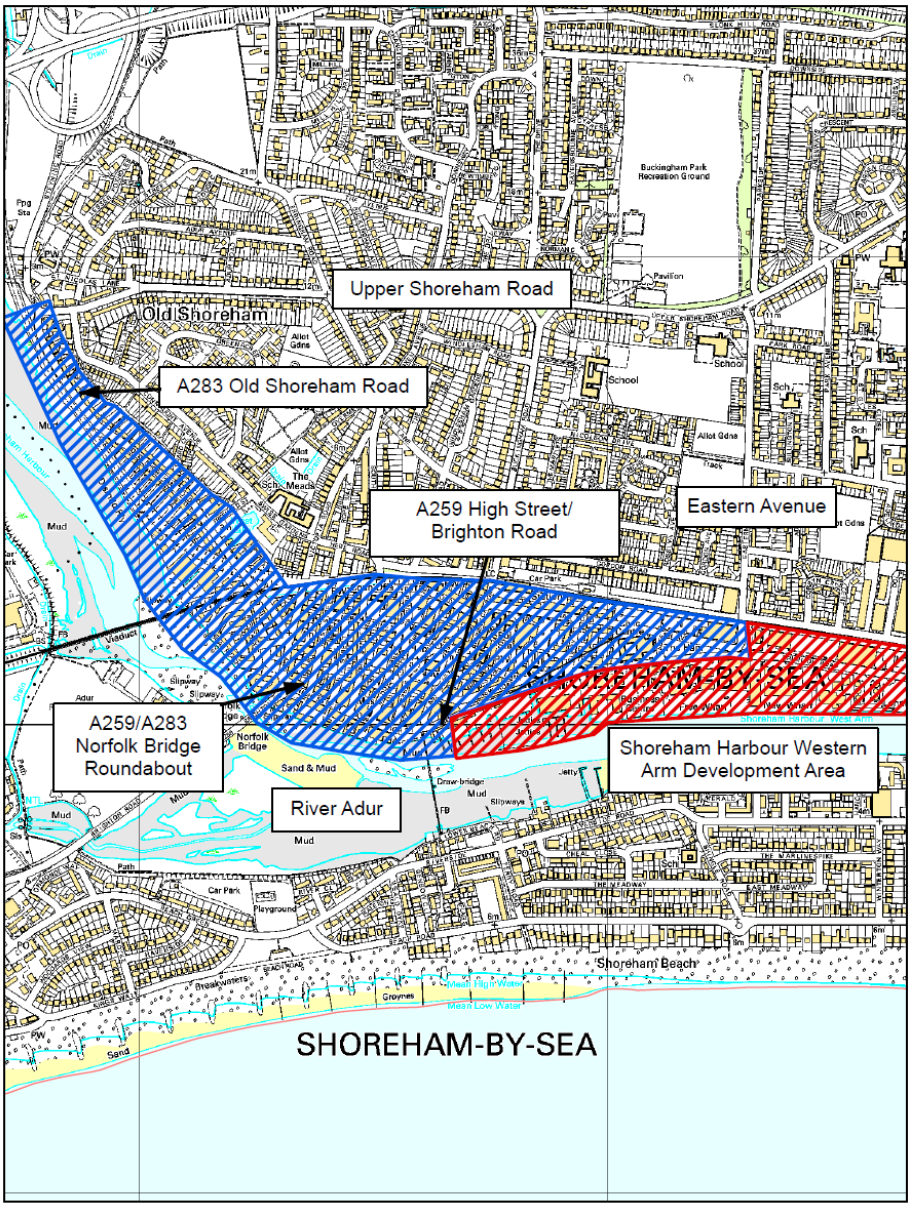
1.1.2 Therefore, this commission combines the aspirations of all three groups described above to produce a study into Shoreham town centre, with deliverable outcomes.

2 SURVEY METHODOLOGY

2.1 Survey Area

2.1.1 The study area focus (see Figure 1) is defined as the A259 High Street/Brighton Road and A283 Old Shoreham Road corridor between, and including, the Upper Shoreham Road and Eastern Avenue junctions. The study area includes the town centre streets between A259, A283, railway line and River Adur.

Figure 1 – Study area (image taken from WSCC Work Package Brief)



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Shoreham Town Centre Study Area

N

2.2 Further Traffic Data Collection

2.2.1 Through the tender process, and during the data collection and analysis period of the study, it was identified that no Journey Time (JT) and delay information is currently available along roads within the study area.

2.2.2 In order to undertake initial design work it was identified that this further traffic data was required and this note details the survey methodology, the data gathered, and the results from analysis undertaken to date.

2.3 Method of Data Collection

2.3.1 All data has been collected by PB's in-house data collection team and members of the project team.

2.3.2 The data collection exercise was conducted alongside more general site visits from the project team intended to further understand the detailed operation of the key roads and traffic movements within the study area, and to allow for the identification of key issues. The three methods of data/ information collection were as follows:

- Journey Time (JT) surveys
- Pedestrian and cycle counts
- General observations, including parking facilities

2.3.3 Data for each of the methods above was collected in and around the AM peak (0730-0930), the Inter-peak (IP) (1130-1430), and PM peak (1630-1830) periods. The information was collected under normal traffic conditions with no recorded road traffic accidents on Thursday 6, Thursday 13 June and Tuesday 9 July 2013. On 6 June the weather was warm and sunny, whilst on 13 June the weather was cool and breezy, with light showers and on 9 July the weather was hot and sunny.

2.3.4 A map of showing the study area road names and key junction locations can be found in **Appendix A**.

Journey Time (JT) Surveys

2.3.5 Our in-house bespoke GPS JT data collection system based upon the moving observer method and using data loggers was used to collect journey time, speed, and position information. The method enables us to collect highly accurate data to determine the significance of existing journey times and the level of queuing that exists along the route.

2.3.6 A minimum of 2 return journey runs were completed for the AM, Inter and PM peak periods along various routes across and around the study area. The routes for each journey run are shown graphically in **Appendix B.** Journey time runs were undertaken along the following routes:

- A259/Kingston Lane to Norfolk Bridge Roundabout (westbound) on to Saltings roundabout (3.25km)
- Saltings roundabout to Norfolk Bridge Roundabout to Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout (northbound) (1.75km)
- Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane (South and east bound) (3.8km)

- Circular route – A259/Kingston Lane to Norfolk Bridge to Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane (clockwise and anticlockwise) (7.2km)

2.3.7 These cover the main roads across the study area, providing data for all arms of the Norfolk Bridge Roundabout and each way along both the A259 and A283 Old Shoreham Road.

Pedestrian and Cycle Surveys

2.3.8 Our study team undertook half hour pedestrian and cyclist counts at three places on the A259 during both the AM peak and inter-peak periods. By taking counts at these times we were able to compare likely 'commuter' associated movements against off-peak times, where retail and leisure associated movements are likely to be more prevalent.

General Observations

2.3.9 General site observations were recorded throughout the site visits and our findings are summarised in Table 1.

3 DATA ANALYSIS

3.1 JT Surveys

3.1.1 Following a data cleansing exercise to remove any obvious data entry errors, the time and position data from the loggers was processed to derive speed and distance figures. These figures were then plotted on time/ distance graphs (along with junction positions) so areas of queuing and delay could be visually represented.

3.1.2 The graphs are provided in **Appendix C**, whilst a commentary on the results is provided in Section 4.

3.2 Pedestrian and Cycle counts

3.2.1 The 5-minute pedestrian and cycle count data has been aggregated across the half hour count periods and is presented in Section 4.

3.3 General Observations

3.3.1 The notes taken during the survey days have been collated and summarised in Section 4.

4 RESULTS

4.1 Journey Time Surveys

4.1.1 The data from each run has been plotted on time/ distance graphs and can be found in **Appendix C**.

4.1.2 At least two runs were undertaken in each peak period and in each direction. The graphs have been annotated with references which can be referenced back to each corresponding time line in the table.

4.1.3 A commentary for the journey times runs provided at **Appendix C** has been provided for the following routes:

Route A - A259/Kingston Lane to Norfolk Bridge Roundabout (westbound) finishing at Saltings Roundabout

4.1.4 The journey times ranged between 4 and 13 minutes with the longest journey time occurring in PM peak.

4.1.5 The average journey time was 7 minutes with an average speed around 18 mph. The average 85th percentile speeds were 29mph.

4.1.6 The data indicates that although for much of the route vehicles are travelling close to the speed limit, but that there is a considerable slowing of traffic, particularly in the pm peak, for movement along the A259 (High Street) on the approach to the Norfolk Bridge Roundabout. This queuing tends to occur from as far back as A259/Eastern Avenue junction, resulting in slower than average traffic speeds in this section of the route.

Route B - From Saltings roundabout to Norfolk Bridge Roundabout - Old Shoreham Road/Steyning Road finishing at the Upper Shoreham Road roundabout (northbound)

4.1.7 The journey times for this section of road ranged between 3 and 5 minutes with the longest journey time occurring in AM peak. The average journey time was 4 minutes with an average speed around 22 mph. The average 85th percentile speeds were 30mph.

4.1.8 The data indicates that whilst some queuing occurs on the approach to the Norfolk Bridge Roundabout, from the west, the journey time remains relatively consistent across the day.

Route C - Starting heading south bound from Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane (east bound towards Brighton)

4.1.9 The journey times ranged between 6 and 12 minutes with the longest journey time occurring in PM peak. The average journey time was 8 minutes with an average speed around 20 mph. The average 85th percentile speeds were 29mph.

4.1.10 The data indicates that for much of the route vehicles are travelling close to the speed limit, but that queuing occurs on the approach to the Norfolk Bridge Roundabout, along the Old Shoreham Road from Freehold Street junction, resulting in slower than average traffic speeds on the approach to the roundabout. Again this is particularly a pm peak issue.

Routes D (clockwise) & E (anticlockwise) - Circular route – clockwise - A259/Kingston Lane to Norfolk Bridge to Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane.

4.1.11 The journey times ranged between 12 and 18 minutes clockwise and 11 and 18 minutes anticlockwise. The longest journey times occurs in PM peaks, in both directions.

4.1.12 The average journey time in both directions was 14 minutes with an average speed around 20 mph. The average 85th percentile speeds were around 29mph in both directions

4.1.13 The data indicates that for much of the route vehicles are travelling close to the speed limits but that again queuing occurs on the approach to the Norfolk Bridge Roundabout along both the A283 and A259, resulting in slower than average traffic speeds.

4.2 Pedestrian and Cycle Counts

4.2.1 The pedestrian and cycle count data is presented in the tables below. The data demonstrates approximately twice as many pedestrian movements occur in the inter-peak period (11:30-12:00) than the early morning period (08:45-09:00). More cyclists were counted during the early morning period (08:45-09:00), suggesting these were commuter cyclists.

Table 1 – Ped and Cycle Counts - A259 Norfolk Bridge Roundabout

8:45 – 9:15		
Direction	Pedestrians	Cyclists
A259 EB	21	10
A259 WB	16	5
11:30 – 12:00		
A259 EB	38	4
A259 WB	15	3

Table 2 – Ped and Cycle Counts - A259 High Street, between Church Street and Middle Street

8:45 – 9:15		
Direction	Pedestrians	Cyclists
A259 EB	61	11
A259 WB	56	9
11:30 – 12:00		
A259 EB	120	4
A259 WB	110	2

Table 3 – Ped and Cycle Counts - A259/East Street

8:45 – 9:15		
Direction	Pedestrians	Cyclists
East Street NB	54	3
East Street SB	56	2
11:30 – 12:00		
East Street NB	158	2
East Street SB	108	2

4.3 General observations

4.3.1 Observations from the site visits have been grouped into themes and presented below:

Table 4 – Site Observations

Buses
Buses not fitting into bays – need extended/widened spaces – causing some blockages
Reasonably good patronage of buses
Up to three buses arriving at the same stop at the same time
Not sure if bus stop either end of the High Street is required?
Some conflict with buses turning up at same time – only space for 1 bus in one bay.
Buses waiting in bays for 5+ mins on occasions
Compass buses – special bus stops along Ropetackle
Bus stop within the Surry Street/New Road/A259 junction
Pedestrians/cyclists
Quite low level of pedestrian flow on days of surveyed
Puffin crossings, with camera, causing block backs each way
Pedestrians tend to walk on northern side of the A259
Several cyclists using path rather than road on southern side of A259
Mainly cyclists in peaks, with more pedestrians off-peak.
Limited facilities for cyclists – advanced stop lines at Ropetackle and outside St Mary de Haura Church, NCN2 through East Street and cycle parking outside the church (St Mary's). Provision well used.
Parking
Seemed to be low turnover of spaces A259, despite 1 hour only wait time – enforcement unclear.
Disabled spaces on side streets, not A259
Counted all car parks within study area – around 80-90% full
All side roads were full with on-street parking
Empty taxi bays on A259
Poorly signed car parks both from road and town centre
Ropetackle car park – poor maintenance of surrounding area
Street clutter along A259
Shoreham Harbour Bridge
Impact of Shoreham Footbridge opening and summer's day unknown
Crossings in wrong place for new Shoreham Footbridge?
Side Roads
Reasonably low levels of traffic using these side roads – will show up very little in a PICADY assessment
Alternative routing options could be limited if closed, requiring investigation
Narrow – turning opportunities difficult of closed
West Street used as a cut through to A259 from the east

Delivery vehicles reverse from side street into A259, causing congestion
Often requires good will of others vehicles to 'let out' vehicles from the side roads
A259 Norfolk Bridge
Queuing from Puffin crossings, cars leaving bays, and some side street movements – when all together had bigger knock-on effect
High speeds of vehicles exiting the bridge, heading east – potential need to increase deflection/narrow entry point. Preventing gaps on other arms.
Max queue of 40 vehicles in AM peak hour (after 9am)
Ignoring keep clear markings
Rail Station
Lack of signage to and from town centre
A259
Heavy flow eastbound in AM peak and return in PM
High percentage of HGVs
Potential widening/narrowing possibilities – depending on peak pedestrian needs
Often a rolling queue of vehicles travelling from the east during PM – can be up to Eastern Avenue/A259 and the Surry Street/New Road/A259 junctions
Surry Street/New Road
Visibility poor when away from stop line – on approach due to tight angle of approach
Need for improved pedestrian path – to cut off corner
Large junction is difficult for pedestrians to cross safely – multiple traffic arms
Bus stop situated within the junction
Traffic 'near misses' occurring frequently due to number of arms in close proximity and large size of the junction
Special bus service (for Shoreham Footbridge replacement) used the junction to u-turn
In the PM used by vehicles to escape A259 queues, up New Road or Surry Street
Line markings often ignored by vehicles travelling from A259 to Surry Street so as to cut off corner
Upper Shoreham Road
Quieter than A259 outside of school hours
Old Shoreham Road
Speeds at or above speed limit on average outside properties to the south of the Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout
Eastern Avenue
Vehicles not waiting for level crossing – U-turns in McDonald's entrance – 2/3 once barrier down.
Barrier down for 3 mins approximately
Some queuing through this junction for vehicles travelling westbound in the PM peak

5 CONCLUSIONS

5.1 Survey

5.1.1 The Journey Time surveys were successfully undertaken in weekday traffic conditions that are thought to provide a good example of typical conditions. No road traffic incidents were observed and no road works were in operation in the surrounding area.

5.1.2 Similarly the pedestrian and cycle surveys were undertaken on Thursday 13 June in dry and breezy fair weather conditions, on a weekday, however, it was noted that the Shoreham Footbridge is currently closed.

5.1.3 The observations undertaken on the day and the subsequent analysis of the JT data have provided insight into what and where the main issues are in the study area and will enable the project team to focus on appropriate mitigating measures.

5.2 Results and Observations

5.2.1 The following bullet points provide a summary of major conclusions drawn from survey work:

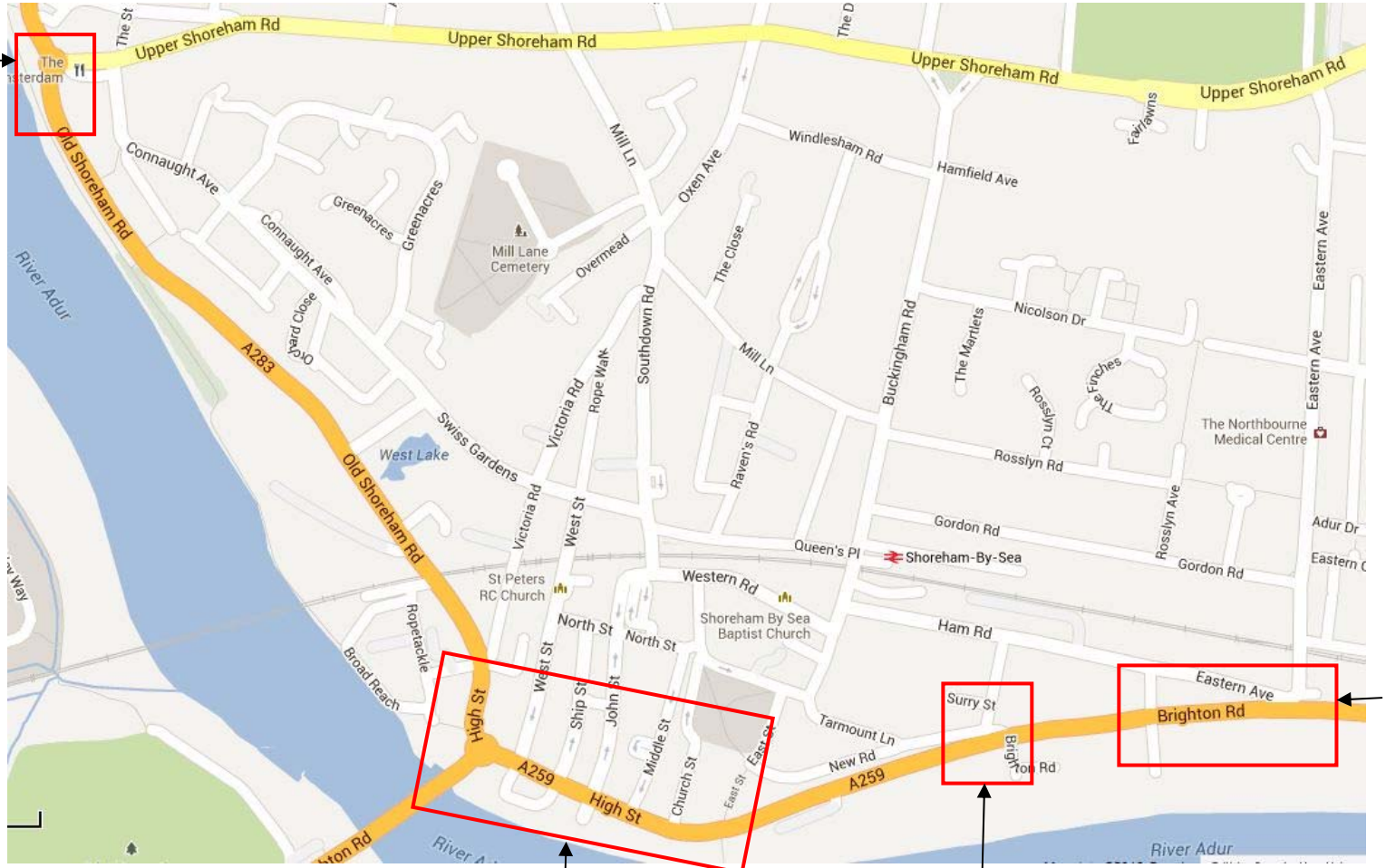
- Surveys were undertaken in generally lightly trafficked mid week conditions. From other site visits it is accepted that at other times (i.e. weekends and holiday periods) Shoreham town centre traffic may be considerably busier.
- From Journey Time surveys undertaken it is apparent that the Norfolk Road roundabout, even in the lightly trafficked conditions, is the source of much of the queuing on the routes selected
- The most pronounced speed reductions from queuing tend to occur in the pm peak, resulting in traffic slowing / queuing occurring on the approach arms to the junction (impacting on the A259 High street and the Old Shoreham Road Approach in particular)
- The highest levels of pedestrian activity on the High Street occur during the interpeak period (11.30-12.00). Pedestrian activity is busiest on the northern side of the A259.
- Relatively higher levels of cyclist traffic occur in the am peak period indicating that there is existing cyclist commuter travel demand. The temporary lack of access to the Shoreham Footbridge will be reducing cyclist demand.
- Bus stops on the High Street are busy and often experience prolonged periods of driver layover.
- Parking on street and in the town generally is heavily utilised and experiences only low level turnover.

A number of additional themes and observation with regard to bus activity and operation, parking, and general traffic operation were noted from site visits. These will form a basis for subsequent investigation and further discussions with the main stakeholders.

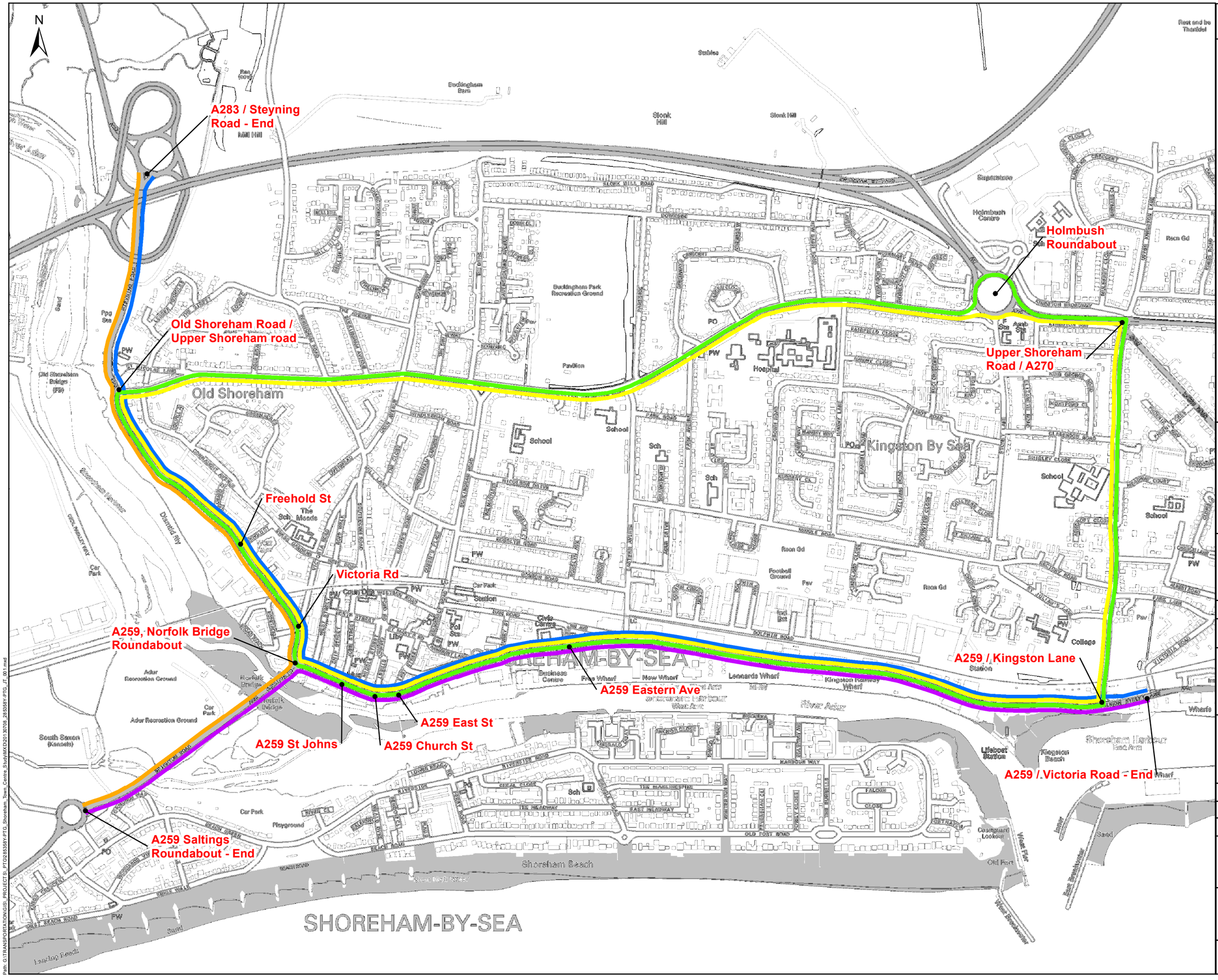
APPENDICES

Appendix A – Road Names map within Study Area, with key junction areas highlighted (source: maps.google.co.uk)

Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout



Appendix B – Journey Time Route Map



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Legend

- Key Location
- Route A
- Route B
- Route C
- Route D
- Route E

Revision Details	By / Check	Date	Suffix

Drawing Status: DRAFT

Job Title: SHOREHAM TOWN CENTRE STUDY

Drawing Title: JOURNEY TIME ROUTES

Scale at A3

Drawn		
MBR		
Stage 1 check RC	Stage 2 check DH	Originated MBR	Date 08/07/2013

PARSONS BRINCKERHOFF
Westbrook Mills,
Godalming, Surrey, GU7 2AZ,
Tel: 01483 528 400

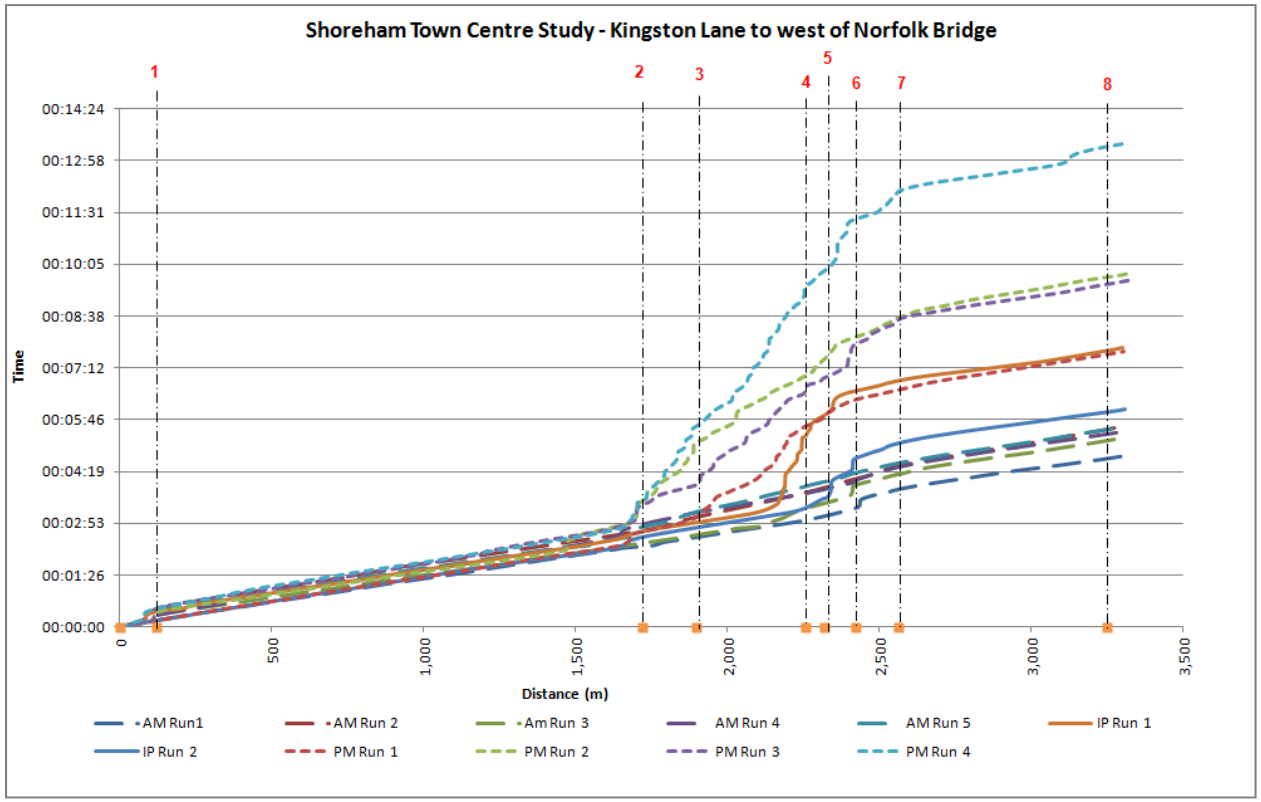
Drawing Number: 285358Y-PTG-JT-001

Rev: -

Path: G:\TRANSPORTATION\GIS_PROJECTS_PTG\285358Y-PTG_Shoreham_Town_Centre_Study\MXD\20130708_285358Y-PTG_JT_001.mxd

Appendix C – Journey Time Graphs and Tables

A259/Kingston Lane to Norfolk Bridge Roundabout (westbound)

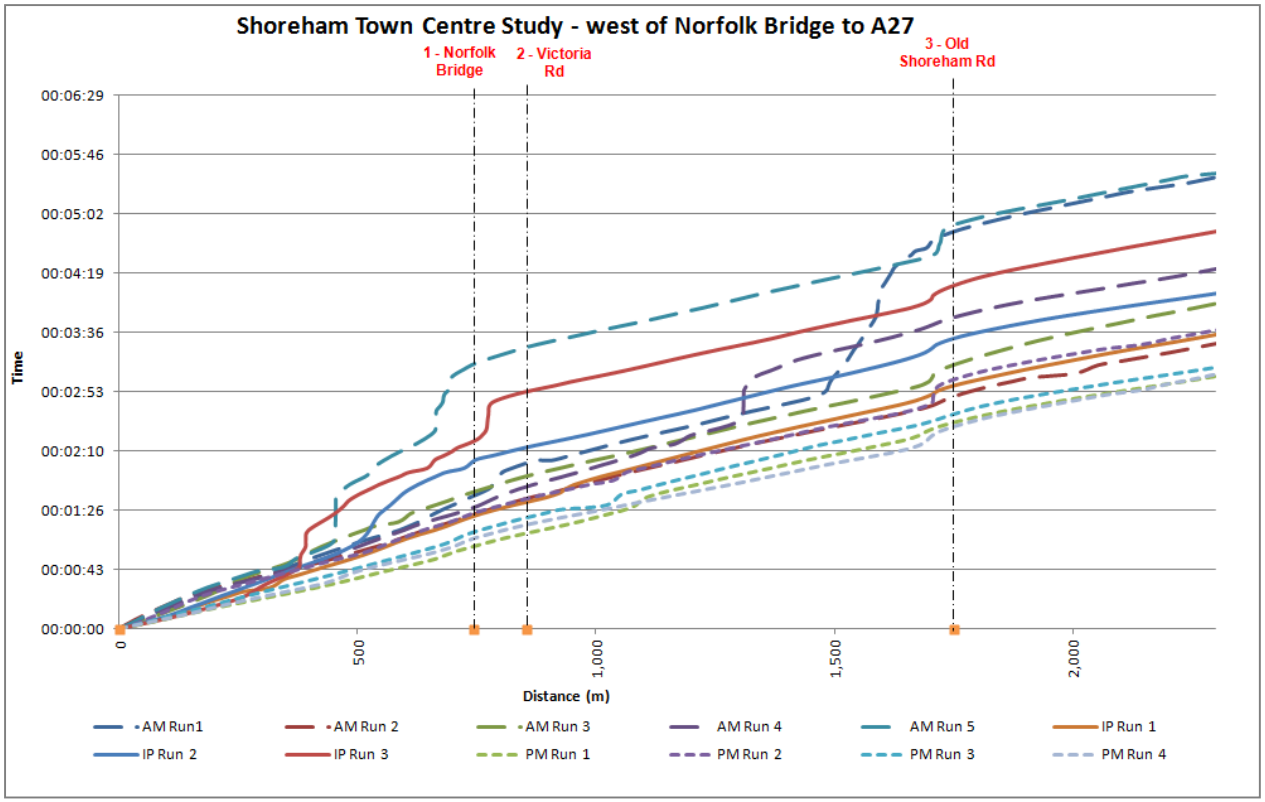


Kingston Lane to Norfolk Bridge

Junction	Jct No	Distanc	Time
Start		0	00:05:00
Kingston Lane	1	122	00:05:00
Eastern Ave	2	1721	00:05:00
New Road	3	1896	00:05:00
East St	4	2257	00:05:00
Church St	5	2317	00:05:00
John St	6	2420	00:05:00
Norfolk Bridge Roundabout	7	2561	00:05:00
Saltings Roundabout - End	8	3250	00:05:00

Run Title	Start Time	Total Time	Average Spped (kph)	Average Spped (mph)	85% Speed (kph)	85% Speed (mph)	Route
AM Run 1	07:31:21	00:04:45	41.42	25.89	48.87	30.54	Kingston Lane - Norfolk Bridge
AM Run2	07:52:34	00:05:36	35.56	22.22	46.10	28.81	Kingston Lane - Norfolk Bridge
AM Run 3	08:13:58	00:05:18	37.45	23.41	49.03	30.64	Kingston Lane - Norfolk Bridge
AM Run 4	08:36:46	00:05:27	36.63	22.90	47.30	29.56	Kingston Lane - Norfolk Bridge
AM Run 5	09:02:31	00:05:33	35.60	22.25	47.10	29.44	Kingston Lane - Norfolk Bridge
IP Run 1	12:22:25	00:07:45	25.68	16.05	47.11	29.44	Kingston Lane - Norfolk Bridge
IP Run 2	12:48:07	00:06:03	32.99	20.62	49.40	30.88	Kingston Lane - Norfolk Bridge
PM Run 1	16:37:42	00:07:39	26.14	16.34	44.92	28.08	Kingston Lane - Norfolk Bridge
PM Run 2	17:02:24	00:09:49	20.50	12.81	45.99	28.74	Kingston Lane - Norfolk Bridge
PM Run 3	17:31:41	00:09:39	20.70	12.94	43.00	26.88	Kingston Lane - Norfolk Bridge
PM Run 4	18:03:07	00:13:27	14.86	9.29	40.28	25.18	Kingston Lane - Norfolk Bridge
min		00:04:45	14.86	9.29	40.28	25.18	
average		**00:07:22**	**29.78**	**18.61**	**46.28**	**28.93**	
max		00:13:27	41.42	25.89	49.40	30.88	
Standard deviation			8.60	5.38	2.74	1.71	

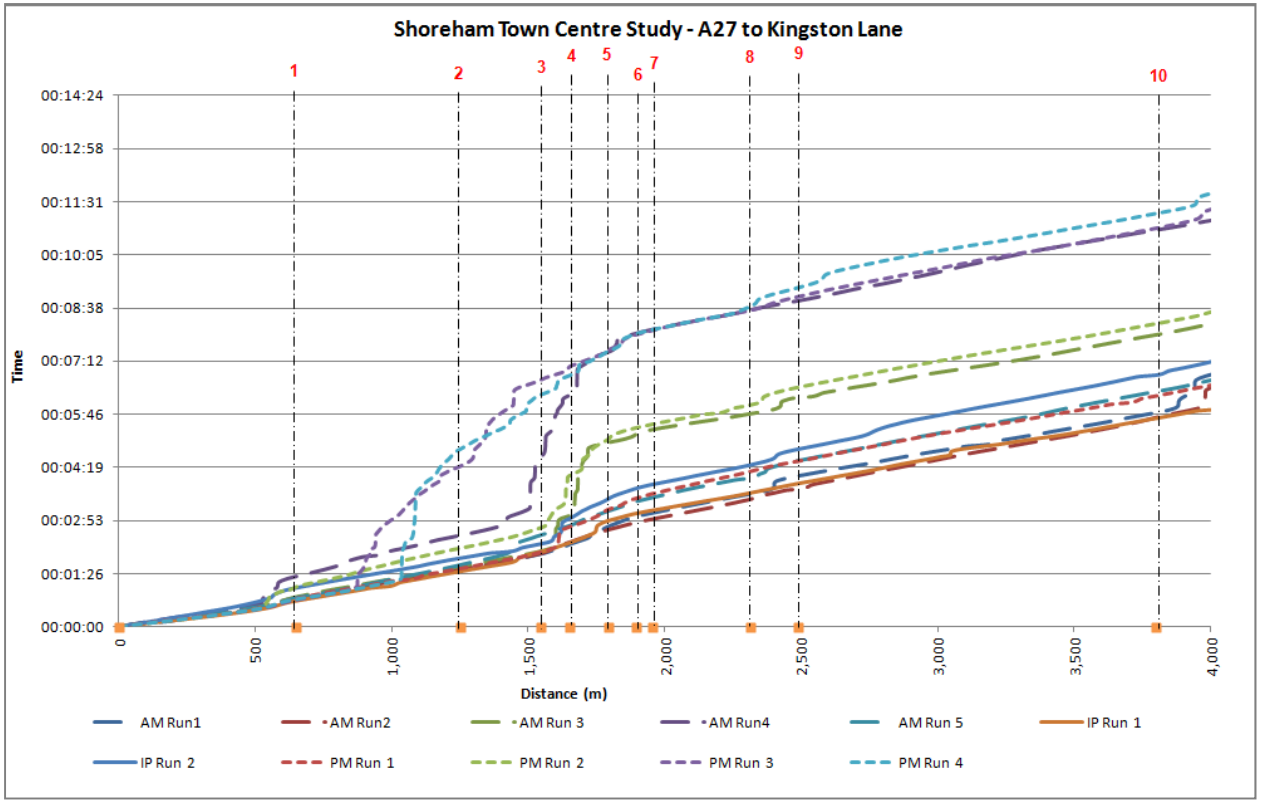
Norfolk Bridge Roundabout to Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout (northbound)



Junction	Jct No	Distanc	Time
Start		0	00:05:00
Norfolk Bridge Roundabout	1	745	00:05:00
Victoria Rd	2	854	00:05:00
Old Shoreham Road	3	1752	00:05:00

Run Title	Start Time	Total Time	Average Spped (kph)	Average Spped (mph)	85% Speed (kph)	85% Speed (mph)	Route
AM Run 1	07:36:36	00:05:40	26.71	16.69	43.48	27.18	Bridge to A27
AM Run2	07:59:16	00:03:36	39.28	24.55	51.09	31.93	Bridge to A27
AM Run 3	08:20:16	00:04:03	35.08	21.93	47.00	29.38	Bridge to A27
AM Run 4	08:43:19	00:04:30	31.69	19.81	44.67	27.92	Bridge to A27
AM Run 5	09:08:49	00:05:42	24.80	15.50	47.36	29.60	Bridge to A27
IP Run 1	12:08:01	00:03:42	38.79	24.24	48.54	30.33	Bridge to A27
IP Run 2	12:30:34	00:04:09	34.48	21.55	48.81	30.51	Bridge to A27
IP Run 3	12:54:34	00:04:57	28.99	18.12	49.27	30.79	Bridge to A27
PM Run 1	16:45:45	00:03:09	44.76	27.98	52.13	32.58	Bridge to A27
PM Run 2	17:12:40	00:03:46	38.24	23.90	51.84	32.40	Bridge to A27
PM Run 3	17:41:47	00:03:17	43.03	26.90	49.58	30.99	Bridge to A27
PM Run 4	18:17:01	00:03:13	44.34	27.71	54.18	33.86	Bridge to A27
min		00:03:09	24.80	15.50	43.48	27.18	
average		**00:04:09**	**35.85**	**22.41**	**49.00**	**30.62**	
max		00:05:42	44.76	27.98	54.18	33.86	
Standard deviation			6.75	4.22	3.10	1.94	

Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane (South and east bound)

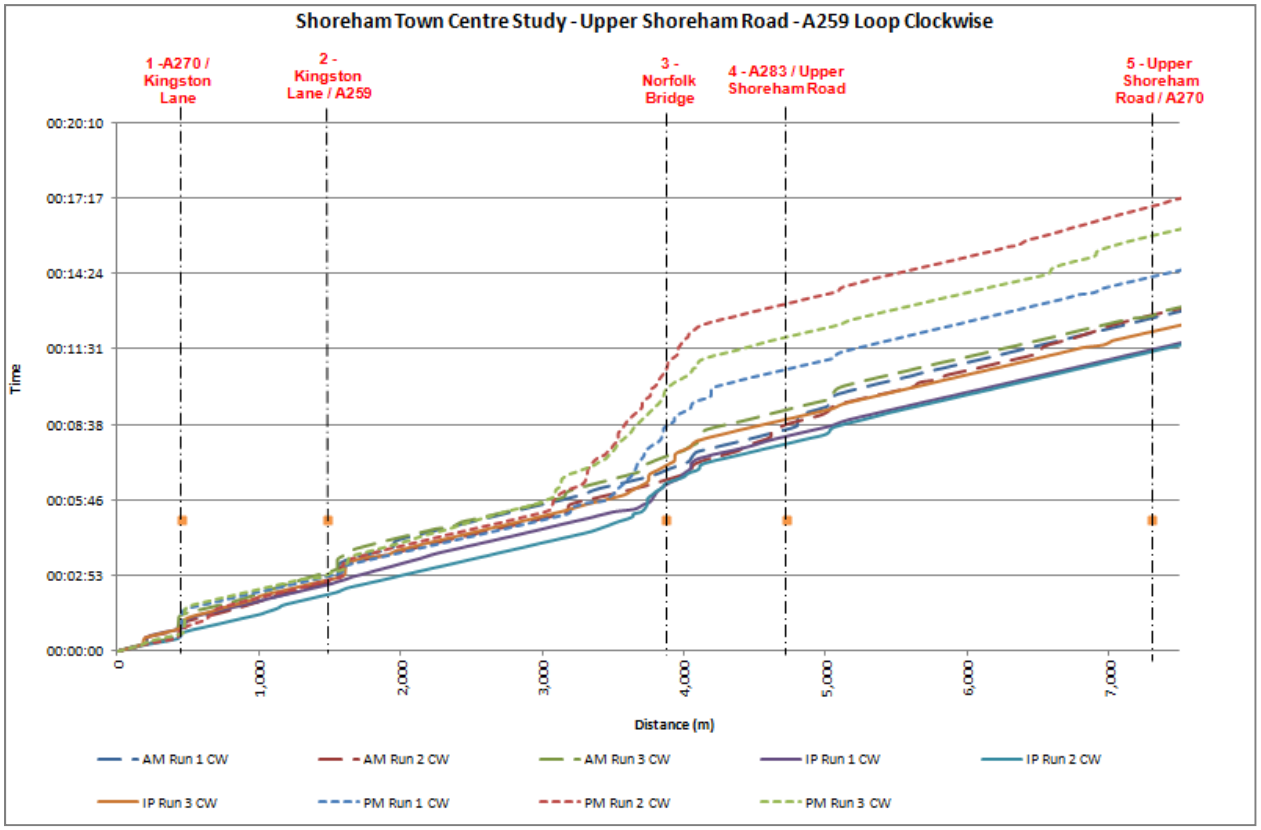


A27 to Kingston Lane

Junction	Jct No	Distanc	Time
Start		0	00:05:00
Old Shoreham Road	1	650	00:05:00
Freehold St	2	1250	00:05:00
Victoria Rd	3	1547	00:05:00
Norfolk Bridge Roundabout	4	1650	00:05:00
John St	5	1793	00:05:00
Church St	6	1896	00:05:00
East St	7	1955	00:05:00
New Road	8	2315	00:05:00
Eastern Ave	9	2488	00:05:00
Kingston Lane	10	3800	00:05:00
End			00:05:00

Run Title	Start Time	Total Time	Average Spped (kph)	Average Spped (mph)	85% Speed (kph)	85% Speed (mph)	Route
AM Run 1	07:43:01	00:07:12	34.90	21.81	47.90	29.94	A27 to Kingston Lane
AM Run2	08:03:25	00:06:51	37.13	23.21	45.80	28.63	A27 to Kingston Lane
AM Run 3	08:24:55	00:08:48	28.81	18.01	48.96	30.60	A27 to Kingston Lane
AM Run 4	08:48:25	00:11:21	22.50	14.07	43.83	27.39	A27 to Kingston Lane
AM Run 5	09:15:07	00:06:48	36.12	22.57	44.75	27.97	A27 to Kingston Lane
IP Run 1	12:12:13	00:06:18	39.60	24.75	48.04	30.03	A27 to Kingston Lane
IP Run 2	12:35:16	00:07:33	33.56	20.98	45.16	28.22	A27 to Kingston Lane
IP Run 3	13:00:01	00:06:54	36.95	23.09	47.50	29.69	A27 to Kingston Lane
PM Run 1	16:49:27	00:08:51	28.73	17.96	45.50	28.44	A27 to Kingston Lane
PM Run 2	17:17:08	00:11:39	21.84	13.65	42.57	26.61	A27 to Kingston Lane
PM Run 3	17:45:43	00:12:21	31.14	19.46	45.90	28.69	A27 to Kingston Lane
min		00:06:18	21.84	13.65	42.57	26.61	
average		**00:08:36**	**31.94**	**19.96**	**45.99**	**28.74**	
max		00:12:21	39.60	24.75	48.96	30.60	
Standard deviation			5.93	3.70	1.95	1.22	

Circular route – A259/Kingston Lane to Norfolk Bridge to Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane (clockwise)

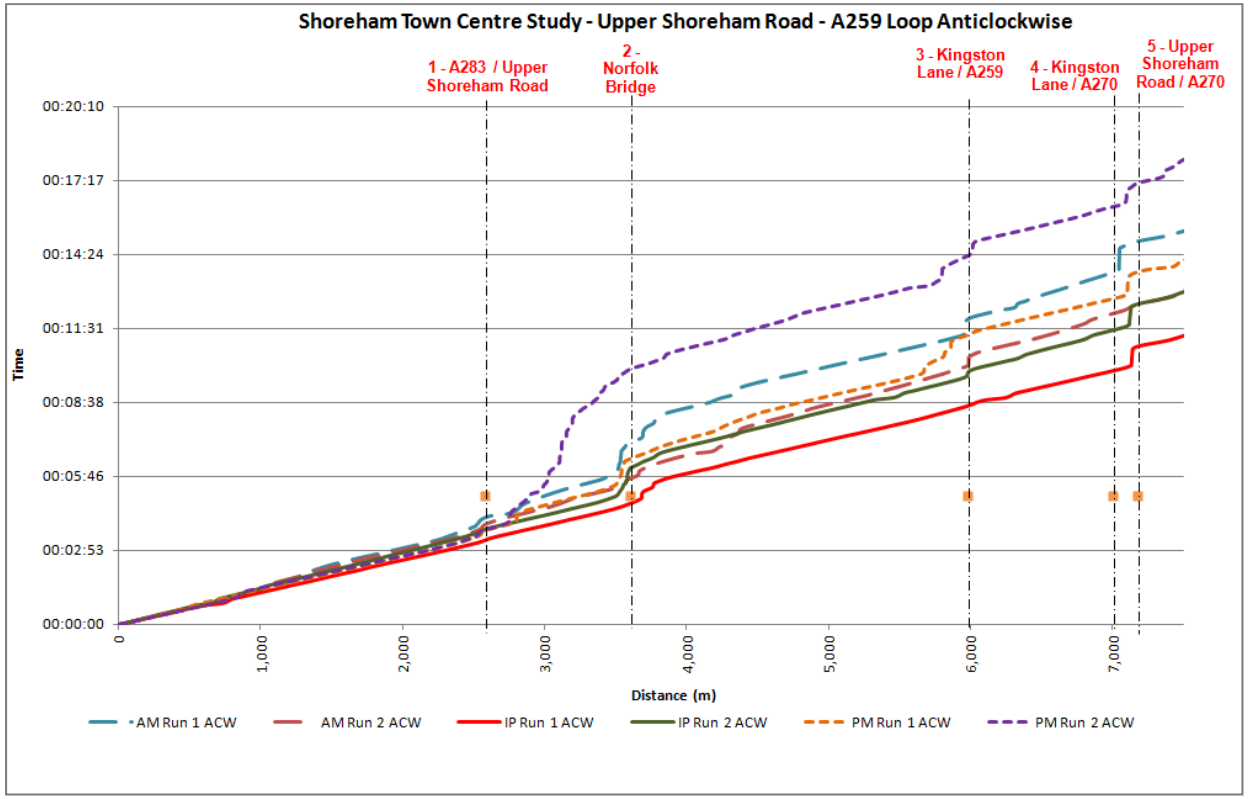


Upper Shoreham Road - A259 Loop CLOCKWISE

Junction	Jct No	Distanc	Time
Start		0	00:05:00
Kingston Lane	1	450	00:05:00
Kingston Lane / A259	2	1480	00:05:00
Norfolk Bridge Roundabout	3	3870	00:05:00
Old Shoreham Road / Upper Shoreham road	4	4720	00:05:00
Upper Shoreham Road / A270	5	7300	00:05:00
END			

Run Title	Start Time	Total Time	Average Spped (kph)	Average Spped (mph)	85% Speed (kph)	85% Speed (mph)	Route
AM Run 1	07:48:12	00:13:50	33.19	20.74	46.75	29.22	Upper Shoreham Road - A259 Loop Clockwise
AM Run 2	08:27:17	00:13:35	34.24	21.40	47.59	29.74	Upper Shoreham Road - A259 Loop Clockwise
AM Run 3	08:56:52	00:13:35	33.94	21.21	47.79	29.87	Upper Shoreham Road - A259 Loop Clockwise
IP Run 1	12:09:02	00:12:10	37.83	23.65	48.40	30.25	Upper Shoreham Road - A259 Loop Clockwise
IP Run2	12:33:07	00:12:05	38.46	24.04	48.64	30.40	Upper Shoreham Road - A259 Loop Clockwise
IP Run 3	12:58:47	00:13:00	35.66	22.28	48.10	30.06	Upper Shoreham Road - A259 Loop Clockwise
PM Run 1	16:42:55	00:15:22	30.03	18.77	47.86	29.91	Upper Shoreham Road - A259 Loop Clockwise
PM Run 2	17:13:07	00:17:55	25.94	16.21	46.50	29.06	Upper Shoreham Road - A259 Loop Clockwise
PM Run 3	17:49:47	00:16:46	27.68	17.30	47.16	29.47	Upper Shoreham Road - A259 Loop Clockwise
min		00:12:05	25.94	16.21	46.50	29.06	
average		**00:14:15**	**32.99**	**20.62**	**47.64**	**29.78**	
max		00:17:55	38.46	24.04	48.64	30.40	
Standard deviation			4.32	2.70	0.72	0.45	

Circular route – A259/Kingston Lane to Norfolk Bridge to Old Shoreham Road/Steyning Road/Upper Shoreham Road roundabout to A259/Kingston Lane (anti-clockwise)



Upper Shoreham Road - A259 Loop ANTICLOCKWISE

Junction	Jct No	Distanc	Time
Start		0	00:05:00
Old Shoreham Road / Upper Shoreham road	1	2580	00:05:00
Norfolk Bridge Roundabout	2	3600	00:05:00
Kingston Lane / A259	3	5980	00:05:00
Kingston Lane	4	7000	00:05:00
Upper Shoreham Road / A270	5	7180	00:05:00
END			

Run Title	Start Time	Total Time	Average Spped (kph)	Average Spped (mph)	85% Speed (kph)	85% Speed (mph)	Route
AM Run 1	08:41:17	00:15:30	29.29	18.31	46.64	29.15	Upper Shoreham Road - A259 Loop Anticlockwise
AM Run 2	09:10:52	00:13:15	34.40	21.50	46.16	28.85	Upper Shoreham Road - A259 Loop Anticlockwise
IP Run 1	12:21:37	00:11:25	39.73	24.83	48.10	30.06	Upper Shoreham Road - A259 Loop Anticlockwise
IP Run 2	12:45:37	00:13:05	34.60	21.63	45.78	28.61	Upper Shoreham Road - A259 Loop Anticlockwise
PM Run 1	16:58:42	00:14:20	31.71	19.82	46.80	29.25	Upper Shoreham Road - A259 Loop Anticlockwise
PM Run 2	17:31:27	00:18:15	24.52	15.32	46.89	29.31	Upper Shoreham Road - A259 Loop Anticlockwise
min		00:11:25	24.52	15.32	45.78	28.61	
average		**00:14:18**	**32.37**	**20.23**	**46.73**	**29.20**	
max		00:18:15	39.73	24.83	48.10	30.06	
Standard deviation			5.19	3.25	0.79	0.50	

Appendix C – Accident Data

AREA	Coastal	DRAWN	DN
ROUTE No.		CHECKED	
FILE No.	13067	DATE	7/5/13

Rev	Date	Amendment	Name

West Sussex County Council

PIA Search Ref 13067
Shoreham Town Centre
5 Years to 31 Mar 2013

DRG No.

SCALE NTS

Geoff Lowry
Head of Highways and Transportsperations
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

Full Details Report Summary - PIA Search Ref 13067 - Shoreham Town Centre - 5 Years to 31 Mar 2013

Accidents Found Date Range: 09/05/2008 - 31/01/2013

Grid Coordinate Range: 520795,104985-522581,105887

Accident Date BETWEEN '01-Apr-2008' AND '31-Mar-2013'

Accident Severity

	2008	2009	2010	2011	2012	2013	Total
Serious	**3**	**1**	**1**	**4**	**4**	**1**	**14**
Slight	**9**	**11**	**10**	**13**	**11**	**2**	**56**
Total	**12**	**12**	**11**	**17**	**15**	**3**	**70**

Casualty Severity

	2008	2009	2010	2011	2012	2013	Total
Serious	**3**	**1**	**1**	**4**	**6**	**1**	**16**
Slight	**12**	**11**	**14**	**15**	**12**	**2**	**66**
Total	**15**	**12**	**15**	**19**	**18**	**3**	**82**

Casualty KSI

	2008	2009	2010	2011	2012	2013	Total
Adult KSI	**3**	**1**	**1**	**4**	**5**	**1**	**15**
Child KSI	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Slight	**12**	**11**	**14**	**15**	**12**	**2**	**66**
Total	**15**	**12**	**15**	**19**	**18**	**3**	**82**

Accident Reference:0803698 Slight U Church Street Shoreham by Sea At Junction M Of U St Marys Road Accident 1 of 70

Date & time.....Friday 09/05/2008 11:00
Grid reference.....521560/105125
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	No - reported over the counter

Accident Description
V1 Travelling North in One Way Street. Part of Road is Very Narrow with a Footpath Emerging Between Two Houses on N/S and no Foot Path in Road. Pedestrian Walked out of Footpath into N/S of V1 as it Drove Past.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....37
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....50
Severity.....Slight
Vehicle no.....1
Ped Direction.....Unknown

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..Unknown or other
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not known

Accident Reference:0804051 Serious U Brunswick Road Shoreham At Junction M Of U Western Road Accident 2 of 70

Date & time.....Sunday 25/05/2008 18:17
Grid reference.....521738/105241
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V2 Stationary Outside No. 38 Brunswick Road Facing South on Correct Side of Road. V1 Has Been Travelling South Along Brunswick Road and Has Collided with Rear of V2. V2 Shunted South down Brunswick Road. After V1's Initial Collision with V2 V1 Has then Come to Rest Outside the Bank

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....22
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....84
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....22
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

Accident Reference:0805404 Slight C0 Tarmount Lane Shoreham At Junction M Of C0 Brunswick Road Accident 3 of 70

Date & time.....Monday 07/07/2008 20:20
Grid reference.....521704/105138
District.....Adur
Primary road.....C
Secondary road.....C
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Other Junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes
Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description
Driver of V1 Under the Influence of Alcohol and Travelling at Speed over Limit Took Corner Too Fast and Collided with V2 Who was Approaching Junction.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Cleared junction or parked at junction ex
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Minibus
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....43
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....43
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0805597 Slight U Surrey Street Shoreham Shoreham-By-Sea At Junction M Of U Ham Road Accident 4 of 70

Date & time.....Sunday 20/07/2008 14:29
Grid reference.....521932/105219
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Very likely	No - reported over the counter

Accident Description
Vehicle 2 was Travelling North Along Surrey St Shoreham Vehicle 1 was Parked in a Parking Space at the Location and Reversed Straight out Travelling West into Vehicle 2 Hitting the Drivers Side Door Causing Considerable Damage.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Reversing
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....20
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0806350 Slight A259 High Street Shoreham-By-Sea At Junction M Of U Church Street Accident 5 of 70

Date & time.....Sunday 17/08/2008 13:45
Grid reference.....521536/104990
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Junction - more than 4 arms
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
Vehicle 1 Travelling Westbound on A259 High Street Shoreham. Vehicle 2 which is a Motorcycle was Weaving Overtaking Traffic and Vehicle 1 Moved out Slightly Knocking Motorcyclist off Bike.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0806746 Slight A259 High Street Shoreham by Sea At Junction M Of U West Street Accident 6 of 70

Date & time.....Monday 01/09/2008 13:13
Grid reference.....521347/105064
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 was Travelling East Along the A259 and Failed to See V2 Stop in Front of Him.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle <= 50cc
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....16
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....16
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:0807557 Slight A283 Old Shoreham Road Shoreham At Junction M Of U Freehold Street Accident 7 of 70

Date & time.....Friday 03/10/2008 16:12
Grid reference.....521152/105428
District.....Adur
Primary road.....A283
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Possible	

Accident Description
V1 Exiting Junction Collided with V2 Cyclist Travelling North.

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....72
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....57
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....57
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0807596 Slight A259 High Street Shoreham At Junction M Of A259 Brighton Road Accident 8 of 70

Date & time.....Saturday 04/10/2008 22:01
Grid reference.....521313/105066
District.....Adur
Primary road.....A259
Secondary road.....A259
Weather.....Rain Wind
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
Vehicle 2 Exiting Roundabout Travelling West on the A259. Vehicle 1 Exiting the Pub Car Park on the South Side of the A259 into the Path of Veh.2. Veh.2 Unable to Avoid a Collision.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Male
Driver age.....48
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Taxi
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....48
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0808074 Serious A259 Brighton Rd Shoreham 50M West Of U Eastern Road Accident 9 of 70

Date & time.....Tuesday 21/10/2008 08:30
Grid reference.....522090/105135
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
it Would Appear That the Cyclist was Riding East Along the Brighton Road when the Cycle Attempted to Negotiate his Way Around a Parked Vehicle on his Near Side. as he Did So he was in Turn Overtaken by a Heavy Goods Fuel Tanker which Collide with the Cyclit's Offside with the Nearside Middle of the Vehicle Thus Causing the Cyclist to Lose Control.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods > 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....O/T stat.vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....O/T stat.vehicle on its O/S
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....31
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....31
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0808266 Slight U Buckingham Road Shoreham-By-Sea At Junction M North Of U Ham Road Accident 10 of 70

Date & time.....Friday 24/10/2008 18:10
Grid reference.....521745/105256
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by other person
Crossing(physical)..Ped phase at signals
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
Veh1 Pulled out onto Carriageway Whilst Traffic was on Stationary with Crossing down for Arrival of Train. Subsequently the Crossing Gates Were Lifted and Veh1 Taxi was Allowed Out. it is Alleged That the Veh2 the Cyclist was Travelling North to South and Went in Front of Veh1 as it was Entering the Main Carriageway. as Veh1 Pulled out it Believed All Traffic Had Stopped and it then Collided with Veh2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Taxi
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:0808424 Slight A259 O/S B & Q Shoreham by Sea Avenue 200M East of Eastern Accident 11 of 70

Date & time.....Sunday 02/11/2008 11:00
Grid reference.....522581/105115
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 Has Travelled West Along the A259 it Has Thenturned right into the Amentiity Tip and Collided with a Vehicle Travelling East Along the A259

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....68
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....15
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0808475 Serious A259 Brighton Road Shoreham At Junction M Of U Eastern Avenue Accident 12 of 70

Date & time.....Tuesday 04/11/2008 15:28
Grid reference.....522236/105145
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Other Junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Crossed road masked by stationary or parked vehicle (Pedestrian)	Casualty 001	Very likely	Yes
Failed to look properly (Pedestrian)	Casualty 001	Very likely	

Accident Description
Car V Pedestrian. Injured Party Exited Bus Walked out Infront of Stationary Bus and Infront of Vehicle 1 That was Driving Around Stationary Bus. Injured Party Had Head Phones on and Admitted he was Not Paying Due Care and Attention While Crossing Road. Breath Test Negative Don't Believe Driver Error is to Blame.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....68
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....18
Severity.....Serious
Vehicle no.....1
Ped Direction.....Northbound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside - Roadw
Road worker injured...Not applicable

Accident Reference:0901527 Slight A259 Brighton Road Shoreham At Junction M Of U Sussex Yacht Club Enterance Accident 13 of 70

Date & time.....Saturday 28/02/2009 14:15
Grid reference.....521694/105021
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Possible	Yes

Accident Description
V2-Cylist Riding W/B A259 on Nearside of Road Passing Queued Vehicles V1 was Flashed by Unknown Party to Pull across Road Striking V2

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....40
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:0901555 Slight U Brunswick Road Shoreham At Junction M Of U Western Road Accident 14 of 70

Date & time.....Thursday 26/02/2009 18:21
Grid reference.....521724/105233
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 (Pedal Cycle) Travelling North when V1 Travelling South Turned across her Path into Western Road Knocking her off Cycle Causing Slight Injury.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....46
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

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

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

Accident Reference:0902895 Slight A259 New Road Shoreham by Sea 200M East Of C0 East Street Accident 15 of 70

Date & time.....Friday 24/04/2009 09:46
Grid reference.....521977/105126
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Vehicle 2 Had Stopped to Allow Traffic to Pull out in Front Whilst Stationary Vehicle 1 Drove into the Rear of Vehicle 2 Causing Damage to both Vehicles. Driver of Vehicle 1 Excepted Full Blame at the Scene.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0903132 Slight A259 High Street Shoreham at Junction M of C0 East Street Accident 16 of 70

Date & time.....Sunday 03/05/2009 15:00
Grid reference.....521610/105001
District.....Adur
Primary road.....A259
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by other person
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Vehicle 2 Travelling East Along High Street on Passing the Junction with East Street Vehicle 1 Came Straight out Without Stopping or Braking and Collided with Vehicle 2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....70
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0904822 Serious A283 Shoreham Road Shoreham at Junction M of A259 High Street Accident 17 of 70

Date & time.....Sunday 05/07/2009 13:24
Grid reference.....521313/105105
District.....Adur
Primary road.....A283
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	Yes
Animal or object in carriageway (Road Environment Contrib)	Casualty 001	Very likely	

Accident Description

V1 (Mobility Scooter) Travelling North on Eastern Pavement of A283 Driver/Operator Misjudged Path of Scooter and Rear Offside Wheel Scrubbed Against Outcrop of Brickwork Bordering Building Site- Causing Loss of Control Scooter then Ran into Shallow Hole Causing Scooter to Topple to Nearside as Rider Fell out onto Pavement Sustaining Injury to left Arm

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Other: Motor vehicle
Junction location...Leaving roundabout
Restricted location.Footway
Direction.....East North
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

1 Casualty

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

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

Accident Reference:0905613 Slight U Eastern Avenue Shoreham At Junction M Of U Ham Road Accident 18 of 70

Date & time.....Sunday 02/08/2009 19:00
Grid reference.....522112/105191
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V2travelling North Along Eastern Avenue when V1travelling East to West Along the Same Road Has Failed to See Rider and Crossed across his Path Intending to Turn into Ham Road. Severe Damage to V2 Minor to V1 and Minor Injury to Rider of V2

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle 50 - 125cc
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0906597 Slight U Eastern Avenue Shoreham At Junction M Of U Mcdonalds Car Park Entrance Accident 19 of 70

Date & time.....Wednesday 09/09/2009 08:13
Grid reference.....522283/105162
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Cyclist entering road from pavement (Driver/Rider - Injudicious)	Vehicle 001	Very likely	
Vegetation (Driver/Rider - Vision Affected)	Vehicle 001	Possible	
Vegetation (Driver/Rider - Vision Affected)	Vehicle 002	Possible	Yes

Accident Description
Vehicle 1 (Cyclist) Travelling North on Eastern Pavement from A259. Entered Carriageway at Junction with Private Car Park Where Vehicle 2 Exiting from onto Eastern Ave. Contact Between right Leg of Rider Vehicle 1 and Front of Vehicle 2 Causing Injury. Rider Thrown to Floor Causing Further Injury.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....23
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....23
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:0907044 Slight U Surrey Street Shoreham by Sea At Junction M Of A259 Accident 20 of 70

Date & time.....Thursday 24/09/2009 11:59
Grid reference.....521916/105116
District.....Adur
Primary road.....U
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Veh One (Psv) was Slowly turning into Surrey Street Driver Heard Small Child Crying Stopped Veh and Discovered That a 3Yr Old Girl Had Fallen Whilst Running Towards Front of Psv. she Had Sustained Slight Injury to Head Where she Had Fallen.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Leaving main road
Restricted location.On main carriageway
Direction.....West North west
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....3
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:0907540 Slight A259 High Street Shoreham by Sea At Junction 5M West Of U East Street Accident 21 of 70

Date & time.....Monday 12/10/2009 14:10
Grid reference.....521595/104988
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Whilst Queueing in Slow Moving Traffic V1 a Van Has Hit the Rear of V2 a Mercedes C270 at a Slow Speed.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Cleared junction or parked at junction ex
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....54
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:0908101 Slight A259 Brighton Road Shoreham At Junction M Of U Surry Street Accident 22 of 70

Date & time.....Wednesday 28/10/2009 10:49
Grid reference.....521937/105096
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Possible	

Accident Description

V1 was Pulling out from Surry Street onto the A259 There was Slow Moving Traffic. a Motorist Waved V1 out his Intended Route was Travel West on the A259. Looking East V1 Could See it was Clear of Any Vehicles and Pulled Out. the Pedesrtian was Crossing from the South to North on the A259 and Stepped out into the Road as V1 Entered the A259. V1 Nudged the Pedesrtian Who Fell over Causing Slight Injury.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....72
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northbound

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

Accident Reference:0908634 Slight A283 Steyning Road Shoreham 25M South Of U Upper Shoreham Road Accident 23 of 70

Date & time.....Wednesday 18/11/2009 18:18
Grid reference.....520846/105769
District.....Adur
Primary road.....A283
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Swerved (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 was Travelling South Along the A283 Steyning Road when it Swerved to the Offside Colliding with a Parked Vehicle V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:0908757 Slight A259 Brighton Road Shoreham-By-Sea 100M East Of U East Street Accident 24 of 70

Date & time.....Monday 23/11/2009 14:49
Grid reference.....521709/105022
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Other
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
Vehicle 2 Had to Brake Vehicle 1 Has Been Too Close to Vehicle2 in Front Failed to Stop in Time Collided into Rear.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle 125 - 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Commuting to/from work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....18
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1002112 Slight A283 Old Shoreham Road Shoreham At Junction Of U Freehold Street Accident 25 of 70

Date & time.....Friday 02/04/2010 12:40
Grid reference.....521150/105425
District.....Adur
Primary road.....A283
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...4
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Junction overshoot (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 Travelling West Encroaches over the Junction of Freehold Street into Old Shoreham Road and Collides with V2 Travelling South on Old Shoreham Road Causing V2 to Move across right of the Centre of the Road and Come to a Stop Glancing Blows off V's 3 and 4 Before Coming to a Stop

4 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North east North west
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....85
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....4
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....45
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1002167 Slight A259 Brighton Road Shoreham At Junction Of U Entrance to B&Q Outside B and Q Accident 26 of 70

Date & time.....Monday 05/04/2010 13:31
Grid reference.....522468/105128
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
Vehicle 2 700 Bus Driving West Along A259 Vehicle 1 an Unknown Red Car Has Pulled out in Front of Bus Causing Bus Driver to Perform an Emergency Stop. this Has Caused 2 Passengers on the Bus to Fall Forward Causing Slight Injury. Red Car Did Not Stop.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Non-stop vehicle, not hit
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....82
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....60
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1002620 Slight A259 Brighton Road Shoreham 50M West Of U Eastern Avenue Accident 27 of 70

Date & time.....Monday 12/04/2010 18:13
Grid reference.....522230/105144
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge vehicle's path/speed (Pedestrian)	Casualty 001	Possible	

Accident Description
Vehicle Vs Cyclist. Vehicle Pulling out of Kwik Fit Car Park turning right onto the A259 Brighton Road. Cyclist Whilst Travelling West Along A259 Collided with Vehicle.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....O/T stat.vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1002671 Slight U Western Road Shoreham by Sea 56M West Of U Brunswick Road Accident 28 of 70

Date & time.....Saturday 24/04/2010 13:20
Grid reference.....521668/105260
District.....Adur
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....20 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Vehicle door opened or closed negiligently (Special Codes)	Vehicle 001	Very likely	

Accident Description
at Time and Date Given the Cyclist was Going Westwards and the Driver of Vehicle 1 Opened his Door and Knocked the Cyclist off of Cycle. There is a Witness.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....O/T stat.vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....33
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....33
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1002816 Slight A259 Brighton Road Shoreham 300M East Of U Eastern Ave Accident 29 of 70

Date & time.....Thursday 29/04/2010 10:45
Grid reference.....522513/105120
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Failed to look properly (Pedestrian)	Casualty 001	Possible	

Accident Description
Veh 1 Driving in Traffic Suddenly Became Aware of a Pedestrian Hitting Side of Veh

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....55
Severity.....Slight
Vehicle no.....1
Ped Direction.....South bound

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

Accident Reference:1003093 Slight U West Street Shoreham 21M North Of U High Street Outside 17 Accident 30 of 70

Date & time.....Tuesday 11/05/2010 12:22
Grid reference.....521381/105140
District.....Adur
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....One Way St
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Vehicle 1 Pulled out of Parking Space into the Line of a Motorbike Who was Travelling in the Same Direction.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.Leaving lay-by
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle 50 - 125cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1004185 Slight A283 Old Shoreham Road Shoreham At Junction Of U Freehold Street Outside O/S 56 Old Shoreham Road

Date & time.....Friday 25/06/2010 20:49
Grid reference.....521130/105460
District.....Adur
Primary road.....A283
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Impaired by drugs (Driver/Rider - Impairment)	Casualty 001	Very likely	Yes
Aggressive driving (Driver/Rider - Behaviour)	Casualty 001	Possible	

Accident Description
V1 Travelling Se on Old Shoreham Road Collided with V2 Parked Car in Lay By. V1 then Made off and was Abandoned in Freehold Street.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....Yes
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1004472 Slight A259 High St Shoreham At Junction Of U John St Outside Bus Stop Accident 32 of 70

Date & time.....Tuesday 06/07/2010 14:15
Grid reference.....521441/105026
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Other (Special Codes)	Casualty 001	Possible	No - reported over the counter

Accident Description
Veh 1 a Bus was Pulling Away from Bus Stop when Driver Heard a Noise and a Baby's Buggy on Floor of Bus

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Cleared junction or parked at junction ex
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....0
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1005361 Slight C0 Brunswick Road Shoreham by Sea At Junction Of U Entrance to Railway Staion Outside Shoreham Railway Station Accident 33 of 70

Date & time.....Sunday 15/08/2010 01:07
Grid reference.....521755/105289
District.....Adur
Primary road.....C
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.3
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 Reversing from Side Road into Main Road Has Lost Control Causing the Vehicle to Roll onto Roof

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Reversing
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1007819 Slight A259 Brighton Road Shoreham by Sea 68M West Of U New Road Outside Opposite Surrey Hard / Boat Yard Accident 34 of 70

Date & time.....Friday 19/11/2010 09:51
Grid reference.....521755/105060
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes
Swerved (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

V1 was Travelling Westbound Along the A259 Brighton Road Shoreham when he Veered right into Oncoming Traffic Collided with V2 Causing V2 to Spin and Face the Wrong Way on the Carriageway. V1 then Continued and Collided with V3 Head On. Minor Injury to Driver of V1 in Form of Airbag Burns.

3 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....37
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....48
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....39
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1008736 Serious A259 High Street Shoreham At Junction Of U John Street Accident 35 of 70

Date & time.....Friday 24/12/2010 20:09
Grid reference.....521432/105034
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Possible	Yes
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	

Accident Description
V1 Travelling Eastbound High Street Shoreham Approaching Pedestrian Crossing. Pedestrian Begins to Use Crossing. Crossing from North Pavement to South. V1 Collides with Pedestrian. Fails to Stop and Leaves Scene

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....Yes
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....48
Severity.....Serious
Vehicle no.....1
Ped Direction.....Southwest bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On ped. crossing facility
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

Accident Reference:1100176 Slight A259 High Street Shoreham At Junction Of U West Street Outside at Junction Accident 36 of 70

Date & time.....Sunday 09/01/2011 14:56
Grid reference.....521362/105070
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
V1 Pulling out of West Street, turning West (Right). V2 (M/C) Entering High Street from Roundabout Heading East.
V2 Hit Front of V1 Skidded across Floor.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South west
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle 125 - 500cc
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1100433 Serious A283 Old Shoreham Road Shoreham At Junction Of U Buckingham Street Outside M&S Cars Accident 37 of 70

Date & time.....Tuesday 18/01/2011 19:00
Grid reference.....521217/105325
District.....Adur
Primary road.....A283
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Sudden braking (Driver/Rider - Error)	Vehicle 001	Possible	
Other (Special Codes)	Vehicle 002	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
Information from V2 Occupants as V1 Had left the Scene After Exchanging Details V1 Appears to Have Not Noticed That Traffic Had Come to a Stop & Went into the Rear of V2 Causing Damage to Rear Bumper & Offside Light Cluster. Occupants of V2 Required Hospital Checks as Complaining of Neck & Back Pain.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....53
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1102081 Slight C0 Eastern Rd Shoreham-By-Sea 83M East Of U Ham Road Outside Dunelms Accident 38 of 70

Date & time.....Friday 01/04/2011 11:00
Grid reference.....522258/105170
District.....Adur
Primary road.....C
Secondary road.....
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Sudden braking (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
Veh 1 is a Bus & Driver was Going Round a Bend and when he Straightened up Realised Someone was in the Middle of the Road Indicating to Turn right into a Carpark. Bus Driver Braked and Pax Grabbed Hold of Rail and Swung Round Rail and Hit her Head on Window. Window Broke and Pax Had Cut to her Eye.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....57
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....70
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1102181 Slight A259 Brighton Road Shoreham by Sea At Junction Of U East Street Accident 39 of 70

Date & time.....Tuesday 05/04/2011 18:00
Grid reference.....521595/104990
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Vehicle was Stationary at Temporary Traffic Lights on High Street Shoreham by Sea. Vehicle 1 was Parked Directly Behind Vehicle 2. Driver of Vehicle 2 Could See in Rear View Mirror That Driver of Vehicle 1 Appeared Distressed Crying and Rocking Backwards and Forwards. as Driver of Vehicle 2 was About to Get out of the Car to See If Drover of Vehicle 1 was Ok Vehicle 1 Suddenly Shunted into the Rear of Vehicle 2 Causing Damage to the Vehicle and Slight Injury to Driver of Vehicle 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....59
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....59
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1103452 Serious A259 Brighton Road Shoreham At Junction Of U Frost's Entrance Outside Frosts Accident 40 of 70

Date & time.....Thursday 12/05/2011 16:53
Grid reference.....522030/105131
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
V1 Motor Car Travelling Eastbound on A259 Stopped to Turn right into Frosts Garage. V1 then Turned right as V2 Motorcycle Filtered Past on O/S of Vehicle in Oncoming Lane of Traffic Causing V2 to Collide with O/S of V1.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle 125 - 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

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

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

Accident Reference:1103893 Slight A259 High Street Shoreham At Junction Of U John Street Accident 41 of 70

Date & time.....Friday 24/06/2011 10:40
Grid reference.....521447/105034
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 (Pedal Cycle) was Travelling East Along the A259 Under Taking V2 Who then Indicated Prior to turning into John Street Striking the Pedal Cyclist

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....43
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....43
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1103972 Slight A259 Brighton Road Of A259 High Street Shoreham Norfolk Bridge Accident 42 of 70

Date & time.....Thursday 23/06/2011 08:00
Grid reference.....521304/105084
District.....Adur
Primary road.....A259
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participan	Confidence	Did a police officer attend?
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V2 (Cyclist) Travelling in a North Easterly Direction was on Nearside of Traffic on the Bridge. V1 Also Travelling North Easterly Veered over Towards V1 . V2 Tried Banging on Side of V1 to Make Him Aware he was There but V1 Did Not Appear to See Him and Collided with V2 O/S Causing Him to Fall off Bike and Receive Minor Injuries.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1105070 Serious A259 High Street Shoreham by Sea At Junction Of U West Street Accident 43 of 70

Date & time.....Monday 15/08/2011 14:19
Grid reference.....521362/105060
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Junction - more than 4 arms
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
Vehicle One Exiting Side Road to Turn Right. Vehicle Two Motorbike Filtering Along Stationary Traffic. Front Bumper Collided with Motorbike. Possible Fracture to left Ankle of Rider Two.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....60
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1105197 Slight U Middle Street Shoreham by Sea At Junction Of U North Street Accident 44 of 70

Date & time.....Monday 22/08/2011 17:25
Grid reference.....521541/105199
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....One Way St
Junction detail.....Junction - more than 4 arms
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

Single Vehicle Rtc. Travelling South in Pond Road Shoreham. Attempted to Enter a Narrow One Way Street North Street on Corner of Middle Street when Crashed at Low Spedd (15 Mph Est) into Garden Wall. Driver Claimed Foot Slipped off Clutch as Approached Corner.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....North east South
Manoeuvres.....Turning left
Skidding.....Yes
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1105782 Slight A259 High Street Shoreham At Junction Of U Ship Street Accident 45 of 70

Date & time.....Friday 16/09/2011 20:20
Grid reference.....521405/105053
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	

Accident Description
Driver of Veh 1 Turned into Ship Street from High Street Shoreham Did Not See Cyclist as he Turned into Ship Street and Cyclist Collided with Veh 1.

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1105860 Serious C0 Brunswick Road Shoreham 24M South Of U Western Road Accident 46 of 70

Date & time.....Monday 19/09/2011 11:59
Grid reference.....521717/105204
District.....Adur
Primary road.....C
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

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

Accident Description
Vehicle 1 Pulling out of Post Office Entrance Between Parked Cars to Turn right and Travel South in Brunswick Road. Pedestrian Crossing Brunswick Road Between Cars on Drivers Offside. Vehicle 1 Collides with Pedestrian.

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....77
Severity.....Serious
Vehicle no.....1
Ped Direction.....East bound

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

Accident Reference:1106547 Slight A259 High Street Shoreham At Junction Of C0 East Street Outside on Crossing Accident 47 of 70

Date & time.....Thursday 13/10/2011 07:35
Grid reference.....521587/104985
District.....Adur
Primary road.....A259
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	Yes
Careless/Reckless (Pedestrian)	Casualty 001	Very likely	

Accident Description

Pedestrian Coming from Shoreham Beach Crossed South to North over Pedestrian Crossing across Path of Motor Car That Had right of Way as on Green Light Phase in Vehicles Favour. Pnb Signed by Pedestrian at Scene Stating it was his Fault..

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junction ex
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....20
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northbound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On ped. crossing facility
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

Accident Reference:1106845 Slight A259 High Street Shoreham-By-Sea At Junction Of U Middle Street Accident 48 of 70

Date & time.....Saturday 29/10/2011 18:00
Grid reference.....521489/105009
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Vehicle door opened or closed negiligently (Special Codes)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
Vehicle 1 Travelling East on the North Side of the Road Stationary in Traffic Vehicle 2 (Pedal Cycle) Travelling East on the North Side of the Road Passing Vehicle 1 on the Nearside. Passenger of Vehicle 1 Opened Front Nearside Door into Path of Vehicle 2

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1106903 Slight A259 Brighton Road Of U Middle Street Accident 49 of 70

Date & time.....Sunday 30/10/2011 12:30
Grid reference.....521494/105002
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	Vehicle 002	Possible	
Vehicle door opened or closed negiligently (Special Codes)	Vehicle 001	Possible	

Accident Description
Veh1 Whilst Stationary in Traffic Passenger Opened Door and Veh2 Pedal Cyclist Collided with Same.This Causing Damage to Wheel of P/Cycle and Injuries to Arm

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....19
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1107203 Slight A259 High Street Shoreham Shoreham 25M West Of A259 Brighton Road Outside Bus Stop by Ropetackle Accident 50 of 70

Date & time.....Monday 14/11/2011 15:00
Grid reference.....521308/105122
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	No - reported over the counter

Accident Description
Bus Driver Stationary at a Bus Stop. Elderly Female Passenger Whilst Alighting the Bus Has Tripped on the Step Banging her Forehead.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....42
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....60
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Boarding
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1107632 Slight U Ham Road Shoreham by Sea At Junction Of C0 Brunswick Road Accident 51 of 70

Date & time.....Friday 02/12/2011 13:00
Grid reference.....521748/105254
District.....Adur
Primary road.....U
Secondary road.....C
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter
Sudden braking (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
Veh 1 Braked Sharply at Junction Causing Driver of Veh 2 to Brake Resulting in Injury to Passenger from Contact with Window

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....20
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....75
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1107973 Slight A259 Brighton Rd Shoreham At Junction Of C0 Eastern Ave Accident 52 of 70

Date & time.....Thursday 15/12/2011 09:21
Grid reference.....522116/105139
District.....Adur
Primary road.....A259
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Crossroads
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V1 turning right at Traffic Lights Lights Were Green However Still Need to Give Way to Through Traffic. Cyclist Going West to East V1 Failed to Give Way Not Seeing Cyclist Hitting Them as They Turned into Eastern Ave from Brighton Road

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1200281 Slight A259 Brighton Road Shoreham by Sea At Junction Of A283 Old Shoreham Road Accident 53 of 70

Date & time.....Tuesday 17/01/2012 08:17
Grid reference.....521311/105081
District.....Adur
Primary road.....A259
Secondary road.....A283
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
Audi was Entered the R/A from the West A259 with Intention of Taking the 2Nd Exit Continuing Along the A259 High Street when Made Contact with a Pedal Cyclist Already on the R/A Having Entered from the East A259 High Street Intending to Take his 2Nd Exit A283 Old Shoreham Road.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1201365 Serious A283 Old Shoreham Road 40M North Of U Freehold Street Swiss Cottage Public House Accident 54 of 70

Date & time.....Wednesday 14/03/2012 16:00
Grid reference.....521206/105351
District.....Adur
Primary road.....A283
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...7
Number of casualties.3
Surface.....Dry

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

Accident Description
Veh/1 Travelling North on A283, Driver Possibly Ill at the Wheel, Loses Control and Enters South Bound Lane Hitting Veh/2 Travelling South. Veh/1 is Knocked into off Road Parking Area Colliding with Veh 3,4,5. Veh/2 Rotates on Impact and Hits Veh 6,7 Parked Unattended on Carraigeway. Veh/1 then Hits Public House Wall and Comes to Rest. Damage Caused to All Vehicles and Injury to Occupants of Veh/1 and Occupants of Veh/2

7 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....70
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....4
Other vehicle.....3
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....5
Other vehicle.....4
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number......6
Other vehicle.......2
Vehicle class.......Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction...........Parked Parked
Manoeuvres..........Parked
Skidding............No
Left c'way..........Did not leave c'way
Towing..............No
Foreign vehicle.....Not foreign

First impact.........Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged........ / /
Driver gender........Not known
Driver age...........-1

Hit and Run..........No
Breath test..........Not contacted
Journey purpose......Other

Vehicle number......7
Other vehicle.......2
Vehicle class.......Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction...........Parked Parked
Manoeuvres..........Parked
Skidding............No
Left c'way..........Did not leave c'way
Towing..............No
Foreign vehicle.....Not foreign

First impact.........Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged........ / /
Driver gender........Not known
Driver age...........-1

Hit and Run..........No
Breath test..........Not contacted
Journey purpose......Other

3 Casualties

Casualty number.....1
Casualty class......Driver or Rider
Gender..............Male
Age.................76

Severity............Serious
Vehicle no..........1
Ped Direction.......

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

Casualty number.....2
Casualty class......Driver or Rider
Gender..............Male
Age.................70

Severity............Serious
Vehicle no..........2
Ped Direction.......

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

Casualty number.....3
Casualty class......Passenger
Gender..............Female
Age.................3

Severity............Serious
Vehicle no..........2
Ped Direction.......

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

Accident Reference:1202078 Slight U Eastern Avenue Of U Dolphin Road Accident 55 of 70

Date & time.....Sunday 15/04/2012 14:38
Grid reference.....522292/105177
District.....Adur
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Possible	Yes

Accident Description
Child on Scooter Went across Access to Mcdonalds Without Looking. Driver Braked Hard and Clipped Child. Very Minor Injury

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....12
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northbound

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

Accident Reference:1202360 Serious A259 High Street Shoreham At Junction Of U Ship Street Accident 56 of 70

Date & time.....Tuesday 08/05/2012 18:08
Grid reference.....521407/105045
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	**Participan**	**Confidence**	**Did a police officer attend?**
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description
V1 Travelling East Along this Road (Motorcyclist)Filtering Past Traffic on the Approach to a Junction. V2 Waiting to Enter Main Road and Turn right Traffic Waited for Him Travelling West and East as he Entered Slowly . V1 then Collided with V2 Causi Ng Serious Injury to the Rider and Damage to both Vehicles

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....O/T stat.vehicle on its O/S
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....44
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....38
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1202517 Slight A259 High Street Of U Middle Street Santander Bank Accident 57 of 70

Date & time.....Wednesday 16/05/2012 08:12
Grid reference.....521497/105008
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Failed to judge vehicle's path/speed (Pedestrian)	Casualty 001	Possible	

Accident Description
Car Vs Pedestarian. Pedestrian Crossing Road. Moved in Front of Moving Vehicle and was Hit as it Went Past.
Possibility That Vehicle Did Not Feel Collision as Only Slight Tap.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....60
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northbound

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

Accident Reference:1204133 Slight A259 High St Shoreham At Junction Of U Middle Street Accident 58 of 70

Date & time.....Monday 13/08/2012 17:32
Grid reference.....521508/105001
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Wrong use of pedestrian crossing (Pedestrian)	Casualty 001	Very likely	Yes
Failed to look properly (Pedestrian)	Casualty 001	Very likely	

Accident Description
V1 Travelling East on High St, Shoreham on Approaching Traffic Lights which Were Green in Favour of V1 Child Pedestrian Stepped out in Front of V1 and is Struck. Child Pedestrian Sustains Injury as a Result

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....11
Severity.....Slight
Vehicle no.....1
Ped Direction.....South bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On ped. crossing facility
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

Accident Reference:1204138 Serious A283 Old Shoreham Road Shoreham-By-Sea At Junction Of U Ropetackle Outside 114 Old Shoreham Road Accident 59 of 70

Date & time.....Tuesday 14/08/2012 00:04
Grid reference.....521320/105166
District.....Adur
Primary road.....A283
Secondary road.....U
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V1 Heading South on Old Shoreham Road. as Vehicle Entered Slight right Hand Bend in Road, at the Junction with Ropetackle, Driver Lost Control, Exited Road to Nearside and Impacted with Road Sign and Streetlight, Before Coming to a Rest.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..Kerb
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....23
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....23
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1205928 Slight A259 Brighton Road Shoreham by Sea At Junction Of A283 Old Shoreham Rd Accident 60 of 70

Date & time.....Thursday 08/11/2012 09:25
Grid reference.....521302/105073
District.....Adur
Primary road.....A259
Secondary road.....A283
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V2 Travelling East on Rd. Stopped Behind Vehicle at Rbt. Vehicle ahead Moved Off. V1 Behind V2 Ran into Rear of V2. both Parties Stopped. Occupant of V1 was Abusive Towards V2 Driver. no Details Exchanged. V2 Driver Suffered Whiplash.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1205983 Slight A259 High Street Shoreham At Junction Of A283 Old Shoreham Road Outside Bridge Inn Public House Accident 61 of 70

Date & time.....Saturday 10/11/2012 17:47
Grid reference.....521312/105090
District.....Adur
Primary road.....A259
Secondary road.....A283
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 Enters Roundabout at Very Slow Speed, V1 then Enters from A283 onto Roundabout, Minor Slow Speed Collision

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1206143 Slight A259 Shoreham Shoreham by Sea 150M West Of U Surrey Street Accident 62 of 70

Date & time.....Saturday 17/11/2012 10:54
Grid reference.....521785/105063
District.....Adur
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.2
Surface.....Dry

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

Accident Description
V2 & V3 Were Stopped in Traffic Jam when V1 Collided into the Rear of V2 Who then Pushed That Vehicle into V3

3 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....3
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....53
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....35
Severity.....Slight
Vehicle no.....3
Ped Direction.....

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

Accident Reference:1206176 Slight U Surry Street Shoreham-By-Sea 50M North Of U New Road Accident 63 of 70

Date & time.....Wednesday 21/11/2012 08:15
Grid reference.....521918/105133
District.....Adur
Primary road.....U
Secondary road.....
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	**Participan**	**Confidence**	**Did a police officer attend?**
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
V2 Stationary on West Side of the Road Facing North. Driver of V2 Had Slightly Opened Door in Readiness to Alight when V1 Dot North Collided with O/S Door Trim of V2 Causing Damage and Minor Injury.

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1206180 Slight A259 High Street Shoreham-By-Sea At Junction Of U Middle Street Outside Boots Accident 64 of 70

Date & time.....Tuesday 20/11/2012 00:15
Grid reference.....521505/105005
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Rain
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V2 was Travelling East Had Slowed down and Stopped to Allow Traffic Making a right Turn from Middle Street Ionto Main Rd when V1 Also Dot East Collided with her Rear Causing Damage and Minor Injury.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....44
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1206251 Slight A259 Brighton Road Shoreham At Junction Of U Eastern Avenue Outside Skate Park Accident 65 of 70

Date & time.....Thursday 22/11/2012 17:32
Grid reference.....522118/105135
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine Wind
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
V1 Overtook Cyclist at Traffic Light then Turned North at Eastern Avenue, Struck Cyclist then Drove Off.

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....27
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1206592 Serious A259 High Street Shoreham At Junction Of U New Road Accident 66 of 70

Date & time.....Monday 10/12/2012 13:22
Grid reference.....521921/105102
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	Yes

Accident Description
Vehicle One Travelling East Along Road, Pedestrian Walked out Infront of Vehicle.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....69
Severity.....Serious
Vehicle no.....1
Ped Direction.....South bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On refuge, cent island or cent.
Pedestrian movement..Crossing from driver's offside
Roadworker injured...Not applicable

Accident Reference:1206970 Slight U Eastern Avene Shoreham by Sea At Junction Of A259 Brighton Road Accident 67 of 70

Date & time.....Wednesday 26/12/2012 17:28
Grid reference.....522110/105161
District.....Adur
Primary road.....U
Secondary road.....A259
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Ped phase at signals

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...Road surface defect
Carriageway hazards..Other object
Number of vehicles...1
Number of casualties.1
Surface.....Flood

Contributory Factors	Participan	Confidence	Did a police officer attend?
Animal or object in carriageway (Road Environment Contrib)	Vehicle 001	Very likely	Yes
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	Vehicle 001	Very likely	

Accident Description

Vehicle Drove from Brighton Road into Eastern Avenue. a Drain Cover Had Been Pulled up from the Ground. Vehicle 1 Swerved to Avoid the Cover but the Front Nearside Wheel Went into the Drain Hole Casuing the Vehicle to Flip onto its Side.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving main road
Restricted location.On main carriageway
Direction.....West North
Manoeuvres.....Going ahead left hand bend
Skidding.....Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..Other object
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....40
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Accident Reference:1300134 Slight A283 Steyning Road Shoreham At Junction Of C0 Upper Shoreham Road Outside Amsterdam Pub Accident 68 of 70

Date & time.....Wednesday 09/01/2013 17:20
Grid reference.....520795/105887
District.....Adur
Primary road.....A283
Secondary road.....C
Weather.....Fine
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participan	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Vehicle 1 was Overtaking a Vehicle Waiting to Turn left onto Upper Shoreham Road, Vehicle 2 was Coming Around Round About and Vehicle 1 Hit Vehicle 2 on Passenger Side Rear Door.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North North east
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North North east
Manoeuvres.....Turning left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....58
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....58
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1300256 Slight A259 High Street Shoreham-By-Sea At Junction Of U West Street Accident 69 of 70

Date & time.....Tuesday 15/01/2013 13:35
Grid reference.....521361/105066
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 Cyclist Dot Eastwards V1 Dot South Pulled right out of West Street to Turn right and Travel West V2 Braked in Order to Stop but Collided with Side of V1 Causing Minor Injury and Damage to Front End of Bike.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Cleared junction or parked at junction ex
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to junc
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Accident Reference:1300844 Serious A259 Brighton Road Shoreham At Junction Of U New Road Accident 70 of 70

Date & time.....Thursday 31/01/2013 07:20
Grid reference.....521948/105114
District.....Adur
Primary road.....A259
Secondary road.....U
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
Vehicle 1 Exitied the Junction Failing to Observe a Pedal Cyclist on the Main Carriageway

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....38
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

Appendix D – Link and Place Analysis

Link + Place – Street Hierarchy

Forward Strategy

Link and Place Analysis

As outlined in the main report a ‘Link and Place’ Analysis of the Shoreham Town Centre has been undertaken.

The above figures show the resultant street Hierarchy analysis and a similar level of assessment conducted for the Forward Strategy.

The approach provides a framework for the analysis of the existing streets and their road hierarchy. Minor, secondary and main roads are identified alongside areas of significant public realm treatments and the identification of notable public buildings.

For the purposes of this discussion minor roads constitute local access roads for residential or retail usages, whilst secondary roads provide for formal / informal through traffic movement. Main roads include the High Street / A259 and Old Shoreham Road with these roads identifies as primarily catering for meeting a through traffic needs.

The Forward strategy captures the major elements of the thinking contained in the strategy proposals. It reappraises the Link Place analysis to show the extension of traffic calmed areas and public Realm treatments, and additionally shows the location of the ‘Gateway’ treatments (in some instances physical signposts) which are identified as for key access points in and around the study area. It also identifies changes in local road hierarchy which come about as a result of strategy implementation and identifies the direction changes which will underpin proposed circulation pattern changes proposed as a part of the strategy proposals.

The ‘place’ status for each section of the street is defined based on a number of criteria including land use, pedestrian intensity and townscape.

Shoreham Town Centre - Urban Realm Project Principles

Certain design principles underlie the thinking on urban realm improvements which should be applied in taking forward elements of the strategy delivery for Shoreham Town Centre. This note provides a summary of the design philosophy which is proposed as underpinning the short, medium and longer term elements of strategy delivery.

Individual schemes will clearly need to be the subject of more detailed development depending upon when funding becomes available, or when the design process for infrastructure improvements requires some overlying principles in scheme development.

SHORTER TERM

The short term strategy tends to be focused on small scale decluttering improvements and minor street works

Decluttering & Urban Realm Coordination

Reducing unnecessary street signage, posts, furniture and other items of redundant street equipment is essential in helping to maintain a good quality urban realm and at reduced maintenance cost. Decluttering audits can be programmed into regular maintenance protocol and implemented on a street by street basis over time. The timetable for such activity will vary as the strategy is implemented, but the primary roads likely to benefit most from such an audit would include, but not be limited to, A259 High Street, New Road, and East Street as it transitions into Brunswick Street. Further audits and mobility reviews might also usefully be conducted for other streets in the study area. A particular emphasis should be focussed in the medium term on tidying and improving accessibility around the residential roads and junctions of Western Road, Ship Street, Middle Street and Church Street. The timing of such audits should ideally coincide with the changes in road circulatory patterns proposed via the strategy.

A further component strategy could involve the coordination of all materials used in Shoreham town centre. Many town centres have adopted a common approach to materials within a Public Ream Guide or Design Manual to ensure coordination.

Pedestrian Improvements

There are many areas throughout the town centre where there appears to be excess carriageway and minimal footway. In some of the residential streets around the Old town such as Middle Street and New Street, for example, this is particularly the case. It is also true of sections along Old Shoreham road.

Footway widening projects would help improve the pedestrian environmental and slow traffic speeds by reducing carriageway width. These projects should be particularly targeted on the quieter streets to the west of the study area, as flat top table are incompatible with busy road, esp. those with buses.

Case Study – Lincoln Inn Field

This project has reduced the crossing width and reduced vehicle speeds at point of conflict with pedestrians and also created a equable arrangement between street users.

The tarmac tables are robustly contracted and work well with historic material types like Yorkstone and bound gravel.

Environmental Improvements

Parts of the study area particularly the eastern section of the A259 exhibit poor street scene with degraded and absent built frontage and poor quality urban realm.

Environmental improvements such as feature lighting perhaps incorporating colour and street trees can help improve the urban realm and help enhance the area. These measures are intended to cater for an overall busier environment which will include some new development (Western Arm extension, Parcel Force and possibly Minalco) by creating better linkage and strengthening desire lines and accessibility for access from the east of the town to a re-invigorated town centre focus.

The proposals also seek to establish the station and its associated bus activity as more of a transport hub within the town centre, whilst reducing the traffic pressures on the high street. They intend to reinforce the core role of an extended East street as a retail axis in the town whilst lifting the congestion and pressures on the residential areas of old Shoreham town.

At the same time the proposal are intended to create and improved traffic environment along old Shoreham road with slower speeds and improved parking for residents and accessibility for NMUs and other E-W traffic.

Case Study – Edge Lane Liverpool

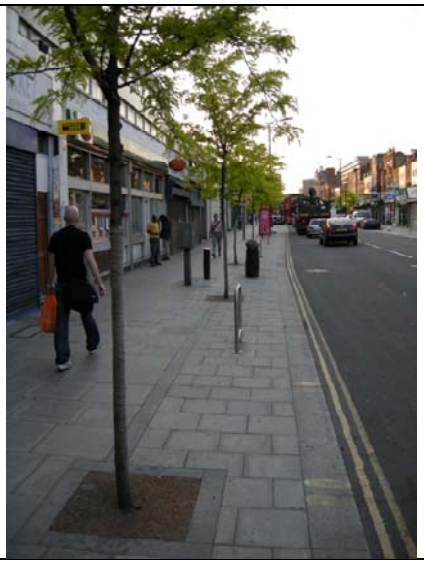
Feature lighting and street trees were employed on this busy city arterial corridor to improve the look and feel of the area and help drive regeneration plans of the area.

MEDIUM / LONG TERM

The medium / long term strategy elements tend to be focused on larger scale high street and local street works and minor junction improvements

High Street Public Realm

The High Street section of the A259 would benefit from a mixed priority treatment. This scheme should balance traffic capacity inc. junction capacity, on-street parking, side road turning with other town centre functions like pedestrian crossing. The project could consider using central median to improve traffic flow and allow casual pedestrian crossing.

Case Study – Walworth Road Like many mixed use priority schemes, the award winning Walworth Road has created a more balanced High Street, where people have more footway space and crossing opportunities are provided via a mix of formal crossings and central medians. The street layout have also been ordered with defined furniture zone with trees and other features such as bike parking and seats and a defined walking area.	

Walking Focused Streets

There are a number of quiet streets within the study area which would benefit from being promoted as walking routes. Both Church Street and John Street currently have very good built frontage and are very pleasant to walk along – they also provide good access to the waterfront. These routes could be highlighted through signage and urban realm treatment, such as the creation of shared surfaces. The greening of these streets would also assist in the creation of a green walking route around the town centre, helping to improve the 'experience' of coming to Old Shoreham.

Case Study – Poundbury At Poundbury some of the streets have been designed to create good walking links and discourage through traffic but allow some local car access to residential properties and casual parking.	

Extended Traffic Managed Area

The recent transformation at East Street, particularly the northern end which has created a more cohesive retail area, where cafe culture has flourished, people can walk but vehicle access is maintained has transformed Shoreham. These principles could be extended to include from East Street northwards to the station.

Case Study - Monmouth Street, London Here in London, the natural stone carriageway creates a different environment, slowing vehicle speeds and creating a high quality urban realm. Pedestrian crossing is maximised via flat top tables.	

Gateway Treatments

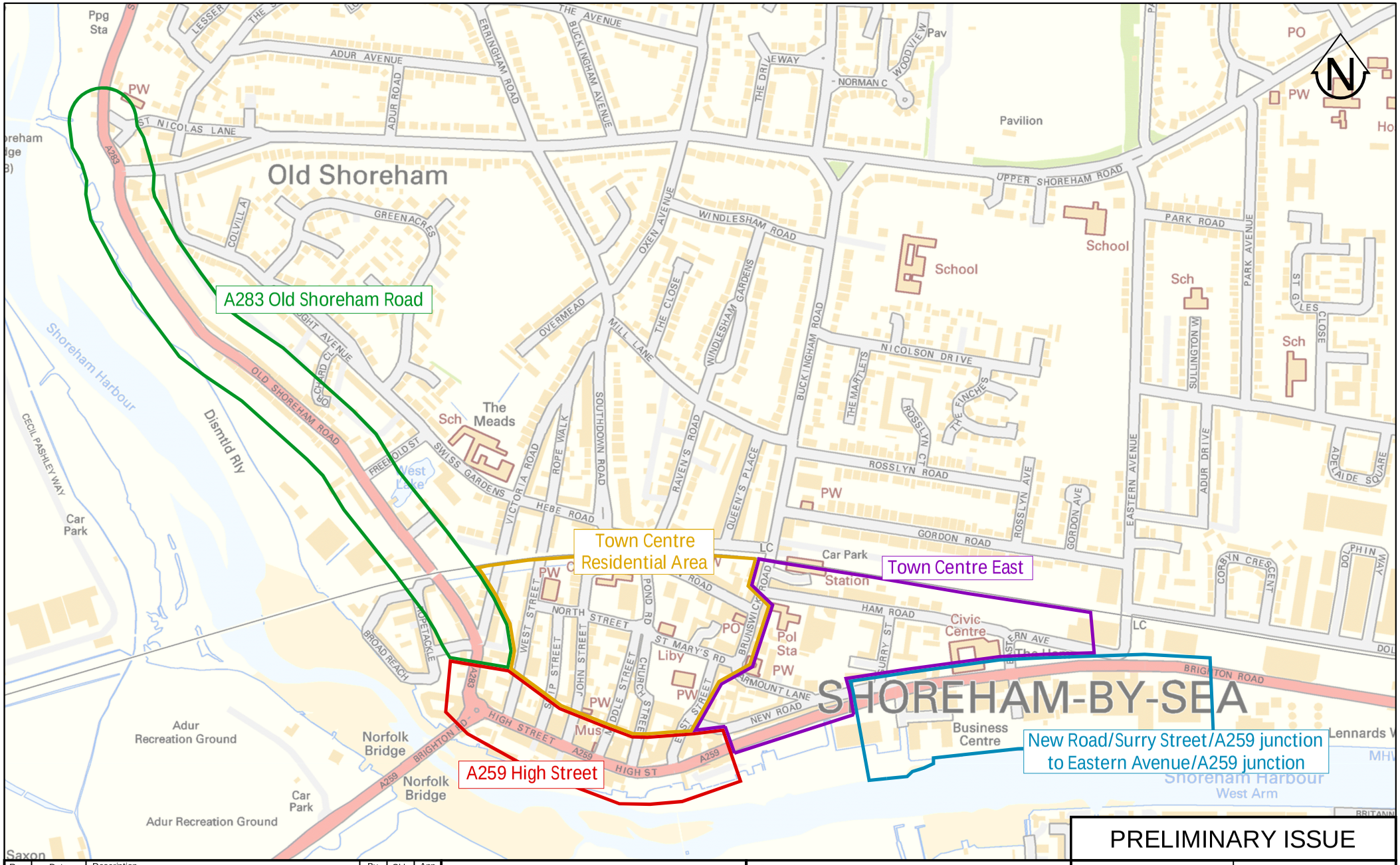
Around the study area Gateway entry / exit points are proposed as a mechanism for identifying a change of place for vehicles and NMUs entering the town centre area.

The intention is to underpin the changed nature in the look and feel of the town centre, whilst also using the Gateway entries to re-enforce speed limit changes and the probable implementation of tighter parking controls and measures.

The proposal is that Gateway changes might be achieved by signing and changed traffic management or surface treatments, and further re-enforced by using design features (town centre motifs) that are unique to Shoreham as a mechanism for strengthening town centre identity.

On features such as an improved Norfolk Bridge roundabout it might be possible to include such features as an integral part of the design.

Appendix E – Study Area Map



Rev	Date	Description	By	Chk	App

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SHOREHAM TOWN CENTER STUDY

Title:
SHOREHAM TOWN CENTER STUDY AREAS

PRELIMINARY ISSUE

Drawn: MBR		Checked: LE	
Designed: LE		Approved: AC	
Date: 22/10/2013	Scale: 1:7,500	A4	Sheet: 1 OF 1
Project Number:	Drawing Number:		Revision:
285358Y-PTG	HW-SK-601		A

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APPENDIX F – STRATEGY PROPOSAL DRAWINGS

SHOREHAM TOWN CENTRE STRATEGY PROPOSALS

INSET C - A283 OLD SHOREHAM ROAD PROPOSALS

S7) Proposed installation of gateway feature to enhance existing 30 mph speed limit entry point

S8) Access to Downs Link

SCALE= 1:2000

INSET C

Existing section of on-street parking

S1) Proposed realignment of existing on-street parking (2 spaces)

S1) Proposed realignment of existing on-street parking (5 spaces)

S1) Proposed realignment of existing on-street parking (3 spaces)

S2) Proposed realignment of existing bus bay/ stop

S5) Existing Taxi rank (2 spaces) to be reallocated to general parking

S1) Proposed realignment of existing bus bays/ stops (approx 20m)

S1) Proposed realignment of existing on-street parking (7 spaces)

S1) Proposed realignment of existing on-street parking (7 spaces)

S16) Proposed toucan and access amendments as part of committed ParcelForce site development.

S17) Proposed bus stop amendments as part of committed ParcelForce site development.

SCALE= 1:1000

LEGEND

- Short Term Proposals
- Road - two way
- Road - one way north/east/west
- Road - one way south
- Pedestrianised section

Rev	Date	Description	By	Chk	App

FINAL ISSUE

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WEST SUSSEX COUNTY COUNCIL

Sea/Project:
SHOREHAM TOWN CENTRE STUDY

Title:
SHOREHAM TOWN CENTRE STRATEGY PROPOSALS - SHORT TERM -

Drawn: MBR		Checked: LE	
Designed: LE		Approved: AC	
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Project Number:	Drawing Number: HW-SK-401		Revision: C

HW-SK-401 | E

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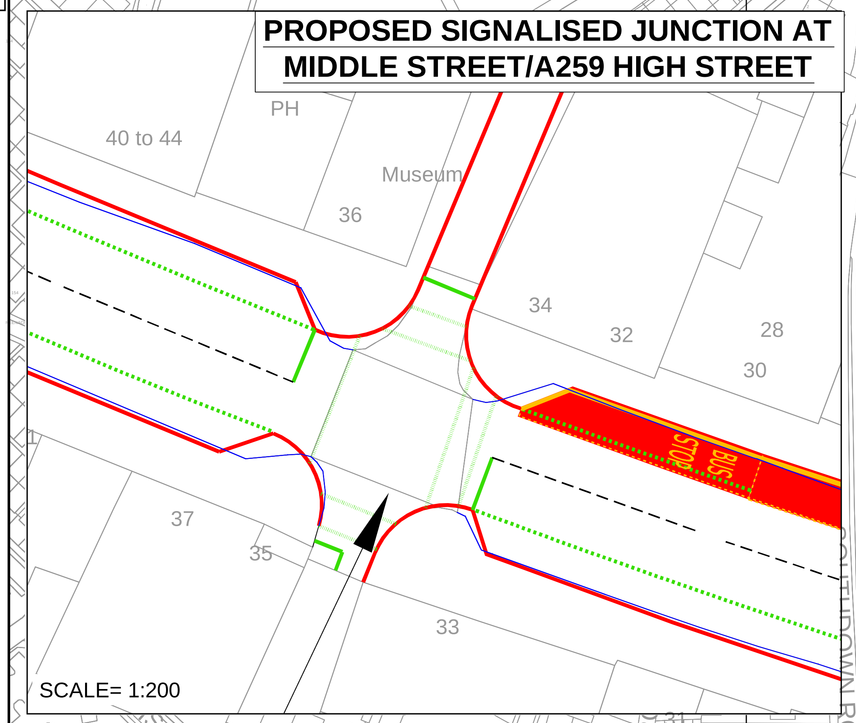
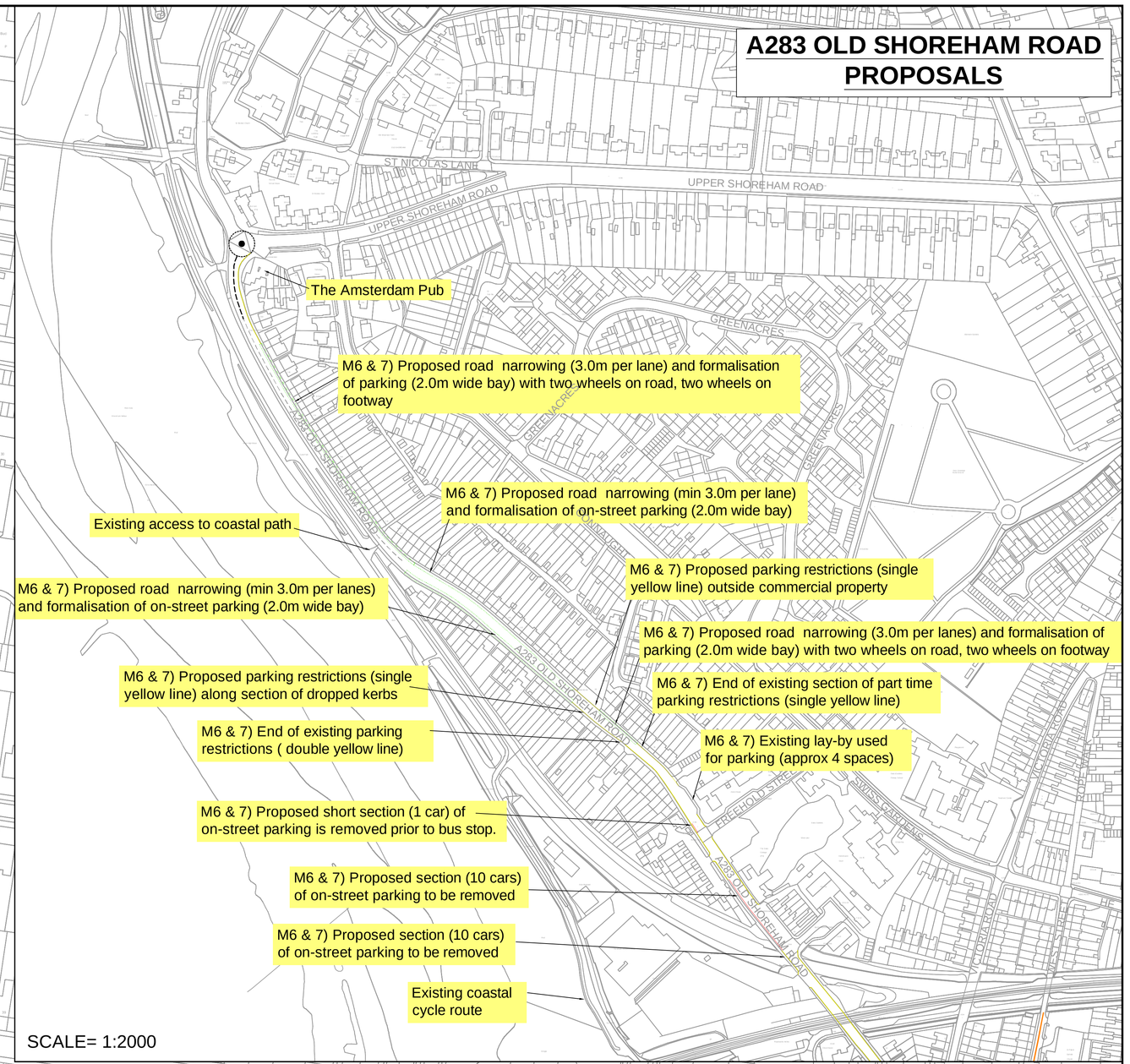
SHOREHAM TOWN CENTRE STRATEGY PROPOSALS

PROPOSED SIGNALISED JUNCTION AT MIDDLE STREET/A259 HIGH STREET



A283 OLD SHOREHAM ROAD PROPOSALS



LEGEND

- Medium Term Proposals
- Road - two way
- Road - one way north/east/west
- Road - one way south
- Pedestrianised section
- Proposed shared space

Rev	Date	Description	By	Chk	App

FINAL ISSUE

PARSONS BRINCKERHOFF
Westbrook Mills
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Client:
WEST SUSSEX COUNTY COUNCIL

Site/Project:
SHOREHAM TOWN CENTRE STUDY

Title:
SHOREHAM TOWN CENTRE STRATEGY PROPOSALS - MEDIUM TERM -

Drawn: MBR	Checked: LE		
Designed: LE	Approved: AC		
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HW-SK-401 E

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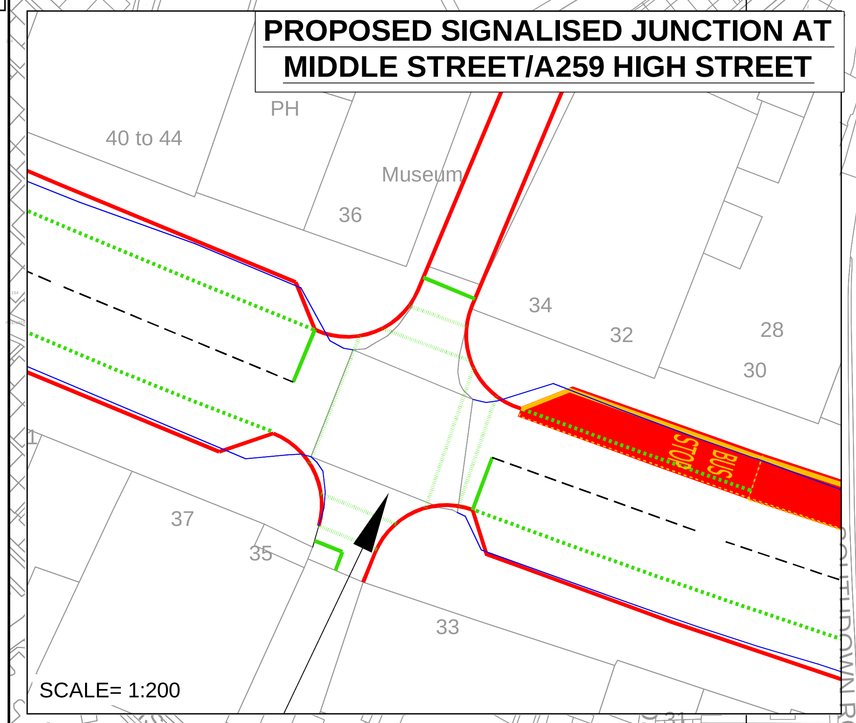
SHOREHAM TOWN CENTRE STRATEGY PROPOSALS

PROPOSED SIGNALISED JUNCTION AT MIDDLE STREET/A259 HIGH STREET



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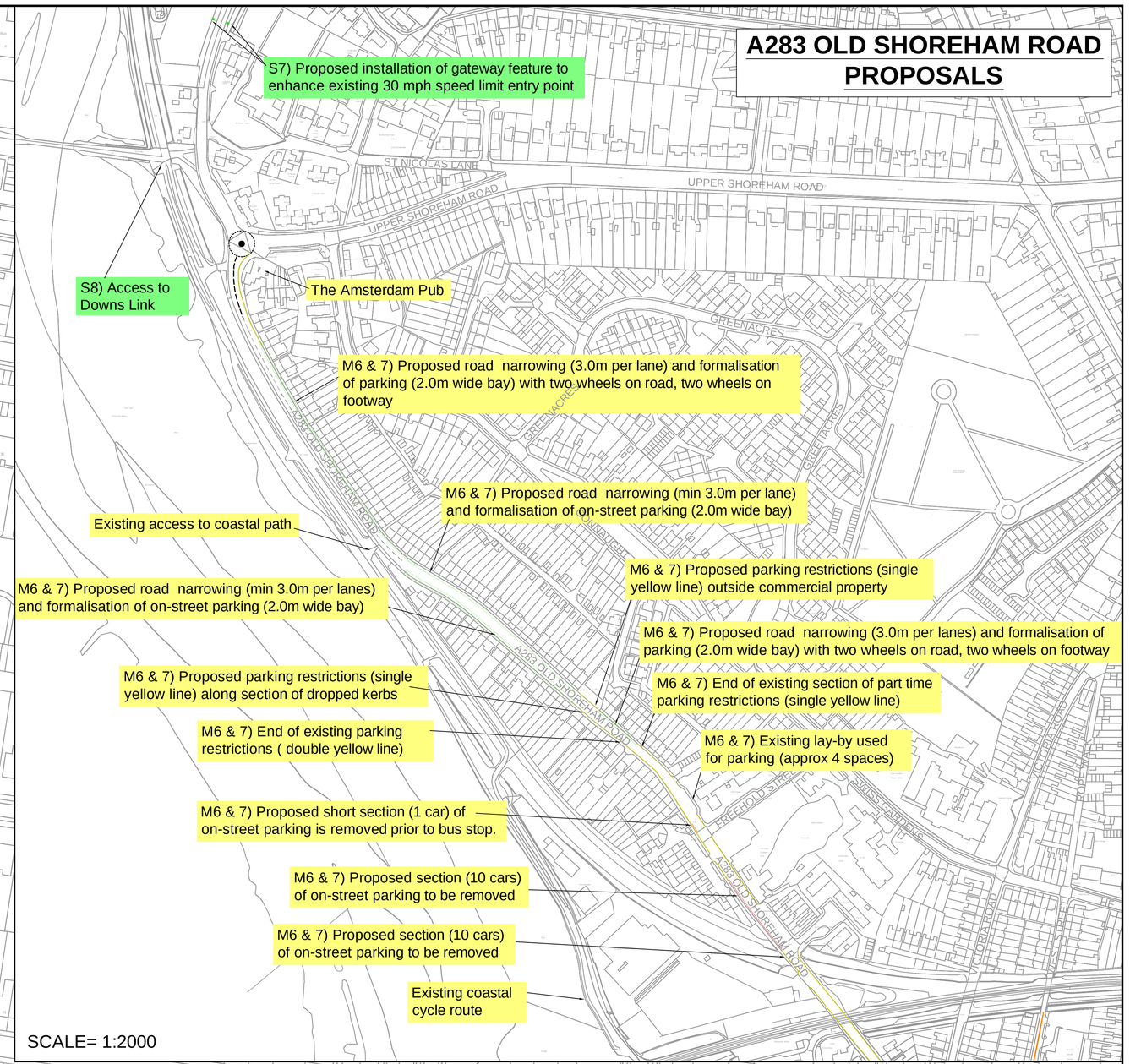
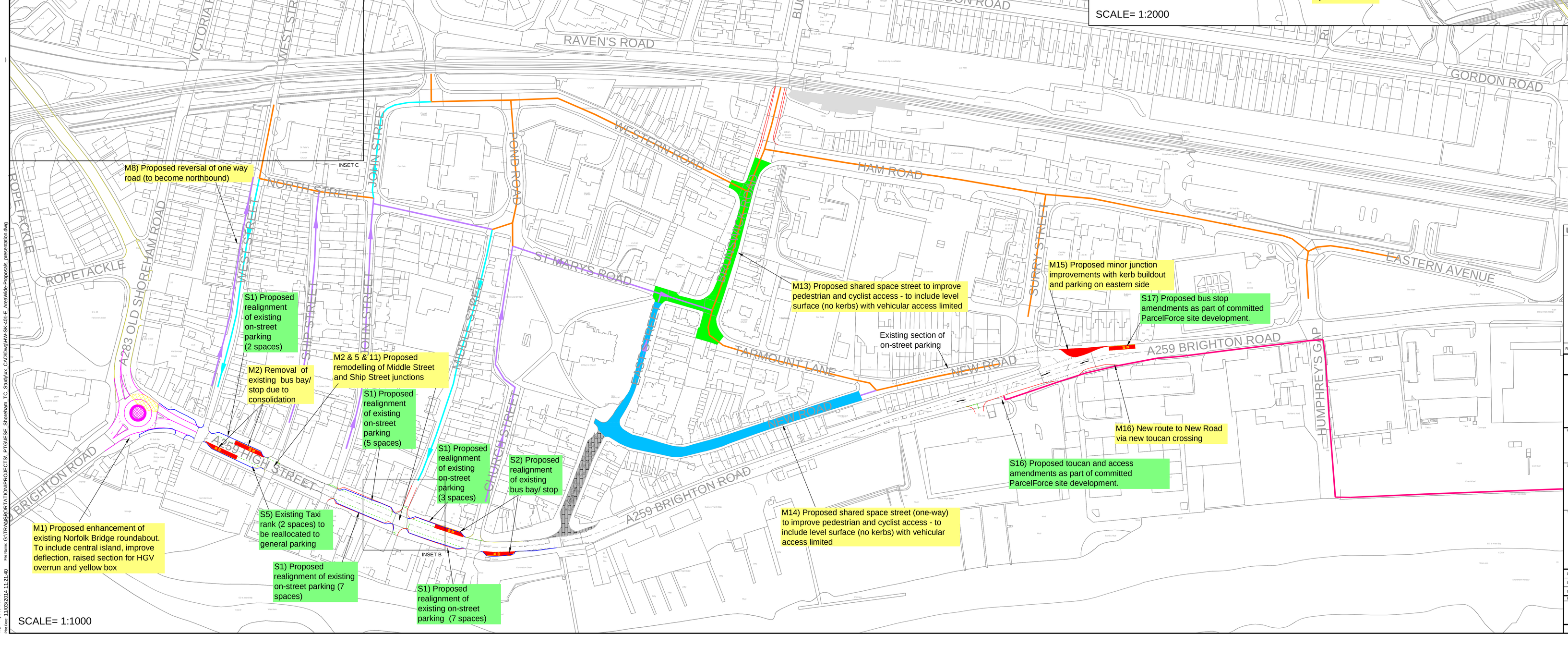




LEGEND

- Short Term Proposals
- Medium Term Proposals
- Road - two way
- Road - one way north/east/west
- Road - one way south
- Pedestrianised section
- Proposed shared space

Rev	Date	Description	By	Chk	App

FINAL ISSUE

PARSONS BRINCKERHOFF
Westbrook Mills
Godalming
Surrey GU7 2AZ
Tel: 44-(0)1483-528400
Fax: 44-(0)1483-528989

Client:
WEST SUSSEX COUNTY COUNCIL

Site/Project:
SHOREHAM TOWN CENTRE STUDY

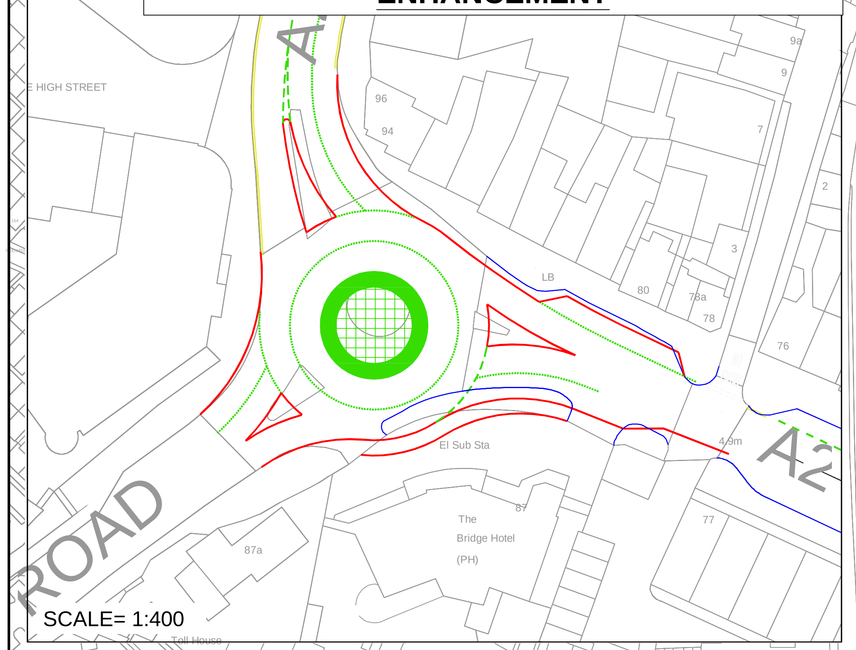
Title:
SHOREHAM TOWN CENTRE STRATEGY PROPOSALS
- SHORT & MEDIUM TERM -

Drawn: MBR		Checked: LE	
Designed: LE		Approved: AC	
Date: 07/03/2014	Scale: 1 : 1,000	A0	Sheet: 2 OF 3
Project Number:		Drawing Number: HW-SK-401	Revision: E

HW-SK-401 E
File Name: G:\TRANSPORTATION\PROJECTS_PTG\ESE_Shoreham_TC_Study\xx_CAD\Dwg\HW-Sk-401-E_AreaWide-Proposals_presentation.dwg
Login: Ryde, Daniel
Plot Date: 11/03/2014 11:21:40

SHOREHAM TOWN CENTRE STRATEGY PROPOSALS

PROPOSED NORFOLK BRIDGE ROUNDABOUT ENHANCEMENT



INSET A

L1 & 6) Proposed realignment of existing on-street parking (3 spaces)

L1 & 6) Section of land-take required (approx 34 sqm)

L1 & 6) Proposed enhancement of existing Norfolk Bridge roundabout. To include increased diameter, central island and raised section for HGV overrun and landtake

L2) Proposed remodelling of Middle Street

L3) Proposed consolidation of existing bus bay/ stop

L10) Proposed road narrowing (3.2m traffic lanes) to shared space pedestrian / cycle route

Shoreham by Sea Rail Station

Shoreham by Sea Rail Station Car Park

L10) Proposed drop off bus stops

L10) Shoreham by Sea Interchange

L10) Proposed access road

L10 & 12) Proposed kerb build-out

L12) Proposed share space pedestrian / cycle track

L12) Proposed kerb build out with land allocated to pedestrian / cycle space (3.2m traffic lanes)

L12) Proposed kerb build-out and increase pedestrian / cycle space including crossing point

L12) Proposed shared space pedestrian / cycle route to town centre & Rail Station

L12) Existing signal crossing proposed to be upgraded to include cyclist facilities (toucan)

SCALE= 1:1000

LEGEND

- Long Term Proposals
- Road - two way
- Road - one way north/east/west
- Road - one way south
- Pedestrianised section
- Rail Interchange

Rev	Date	Description	By	Chk	App

FINAL ISSUE

PARSONS BRINCKERHOFF
Westbrook Mills
Godalming
Surrey GU7 2AZ
Tel: 44-(0)1483-528400
Fax: 44-(0)1483-528989

Client:
WEST SUSSEX COUNTY COUNCIL

Sea/Project:
SHOREHAM TOWN CENTRE STUDY

Title:
SHOREHAM TOWN CENTRE STRATEGY PROPOSALS - LONG TERM -

Drawn: MBR	Checked: LE		
Designed: LE	Approved: AC		
Date: 07/03/2014	Scale: 1 : 1,000	A0	Sheet: 3 OF 3
Project Number:	Drawing Number: HW-SK-401		Revision: E

HW-SK-401 E

Login: Hyde, Daniel
Plot Date: 11/03/2014 11:25:23
File Name: G:\TRANSPORTATION\PROJECTS_PTG\ESE_Shoreham_TC_Study\xx_CAD\2wg\HW-SK-401_E_AreaWide-Proposals_presentation.dwg

SHOREHAM TOWN CENTRE STRATEGY PROPOSALS

PROPOSED NORFOLK BRIDGE ROUNDABOUT ENHANCEMENT

SCALE= 1:400

PROPOSED SIGNALISED JUNCTION AT MIDDLE STREET/A259 HIGH STREET

SCALE= 1:200

A283 OLD SHOREHAM ROAD PROPOSALS

S7) Proposed installation of gateway feature to enhance existing 30 mph speed limit entry point

S8) Access to Downs Link

The Amsterdam Pub

M6 & 7) Proposed road narrowing (3.0m per lane) and formalisation of parking (2.0m wide bay) with two wheels on road, two wheels on footway

M6 & 7) Proposed road narrowing (min 3.0m per lane) and formalisation of on-street parking (2.0m wide bay)

Existing access to coastal path

M6 & 7) Proposed road narrowing (min 3.0m per lanes) and formalisation of on-street parking (2.0m wide bay)

M6 & 7) Proposed parking restrictions (single yellow line) outside commercial property

M6 & 7) Proposed road narrowing (3.0m per lanes) and formalisation of parking (2.0m wide bay) with two wheels on road, two wheels on footway

M6 & 7) Proposed parking restrictions (single yellow line) along section of dropped kerbs

M6 & 7) End of existing parking restrictions (double yellow line)

M6 & 7) End of existing section of part time parking restrictions (single yellow line)

M6 & 7) Existing lay-by used for parking (approx 4 spaces)

M6 & 7) Proposed short section (1 car) of on-street parking is removed prior to bus stop.

M6 & 7) Proposed section (10 cars) of on-street parking to be removed

M6 & 7) Proposed section (10 cars) of on-street parking to be removed

Existing coastal cycle route

SCALE= 1:2000

L10) Proposed road narrowing (3.2m traffic lanes) to shared space pedestrian / cycle route

Shoreham by Sea Rail Station

Shoreham by Sea Rail Station Car Park

L10) Proposed drop off bus stops

L10) Shoreham by Sea Interchange

L10) Proposed access road

L12) Proposed kerb build out with land allocated to pedestrian / cycle space (3.2m traffic lanes)

L10 & 12) Proposed kerb build-out

L12) Proposed share space pedestrian / cycle track

L12) Proposed kerb build-out and increase pedestrian / cycle space including crossing point

M15) Proposed minor junction improvements with kerb buildout and parking on eastern side

M13) Proposed shared space street to improve pedestrian and cyclist access - to include level surface (no kerbs) with vehicular access limited

S17) Proposed bus stop amendments as part of committed ParcelForce site development.

Existing section of on-street parking

L12) Proposed shared space pedestrian / cycle route to town centre & Rail Station

L12) Existing signal crossing proposed to be upgraded to include cyclist facilities (toucan)

M16) New route to New Road via new toucan crossing

S16) Proposed toucan and access amendments as part of committed ParcelForce site development.

M14) Proposed shared space street (one-way) to improve pedestrian and cyclist access - to include level surface (no kerbs) with vehicular access limited

M8) Proposed reversal of one way road (to become northbound)

L1 & 6) Proposed realignment of existing on-street parking (3 spaces)

S1) Proposed realignment of existing on-street parking (2 spaces)

M2) Removal of existing bus bay/ stop due to consolidation

M2 & 5 & 11) Proposed remodelling of Middle Street and Ship Street junctions

S1) Proposed realignment of existing on-street parking (5 spaces)

S1) Proposed realignment of existing on-street parking (3 spaces)

L3) Proposed consolidation of existing bus bay/ stop

L1 & 6) Section of land-take required (approx 34 sqm)

L1 & 6) Proposed enhancement of existing Norfolk Bridge roundabout. To include increased diameter, central island and raised section for HGV overrun and landtake

S5) Existing Taxi rank (2 spaces) to be reallocated to general parking

S1) Proposed realignment of existing on-street parking (7 spaces)

L2) Proposed remodelling of Middle Street

S1) Proposed realignment of existing on-street parking (7 spaces)

SCALE= 1:1000

LEGEND

- Short Term Proposals
- Medium Term Proposals
- Long Term Proposals
- Road - two way
- Road - one way north/east/west
- Road - one way south
- Pedestrianised section
- Proposed shared space - New Rd
- Proposed shared space -Brunswick Rd
- Rail Interchange

Rev	Date	Description	By	Chk	App

FINAL ISSUE

PARSONS BRINCKERHOFF
Westbrook Mills
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Surrey GU7 2AZ
Tel: 44-(0)1483-528400
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Client:
WEST SUSSEX COUNTY COUNCIL

Sea/Project:
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Title:
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- SHORT, MEDIUM & LONG TERM -

Drawn:	MBR	Checked:	LE
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Date:	07/03/2014	Scale:	1 : 1,000 A0
Sheet:	3 OF 3		
Project Number:		Drawing Number:	HW-SK-401
Revision:	E		

HW-SK-401 E

Login: Hyde, Daniel
Plot Date: 11/03/2014 11:22:37
File Name: G:\TRANSPORTATION\PROJECTS\...PTO\ESE_Shoreham_TC_Study\xx_CAD\0wg\HW-SK-401-E_AreaWide-Proposals_presentation.dwg

Appendix G – Modelling output files

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.3.332 [14595,13/11/2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: A259-A283_ShorehamHighSt_Short Term.arc8
Path: G:\TRANSPORTATION\PROJECTS_PTG\IESE_Shoreham_TC_Study\Modelling\ARCADY
Report generation date: 12/02/2014 15:05:08

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	A1 - 2028					
A259 East	314.30	18.49	1.53	522.06	45.89	1.94
A259 West	1083.66	57.67	2.12	212.87	11.01	1.30
A283 Old Shoreham Rd	9.46	0.75	0.93	241.60	15.49	1.40

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

"D11 - 2028, AM " model duration: 07:45 - 09:15
"D12 - 2028, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 12/02/2014 15:05:07

File summary

File Description

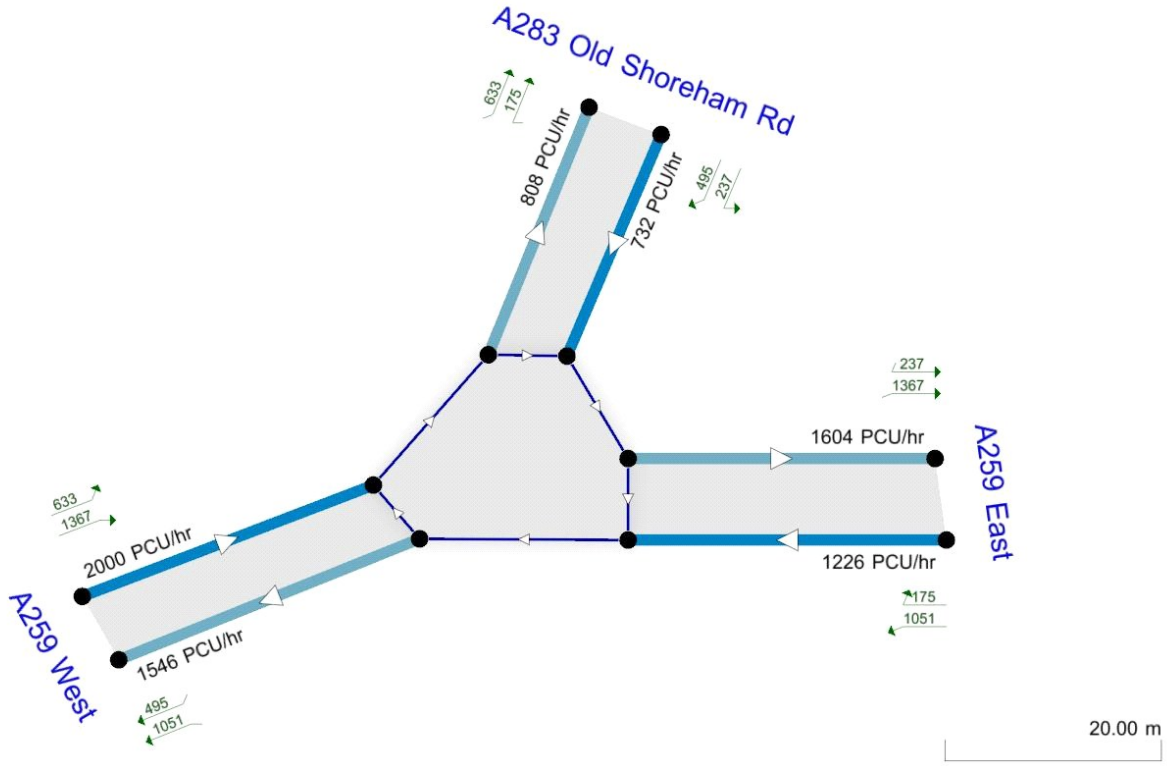
Title	untitled
Location	
Site Number	
Date	12/02/2014
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\hyded
Description	Existing junction - modelled as a mini roundabout.

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin



Text overlays show original input turning counts (PCU/hr). They do NOT indicate junction performance.
Time Segment: (07:45-08:00)
Showing Analysis Set "A1 "; Demand Set "D11 - 2028, AM "

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D11 - 2028, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓	✓	D11,D12		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028, AM	2028	AM	2028 AM Scenario B SATURN flows from Adur Local Plan & Shoreham Harbour Transport Study	ONE HOUR	07:45	09:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	35.01	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 East	A259 East	
A259 West	A259 West	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 East	0.00	1800.00	✓	
A259 West	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 East	4.20	4.20	7.65	12.00	20.00	17.40	0.00	
A259 West	3.00	3.00	6.60	32.00	16.20	13.90	0.00	
A283 Old Shoreham Rd	4.65	4.65	8.30	17.00	20.00	19.40	0.00	

Pedestrian Crossings

Name	Crossing Type
A259 East	None
A259 West	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 East		(calculated)	(calculated)	0.811	1323.968
A259 West		(calculated)	(calculated)	0.664	1123.855
A283 Old Shoreham Rd		(calculated)	(calculated)	1.122	1668.418

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 East	ONE HOUR	✓	1226.00	100.000
A259 West	ONE HOUR	✓	2000.00	100.000
A283 Old Shoreham Rd	ONE HOUR	✓	732.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A259 East	1102.15	1102.15		
08:00-08:15	A259 West	1797.96	1797.96		
08:00-08:15	A283 Old Shoreham Rd	658.05	658.05		
08:15-08:30	A259 East	1349.85	1349.85		
08:15-08:30	A259 West	2202.04	2202.04		
08:15-08:30	A283 Old Shoreham Rd	805.95	805.95		
08:30-08:45	A259 East	1349.85	1349.85		
08:30-08:45	A259 West	2202.04	2202.04		
08:30-08:45	A283 Old Shoreham Rd	805.95	805.95		
08:45-09:00	A259 East	1102.15	1102.15		
08:45-09:00	A259 West	1797.96	1797.96		
08:45-09:00	A283 Old Shoreham Rd	658.05	658.05		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	1051.000	175.000
	2	1367.000	0.000	633.000
	3	237.000	495.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.00	0.86	0.14
	2	0.68	0.00	0.32
	3	0.32	0.68	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 East	1.53	18.49	314.30	F	1226.00	1226.00	9657.54	7.88	107.31	16837.70	9.98
A259 West	2.12	57.67	1083.66	F	2000.00	2000.00	36122.77	18.06	401.36	96453.67	35.04
A283 Old Shoreham Rd	0.93	0.75	9.46	E	732.00	732.00	328.16	0.45	3.65	381.23	0.38

Main Results for each time segment

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	1102.15	275.54	956.65	917.74	441.90	0.00	965.55	847.85	1.141	9.29	45.66	1.962	F
A259 West	1797.96	449.49	1033.16	1262.00	136.55	0.00	1033.23	1043.53	1.740	120.24	311.44	12.589	F
A283 Old Shoreham Rd	658.05	164.51	653.47	463.55	706.17	0.00	876.01	868.05	0.751	1.69	2.83	0.264	C

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	1349.85	337.46	893.15	964.43	530.74	0.00	893.49	847.85	1.511	45.66	159.84	7.061	F
A259 West	2202.04	550.51	1039.23	1296.41	127.49	0.00	1039.24	1043.53	2.119	311.44	602.14	26.449	F
A283 Old Shoreham Rd	805.95	201.49	784.86	456.41	710.32	0.00	871.35	868.05	0.925	2.83	8.10	0.584	E

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	1349.85	337.46	884.84	970.05	541.34	0.00	884.89	847.85	1.525	159.84	276.09	14.345	F
A259 West	2202.04	550.51	1040.03	1299.87	126.30	0.00	1040.03	1043.53	2.117	602.14	892.65	43.433	F
A283 Old Shoreham Rd	805.95	201.49	800.52	455.47	710.86	0.00	870.74	868.05	0.926	8.10	9.46	0.754	E

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	1102.15	275.54	949.33	927.79	461.80	0.00	949.40	847.85	1.161	276.09	314.30	18.490	F
A259 West	1797.96	449.49	1033.92	1275.62	135.51	0.00	1033.92	1043.53	1.739	892.65	1083.66	57.667	F
A283 Old Shoreham Rd	658.05	164.51	682.91	462.74	706.68	0.00	875.43	868.05	0.752	9.46	3.25	0.345	C

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	418.59	27.91	1.962	F	F
A259 West	3237.67	215.84	12.589	F	F
A283 Old Shoreham Rd	38.98	2.60	0.264	C	B

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	1541.52	102.77	7.061	F	F
A259 West	6851.89	456.79	26.449	F	F
A283 Old Shoreham Rd	95.86	6.39	0.584	E	D

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	3269.51	217.97	14.345	F	F
A259 West	11210.93	747.40	43.433	F	F
A283 Old Shoreham Rd	133.11	8.87	0.754	E	D

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	4427.93	295.20	18.490	F	F
A259 West	14822.28	988.15	57.667	F	F
A283 Old Shoreham Rd	60.22	4.01	0.345	C	C

(Default Analysis Set) - 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - 2028, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓	✓	D11,D12		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028, PM	2028	PM	2028 PM Scenario B SATURN flows from Adur Local Plan & Shoreham Harbour Transport Study	ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	23.26	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 East	A259 East	
A259 West	A259 West	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 East	0.00	1800.00	✓	
A259 West	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 East	4.20	4.20	7.65	12.00	20.00	17.40	0.00	
A259 West	3.00	3.00	6.60	32.00	16.20	13.90	0.00	
A283 Old Shoreham Rd	4.65	4.65	8.30	17.00	20.00	19.40	0.00	

Pedestrian Crossings

Name	Crossing Type
A259 East	None
A259 West	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 East		(calculated)	(calculated)	0.811	1323.968
A259 West		(calculated)	(calculated)	0.664	1123.855
A283 Old Shoreham Rd		(calculated)	(calculated)	1.122	1668.418

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 East	ONE HOUR	✓	1099.00	100.000
A259 West	ONE HOUR	✓	1323.00	100.000
A283 Old Shoreham Rd	ONE HOUR	✓	1116.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A259 East	987.98	987.98		
17:00-17:15	A259 West	1189.35	1189.35		
17:00-17:15	A283 Old Shoreham Rd	1003.26	1003.26		
17:15-17:30	A259 East	1210.02	1210.02		
17:15-17:30	A259 West	1456.65	1456.65		
17:15-17:30	A283 Old Shoreham Rd	1228.74	1228.74		
17:30-17:45	A259 East	1210.02	1210.02		
17:30-17:45	A259 West	1456.65	1456.65		
17:30-17:45	A283 Old Shoreham Rd	1228.74	1228.74		
17:45-18:00	A259 East	987.98	987.98		
17:45-18:00	A259 West	1189.35	1189.35		
17:45-18:00	A283 Old Shoreham Rd	1003.26	1003.26		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	1099.000	0.000
	2	827.000	0.000	496.000
	3	23.000	1093.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.00	1.00	0.00
	2	0.63	0.00	0.37
	3	0.02	0.98	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 East	1.94	45.89	522.06	F	1099.00	1099.00	17091.47	15.55	189.91	41432.98	27.39
A259 West	1.30	11.01	212.87	F	1323.00	1323.00	6754.15	5.11	75.05	10719.96	5.89
A283 Old Shoreham Rd	1.40	15.49	241.60	F	1116.00	1116.00	7437.66	6.66	82.64	12904.54	8.40

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	987.98	246.99	622.57	706.94	864.46	0.00	622.81	624.84	1.586	47.23	138.59	9.112	F
A259 West	1189.35	297.34	1101.83	1487.03	0.00	0.00	1123.86	1123.86	1.058	7.75	29.63	1.230	F
A283 Old Shoreham Rd	1003.26	250.82	882.65	413.08	688.75	0.00	895.55	880.10	1.120	6.46	36.61	1.701	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	1210.02	302.51	624.60	719.89	862.22	0.00	624.63	624.84	1.937	138.59	284.94	20.469	F
A259 West	1456.65	364.16	1122.62	1486.82	0.00	0.00	1123.86	1123.86	1.296	29.63	113.14	3.957	F
A283 Old Shoreham Rd	1228.74	307.18	880.36	420.88	701.74	0.00	880.97	880.10	1.395	36.61	123.70	5.614	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	1210.02	302.51	624.80	720.52	862.00	0.00	624.81	624.84	1.937	284.94	431.25	34.504	F
A259 West	1456.65	364.16	1123.65	1486.80	0.00	0.00	1123.86	1123.86	1.296	113.14	196.39	8.362	F
A283 Old Shoreham Rd	1228.74	307.18	880.14	421.26	702.39	0.00	880.25	880.10	1.396	123.70	210.85	11.513	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 East	987.98	246.99	624.70	720.40	862.12	0.00	624.71	624.84	1.582	431.25	522.06	45.887	F
A259 West	1189.35	297.34	1123.44	1486.82	0.00	0.00	1123.86	1123.86	1.058	196.39	212.87	11.012	F
A283 Old Shoreham Rd	1003.26	250.82	880.26	421.18	702.26	0.00	880.39	880.10	1.140	210.85	241.60	15.487	F

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	1393.79	92.92	9.112	F	F
A259 West	291.49	19.43	1.230	F	E
A283 Old Shoreham Rd	332.27	22.15	1.701	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	3176.45	211.76	20.469	F	F
A259 West	1071.69	71.45	3.957	F	F
A283 Old Shoreham Rd	1202.75	80.18	5.614	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	5371.40	358.09	34.504	F	F
A259 West	2321.53	154.77	8.362	F	F
A283 Old Shoreham Rd	2509.21	167.28	11.513	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 East	7149.83	476.66	45.887	F	F
A259 West	3069.44	204.63	11.012	F	F
A283 Old Shoreham Rd	3393.43	226.23	15.487	F	F

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.3.332 [14595,13/11/2013]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: A259-A283_ShorehamHighSt_Medium Term.arc8
Path: G:\TRANSPORTATION\PROJECTS_PTG\IESE_Shoreham_TC_Study\Modelling\ARCADY
Report generation date: 12/02/2014 15:07:09

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	- 2028					
A259 Westbound	95.31	3.97	1.15	206.82	15.14	1.33
A259 Eastbound	645.25	27.00	1.56	16.88	0.73	0.97
A283 Old Shoreham Rd	4.57	0.35	0.83	116.76	5.94	1.22

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

"D9 - 2028, AM " model duration: 07:45 - 09:15
"D10 - 2028, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 12/02/2014 15:07:09

File summary

File Description

Title	untitled
Location	
Site Number	
Date	12/02/2014
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\hyded
Description	Medium term option. Normal roundabout (28m ICD)

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

- 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028, AM	2028	AM	2028 AM Scenario B SATURN flows from Adur Local Plan & Shoreham Harbour Transport Study	ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A259-A2025	Roundabout	1,2,3				14.94	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A259 Westbound	3.95	6.00	12.65	30.00	28.00	53.00	
A259 Eastbound	3.75	6.30	25.00	21.00	28.00	66.00	
A283 Old Shoreham Rd	3.60	6.60	20.00	20.00	28.00	56.00	

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.600	1503.895
A259 Eastbound		(calculated)	(calculated)	0.582	1508.061
A283 Old Shoreham Rd		(calculated)	(calculated)	0.601	1551.165

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	ONE HOUR	✓	1226.00	100.000
A259 Eastbound	ONE HOUR	✓	2000.00	100.000
A283 Old Shoreham Rd	ONE HOUR	✓	732.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	1051.000	175.000
	2	1367.000	0.000	633.000
	3	237.000	495.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.00	0.86	0.14
	2	0.68	0.00	0.32
	3	0.32	0.68	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.15	3.97	95.31	F	1125.00	1687.50	3279.73	1.94	36.44	3279.93	1.94
A259 Eastbound	1.56	27.00	645.25	F	1835.23	2752.85	29373.13	10.67	326.37	38228.87	13.89
A283 Old Shoreham Rd	0.83	0.35	4.57	C	671.70	1007.54	228.90	0.23	2.54	228.96	0.23

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	923.00	230.75	923.00	1137.77	372.66	0.00	1280.39	1110.71	0.721	2.58	2.58	0.168	B
A259 Eastbound	1505.70	376.43	1403.58	1163.91	131.75	0.00	1431.35	1415.75	1.052	6.94	32.47	1.029	F
A283 Old Shoreham Rd	551.09	137.77	551.09	575.98	959.35	0.00	974.45	969.45	0.566	1.30	1.30	0.142	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1102.15	275.54	1085.79	1180.25	443.00	0.00	1238.21	1110.71	0.890	2.58	6.67	0.360	C
A259 Eastbound	1797.96	449.49	1416.46	1373.80	154.99	0.00	1417.82	1415.75	1.268	32.47	127.85	3.522	F
A283 Old Shoreham Rd	658.05	164.51	655.10	603.29	968.15	0.00	969.16	969.45	0.679	1.30	2.04	0.189	B

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1349.85	337.46	1169.27	1222.24	538.79	0.00	1180.76	1110.71	1.143	6.67	51.81	1.690	F
A259 Eastbound	2202.04	550.51	1410.79	1541.15	166.90	0.00	1410.88	1415.75	1.561	127.85	325.66	9.720	F
A283 Old Shoreham Rd	805.95	201.49	796.75	613.42	964.28	0.00	971.49	969.45	0.830	2.04	4.34	0.327	C

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1349.85	337.46	1175.89	1224.59	544.39	0.00	1177.40	1110.71	1.146	51.81	95.31	3.855	F
A259 Eastbound	2202.04	550.51	1410.31	1552.43	167.85	0.00	1410.33	1415.75	1.561	325.66	523.59	18.150	F
A283 Old Shoreham Rd	805.95	201.49	805.03	614.21	963.95	0.00	971.69	969.45	0.829	4.34	4.57	0.355	C

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1102.15	275.54	1220.31	1177.59	451.49	0.00	1233.12	1110.71	0.894	95.31	65.76	3.967	F
A259 Eastbound	1797.96	449.49	1406.62	1497.61	174.19	0.00	1406.64	1415.75	1.278	523.59	621.43	24.450	F
A283 Old Shoreham Rd	658.05	164.51	667.65	619.38	961.43	0.00	973.20	969.45	0.676	4.57	2.17	0.202	B

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	923.00	230.75	1174.48	1143.50	374.90	0.00	1279.05	1110.71	0.722	65.76	2.89	1.312	F
A259 Eastbound	1505.70	376.43	1410.40	1381.73	167.65	0.00	1410.45	1415.75	1.068	621.43	645.25	26.996	F
A283 Old Shoreham Rd	551.09	137.77	554.40	614.04	964.01	0.00	971.65	969.45	0.567	2.17	1.34	0.145	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	38.66	2.58	0.168	B	B
A259 Eastbound	311.16	20.74	1.029	F	E
A283 Old Shoreham Rd	19.51	1.30	0.142	A	A

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	83.92	5.59	0.360	C	C
A259 Eastbound	1203.44	80.23	3.522	F	F
A283 Old Shoreham Rd	28.78	1.92	0.189	B	B

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	448.74	29.92	1.690	F	F
A259 Eastbound	3401.36	226.76	9.720	F	F
A283 Old Shoreham Rd	57.11	3.81	0.327	C	B

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1103.91	73.59	3.855	F	F
A259 Eastbound	6369.41	424.63	18.150	F	F
A283 Old Shoreham Rd	67.09	4.47	0.355	C	C

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1208.03	80.54	3.967	F	F
A259 Eastbound	8587.65	572.51	24.450	F	F
A283 Old Shoreham Rd	35.33	2.36	0.202	B	B

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	396.48	26.43	1.312	F	E
A259 Eastbound	9500.11	633.34	26.996	F	F
A283 Old Shoreham Rd	21.09	1.41	0.145	A	A

- 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028, PM	2028	PM	2028 PM Scenario B SATURN flows from Adur Local Plan & Shoreham Harbour Transport Study	ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A259-A2025	Roundabout	1,2,3				6.85	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A259 Westbound	3.95	6.00	12.65	30.00	28.00	53.00	
A259 Eastbound	3.75	6.30	25.00	21.00	28.00	66.00	
A283 Old Shoreham Rd	3.60	6.60	20.00	20.00	28.00	56.00	

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.600	1503.895
A259 Eastbound		(calculated)	(calculated)	0.582	1508.061
A283 Old Shoreham Rd		(calculated)	(calculated)	0.601	1551.165

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	ONE HOUR	✓	1099.00	100.000
A259 Eastbound	ONE HOUR	✓	1323.00	100.000
A283 Old Shoreham Rd	ONE HOUR	✓	1116.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	1099.000	0.000
	2	827.000	0.000	496.000
	3	23.000	1093.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.00	1.00	0.00
	2	0.63	0.00	0.37
	3	0.02	0.98	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.33	15.14	206.82	F	1008.46	1512.69	9292.66	6.14	103.25	10855.09	7.18
A259 Eastbound	0.97	0.73	16.88	E	1214.01	1821.01	576.84	0.32	6.41	576.92	0.32
A283 Old Shoreham Rd	1.22	5.94	116.76	F	1024.06	1536.09	4481.63	2.92	49.80	4490.08	2.92

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	827.38	206.85	827.38	639.92	822.87	0.00	1010.38	925.63	0.819	4.51	4.51	0.328	C
A259 Eastbound	996.02	249.01	996.02	1650.25	0.00	0.00	1508.06	1508.06	0.660	1.94	1.94	0.117	A
A283 Old Shoreham Rd	840.18	210.05	840.18	373.41	622.61	0.00	1176.88	984.47	0.714	2.49	2.49	0.178	B

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	987.98	246.99	902.24	759.74	963.34	0.00	926.13	925.63	1.067	4.51	25.94	1.249	F
A259 Eastbound	1189.35	297.34	1182.98	1865.58	0.00	0.00	1508.06	1508.06	0.789	1.94	3.54	0.181	B
A283 Old Shoreham Rd	1003.26	250.82	983.62	443.50	739.47	0.00	1106.63	984.47	0.907	2.49	7.40	0.431	D

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1210.02	302.51	908.27	906.22	991.18	0.00	909.43	925.63	1.331	25.94	101.38	4.367	F
A259 Eastbound	1456.65	364.16	1416.37	1899.45	0.00	0.00	1508.06	1508.06	0.966	3.54	13.61	0.510	D
A283 Old Shoreham Rd	1228.74	307.18	1012.04	531.00	885.36	0.00	1018.93	984.47	1.206	7.40	61.58	2.241	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1210.02	302.51	911.60	923.14	987.25	0.00	911.79	925.63	1.327	101.38	175.98	9.400	F
A259 Eastbound	1456.65	364.16	1443.56	1898.85	0.00	0.00	1508.06	1508.06	0.966	13.61	16.88	0.733	E
A283 Old Shoreham Rd	1228.74	307.18	1008.02	541.20	902.36	0.00	1008.71	984.47	1.218	61.58	116.76	5.344	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	987.98	246.99	871.90	797.91	1053.45	0.00	872.09	925.63	1.133	175.98	205.00	13.579	F
A259 Eastbound	1189.35	297.34	1241.00	1925.35	0.00	0.00	1508.06	1508.06	0.789	16.88	3.97	0.263	C
A283 Old Shoreham Rd	1003.26	250.82	1075.61	465.26	775.74	0.00	1084.83	984.47	0.925	116.76	98.67	5.936	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	827.38	206.85	820.14	651.51	1138.18	0.00	821.27	925.63	1.007	205.00	206.82	15.142	F
A259 Eastbound	996.02	249.01	1003.94	1958.32	0.00	0.00	1508.06	1508.06	0.660	3.97	1.99	0.121	A
A283 Old Shoreham Rd	840.18	210.05	1162.13	376.38	627.56	0.00	1173.91	984.47	0.716	98.67	18.18	3.086	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	67.59	4.51	0.328	C	B
A259 Eastbound	29.17	1.94	0.117	A	A
A283 Old Shoreham Rd	37.40	2.49	0.178	B	B

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	242.93	16.20	1.249	F	E
A259 Eastbound	48.89	3.26	0.181	B	B
A283 Old Shoreham Rd	90.24	6.02	0.431	D	C

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	955.77	63.72	4.367	F	F
A259 Eastbound	151.79	10.12	0.510	D	C
A283 Old Shoreham Rd	524.04	34.94	2.241	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2080.29	138.69	9.400	F	F
A259 Eastbound	231.24	15.42	0.733	E	D
A283 Old Shoreham Rd	1337.80	89.19	5.344	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2857.43	190.50	13.579	F	F
A259 Eastbound	84.21	5.61	0.263	C	B
A283 Old Shoreham Rd	1615.73	107.72	5.936	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3088.65	205.91	15.142	F	F
A259 Eastbound	31.56	2.10	0.121	A	A
A283 Old Shoreham Rd	876.42	58.43	3.086	F	F

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.3.332 [14595,13/11/2013]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: A259-A283_ShorehamHighSt_Long Term.arc8
Path: G:\TRANSPORTATION\PROJECTS_PTG\IESE_Shoreham_TC_Study\Modelling\ARCADY
Report generation date: 12/02/2014 15:07:31

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	- 2028					
A259 Westbound	4.06	0.19	0.81	19.85	1.00	0.99
A259 Eastbound	568.74	22.91	1.52	10.98	0.48	0.93
A283 Old Shoreham Rd	2.39	0.18	0.71	34.52	1.59	1.03

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

"D9 - 2028, AM " model duration: 07:45 - 09:15
"D10 - 2028, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 12/02/2014 15:07:31

File summary

File Description

Title	untitled
Location	
Site Number	
Date	12/02/2014
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\hyded
Description	Long term option. Normal roundabout (30m ICD) with flare extension on westbound A259 approach.

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

- 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028, AM	2028	AM	2028 AM Scenario B SATURN flows from Adur Local Plan & Shoreham Harbour Transport Study	ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A259-A2025	Roundabout	1,2,3				11.67	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A259 Westbound	3.95	8.05	30.00	64.00	30.00	38.00	
A259 Eastbound	3.75	6.42	25.00	22.00	30.00	60.00	
A283 Old Shoreham Rd	3.60	8.40	20.00	38.00	30.00	56.00	

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.736	2073.235
A259 Eastbound		(calculated)	(calculated)	0.600	1565.878
A283 Old Shoreham Rd		(calculated)	(calculated)	0.655	1785.116

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	ONE HOUR	✓	1226.00	100.000
A259 Eastbound	ONE HOUR	✓	2000.00	100.000
A283 Old Shoreham Rd	ONE HOUR	✓	732.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	1051.000	175.000
	2	1367.000	0.000	633.000
	3	237.000	495.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.00	0.86	0.14
	2	0.68	0.00	0.32
	3	0.32	0.68	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	0.81	0.19	4.06	B	1125.00	1687.50	197.95	0.12	2.20	197.97	0.12
A259 Eastbound	1.52	22.91	568.74	F	1835.23	2752.85	26415.54	9.60	293.51	32943.03	11.97
A283 Old Shoreham Rd	0.71	0.18	2.39	B	671.70	1007.54	140.26	0.14	1.56	140.29	0.14

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	923.00	230.75	923.00	1167.98	372.66	0.00	1798.92	1504.69	0.513	1.05	1.05	0.068	A
A259 Eastbound	1505.70	376.43	1447.77	1163.91	131.75	0.00	1486.89	1437.10	1.013	9.78	24.26	0.876	F
A283 Old Shoreham Rd	551.09	137.77	551.09	589.97	989.55	0.00	1137.43	1142.20	0.485	0.94	0.94	0.102	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1102.15	275.54	1099.63	1216.77	443.82	0.00	1746.54	1504.69	0.631	1.05	1.68	0.092	A
A259 Eastbound	1797.96	449.49	1469.32	1386.49	156.96	0.00	1471.77	1437.10	1.222	24.26	106.42	2.809	F
A283 Old Shoreham Rd	658.05	164.51	656.31	622.00	1004.28	0.00	1127.79	1142.20	0.583	0.94	1.37	0.127	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1349.85	337.46	1340.86	1251.43	542.37	0.00	1674.01	1504.69	0.806	1.68	3.93	0.176	B
A259 Eastbound	2202.04	550.51	1450.99	1691.83	191.40	0.00	1451.12	1437.10	1.517	106.42	294.19	8.361	F
A283 Old Shoreham Rd	805.95	201.49	802.04	650.63	991.75	0.00	1135.98	1142.20	0.709	1.37	2.35	0.178	B

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1349.85	337.46	1349.35	1252.21	544.89	0.00	1672.15	1504.69	0.807	3.93	4.06	0.185	B
A259 Eastbound	2202.04	550.51	1450.37	1701.63	192.61	0.00	1450.40	1437.10	1.518	294.19	482.10	15.990	F
A283 Old Shoreham Rd	805.95	201.49	805.78	651.65	991.33	0.00	1136.26	1142.20	0.709	2.35	2.39	0.181	B

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1102.15	275.54	1111.39	1219.55	447.60	0.00	1743.76	1504.69	0.632	4.06	1.75	0.096	A
A259 Eastbound	1797.96	449.49	1470.73	1400.35	158.64	0.00	1470.76	1437.10	1.222	482.10	563.91	21.323	F
A283 Old Shoreham Rd	658.05	164.51	661.90	624.13	1005.25	0.00	1127.15	1142.20	0.584	2.39	1.43	0.130	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	923.00	230.75	925.72	1194.94	373.88	0.00	1798.03	1504.69	0.513	1.75	1.06	0.069	A
A259 Eastbound	1505.70	376.43	1486.37	1167.46	132.14	0.00	1486.65	1437.10	1.013	563.91	568.74	22.909	F
A283 Old Shoreham Rd	551.09	137.77	552.88	602.57	1015.93	0.00	1120.16	1142.20	0.492	1.43	0.98	0.106	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	15.79	1.05	0.068	A	A
A259 Eastbound	266.58	17.77	0.876	F	D
A283 Old Shoreham Rd	14.08	0.94	0.102	A	A

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	24.30	1.62	0.092	A	A
A259 Eastbound	982.09	65.47	2.809	F	F
A283 Old Shoreham Rd	19.81	1.32	0.127	A	A

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	53.63	3.58	0.176	B	B
A259 Eastbound	3004.66	200.31	8.361	F	F
A283 Old Shoreham Rd	32.99	2.20	0.178	B	B

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	60.11	4.01	0.185	B	B
A259 Eastbound	5822.18	388.15	15.990	F	F
A283 Old Shoreham Rd	35.63	2.38	0.181	B	B

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	27.67	1.84	0.096	A	A
A259 Eastbound	7845.11	523.01	21.323	F	F
A283 Old Shoreham Rd	22.52	1.50	0.130	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	16.44	1.10	0.069	A	A
A259 Eastbound	8494.91	566.33	22.909	F	F
A283 Old Shoreham Rd	15.23	1.02	0.106	A	A

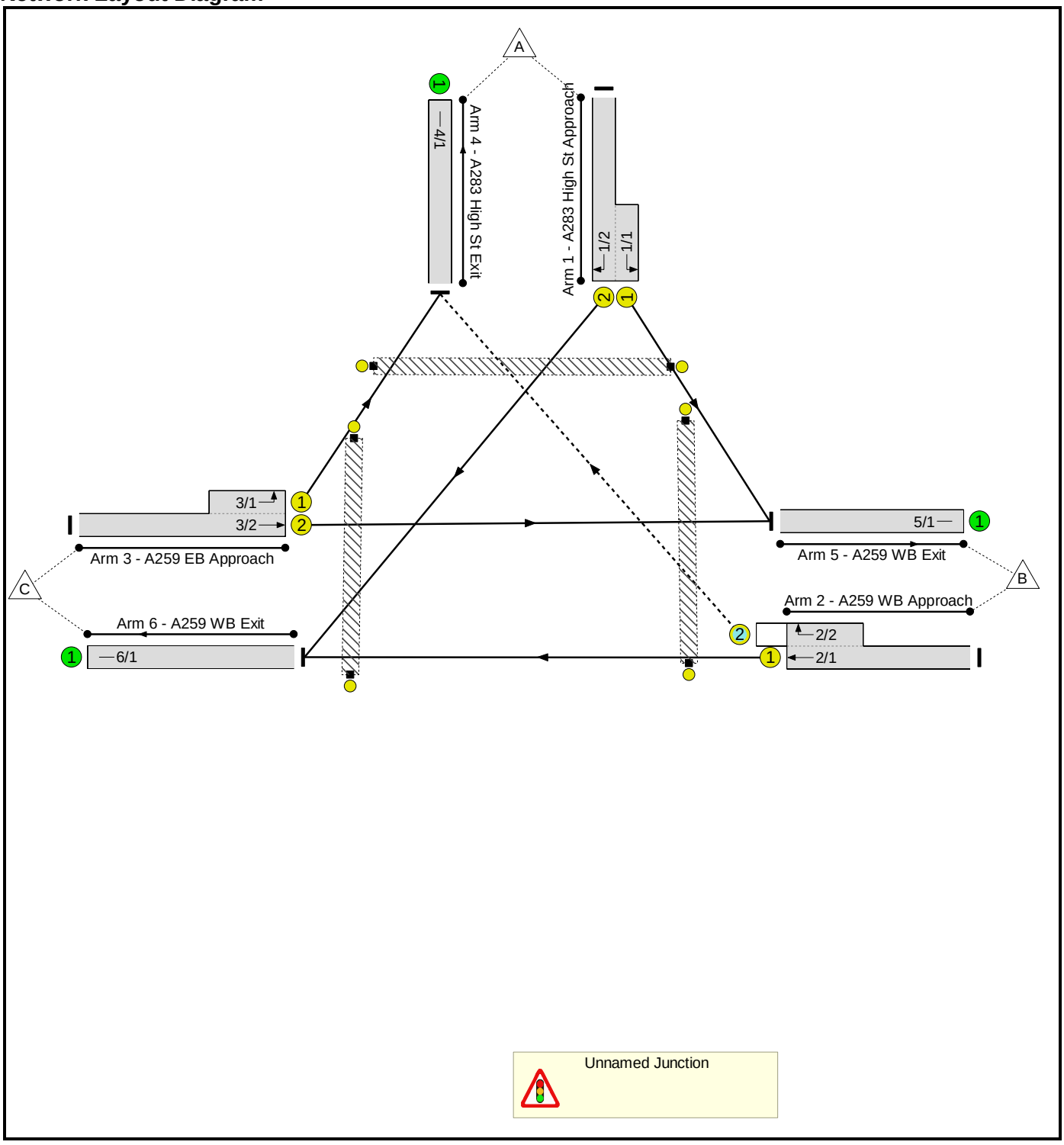
Full Input Data And Results

User and Project Details

Project:	**Shoreham Town Centre Study**
Title:	**Norfolk Bridge Signal Scheme**
Location:	A259 Norfolk Bridge
File name:	Norfolk Bridge Rbt_Signalised T-3 phase.lsg3x
Author:	Richard Clarke
Company:	PB
Address:	
Notes:	

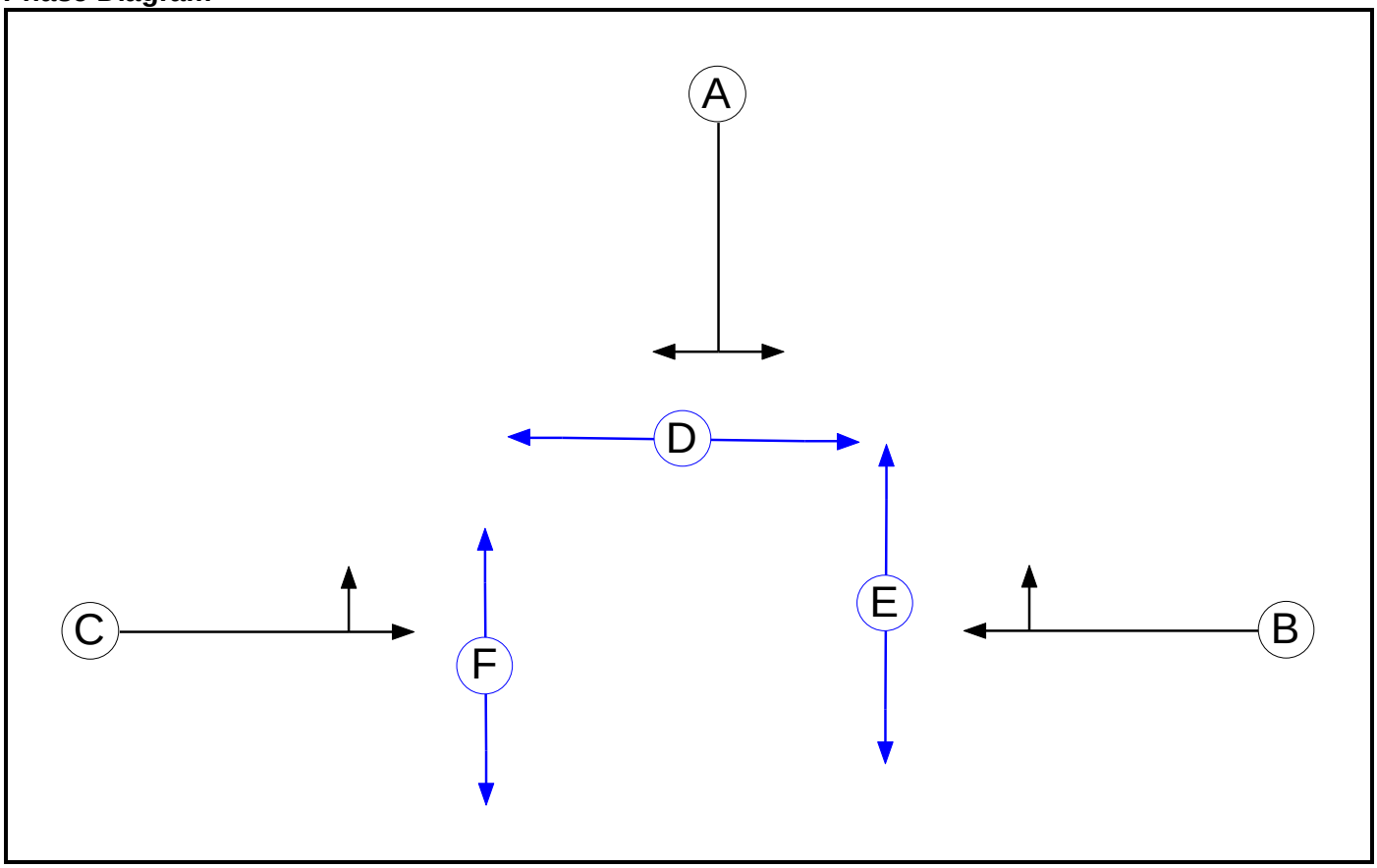
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		10	10
B	Traffic		10	10
C	Traffic		10	10
D	Pedestrian		6	6
E	Pedestrian		10	10
F	Pedestrian		7	7

Full Input Data And Results

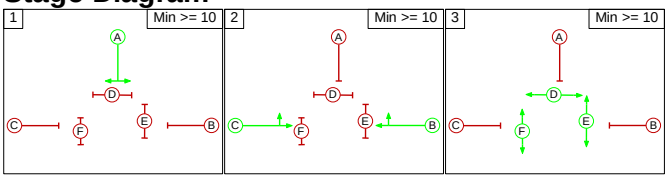
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		5	5	-	-	-
	B	-		-	5	5	5
	C	-	-		5	5	5
	D	5	-	-		-	-
	E	5	-	-	-		-
	F	5	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B C
3	D E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	0
	2	2		5
	3	5	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (A259 WB Approach)	4/1 (Right)	1439	0	3/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A283 High St Approach)	U	A	2	3	5.0	Geom	-	3.25	0.00	N	Arm 5 Left	55.00
1/2 (A283 High St Approach)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Right	26.00
2/1 (A259 WB Approach)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	37.00
2/2 (A259 WB Approach)	O	B	2	3	5.0	Geom	-	3.25	0.00	N	Arm 4 Right	30.00
3/1 (A259 EB Approach)	U	C	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 4 Left	18.00
3/2 (A259 EB Approach)	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	31.00
4/1 (A283 High St Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A259 WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A259 WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak'	08:00	09:00	01:00	
2: 'PM Peak'	16:30	17:30	01:00	
3: 'AM Peak ScnB'	08:00	09:00	01:00	
4: 'PM Peak ScnB'	17:00	18:00	01:00	

Scenario 1: 'Parcel Force_2011' (FG1: 'AM Peak', Plan 1: 'All Demand')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	168	301	469
	B	105	0	512	617
	C	521	814	0	1335
	Tot.	626	982	813	2421

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Parcel Force_2011
Junction: Unnamed Junction	
1/1 (short)	168
1/2 (with short)	469(In) 301(Out)
2/1 (with short)	617(In) 512(Out)
2/2 (short)	105
3/1 (short)	521
3/2 (with short)	1335(In) 814(Out)
4/1	626
5/1	982
6/1	813

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A283 High St Approach)	3.25	0.00	N	Arm 5 Left	55.00	100.0 %	2025	2025
1/2 (A283 High St Approach)	3.25	0.00	N	Arm 6 Right	26.00	100.0 %	1967	1967
2/1 (A259 WB Approach)	3.25	0.00	N	Arm 6 Ahead	37.00	100.0 %	1999	1999
2/2 (A259 WB Approach)	3.25	0.00	N	Arm 4 Right	30.00	100.0 %	1981	1981
3/1 (A259 EB Approach)	3.25	0.00	Y	Arm 4 Left	18.00	100.0 %	1791	1791
3/2 (A259 EB Approach)	3.25	0.00	N	Arm 5 Ahead	31.00	100.0 %	1984	1984
4/1 (A283 High St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Morrison's_2012' (FG2: 'PM Peak', Plan 1: 'All Demand')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	100	534	634
	B	88	0	842	930
	C	337	657	0	994
	Tot.	425	757	1376	2558

Traffic Lane Flows

Lane	Scenario 2: Morrison's_2012
Junction: Unnamed Junction	
1/1 (short)	100
1/2 (with short)	634(In) 534(Out)
2/1 (with short)	930(In) 842(Out)
2/2 (short)	88
3/1 (short)	337
3/2 (with short)	994(In) 657(Out)
4/1	425
5/1	757
6/1	1376

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A283 High St Approach)	3.25	0.00	N	Arm 5 Left	55.00	100.0 %	2025	2025
1/2 (A283 High St Approach)	3.25	0.00	N	Arm 6 Right	26.00	100.0 %	1967	1967
2/1 (A259 WB Approach)	3.25	0.00	N	Arm 6 Ahead	37.00	100.0 %	1999	1999
2/2 (A259 WB Approach)	3.25	0.00	N	Arm 4 Right	30.00	100.0 %	1981	1981
3/1 (A259 EB Approach)	3.25	0.00	Y	Arm 4 Left	18.00	100.0 %	1791	1791
3/2 (A259 EB Approach)	3.25	0.00	N	Arm 5 Ahead	31.00	100.0 %	1984	1984
4/1 (A283 High St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'ADC Transport Study_2028' (FG3: 'AM Peak ScnB', Plan 1: 'All Demand')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	495	732
	B	175	0	1051	1226
	C	633	1367	0	2000
	Tot.	808	1604	1546	3958

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: ADC Transport Study_2028
Junction: Unnamed Junction	
1/1 (short)	237
1/2 (with short)	732(In) 495(Out)
2/1 (with short)	1226(In) 1051(Out)
2/2 (short)	175
3/1 (short)	633
3/2 (with short)	2000(In) 1367(Out)
4/1	808
5/1	1604
6/1	1546

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A283 High St Approach)	3.25	0.00	N	Arm 5 Left	55.00	100.0 %	2025	2025
1/2 (A283 High St Approach)	3.25	0.00	N	Arm 6 Right	26.00	100.0 %	1967	1967
2/1 (A259 WB Approach)	3.25	0.00	N	Arm 6 Ahead	37.00	100.0 %	1999	1999
2/2 (A259 WB Approach)	3.25	0.00	N	Arm 4 Right	30.00	100.0 %	1981	1981
3/1 (A259 EB Approach)	3.25	0.00	Y	Arm 4 Left	18.00	100.0 %	1791	1791
3/2 (A259 EB Approach)	3.25	0.00	N	Arm 5 Ahead	31.00	100.0 %	1984	1984
4/1 (A283 High St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'ADC Transport Study_2028' (FG4: 'PM Peak ScnB', Plan 1: 'All Demand')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	23	1093	1116
	B	0	0	1099	1099
	C	496	827	0	1323
	Tot.	496	850	2192	3538

Traffic Lane Flows

Lane	Scenario 4: ADC Transport Study_2028
Junction: Unnamed Junction	
1/1 (short)	23
1/2 (with short)	1116(In) 1093(Out)
2/1 (with short)	1099(In) 1099(Out)
2/2 (short)	0
3/1 (short)	496
3/2 (with short)	1323(In) 827(Out)
4/1	496
5/1	850
6/1	2192

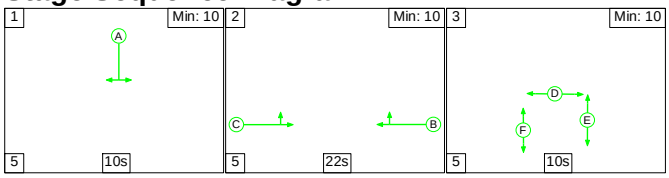
Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A283 High St Approach)	3.25	0.00	N	Arm 5 Left	55.00	100.0 %	2025	2025
1/2 (A283 High St Approach)	3.25	0.00	N	Arm 6 Right	26.00	100.0 %	1967	1967
2/1 (A259 WB Approach)	3.25	0.00	N	Arm 6 Ahead	37.00	100.0 %	1999	1999
2/2 (A259 WB Approach)	3.25	0.00	N	Arm 4 Right	30.00	0.0 %	2080	2080
3/1 (A259 EB Approach)	3.25	0.00	Y	Arm 4 Left	18.00	100.0 %	1791	1791
3/2 (A259 EB Approach)	3.25	0.00	N	Arm 5 Ahead	31.00	100.0 %	1984	1984
4/1 (A283 High St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A259 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Parcel Force_2011' (FG1: 'AM Peak', Plan 1: 'All Demand')

Stage Sequence Diagram

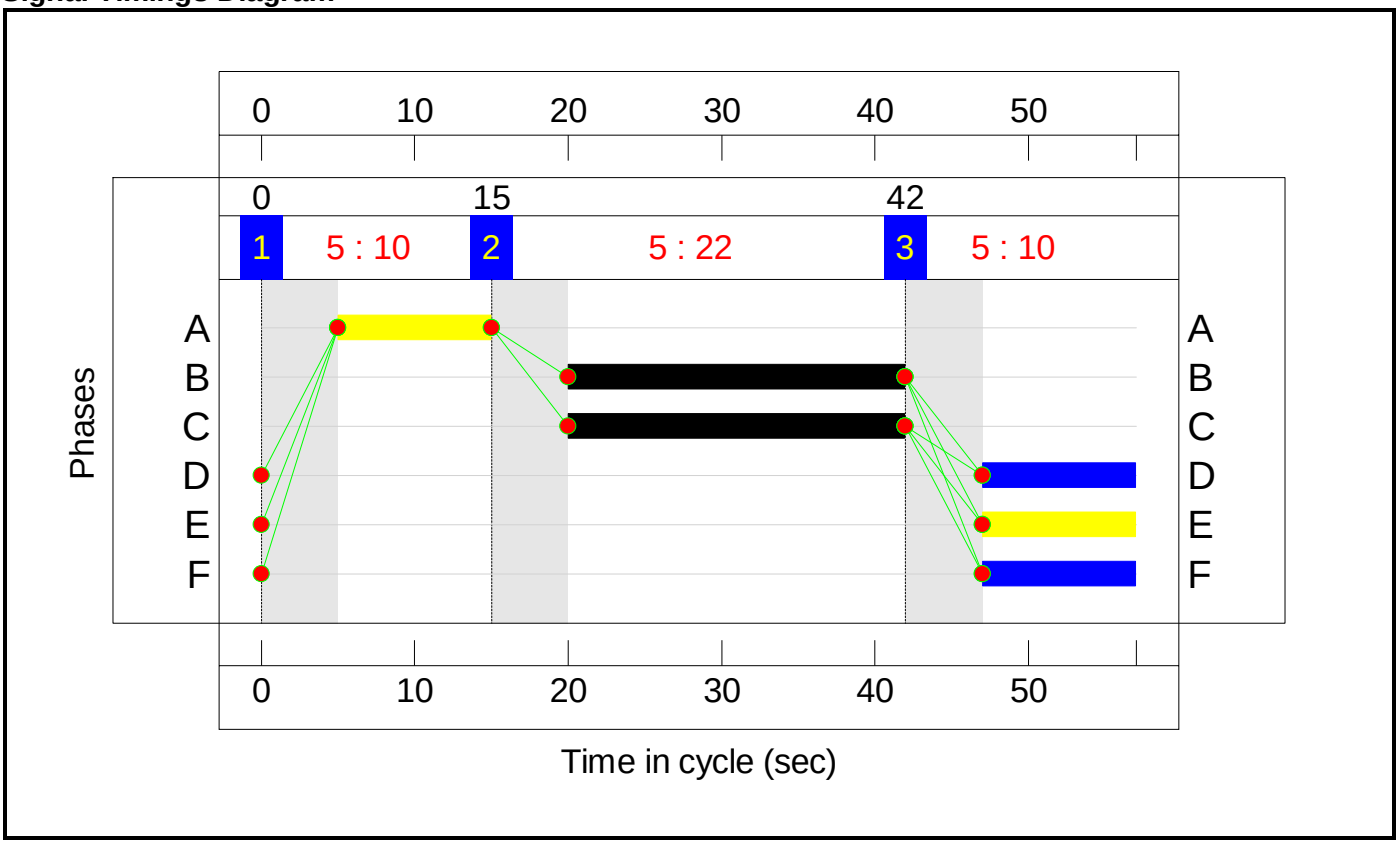


Stage Timings

Stage	1	2	3
Duration	10	22	10
Change Point	0	15	42

Full Input Data And Results

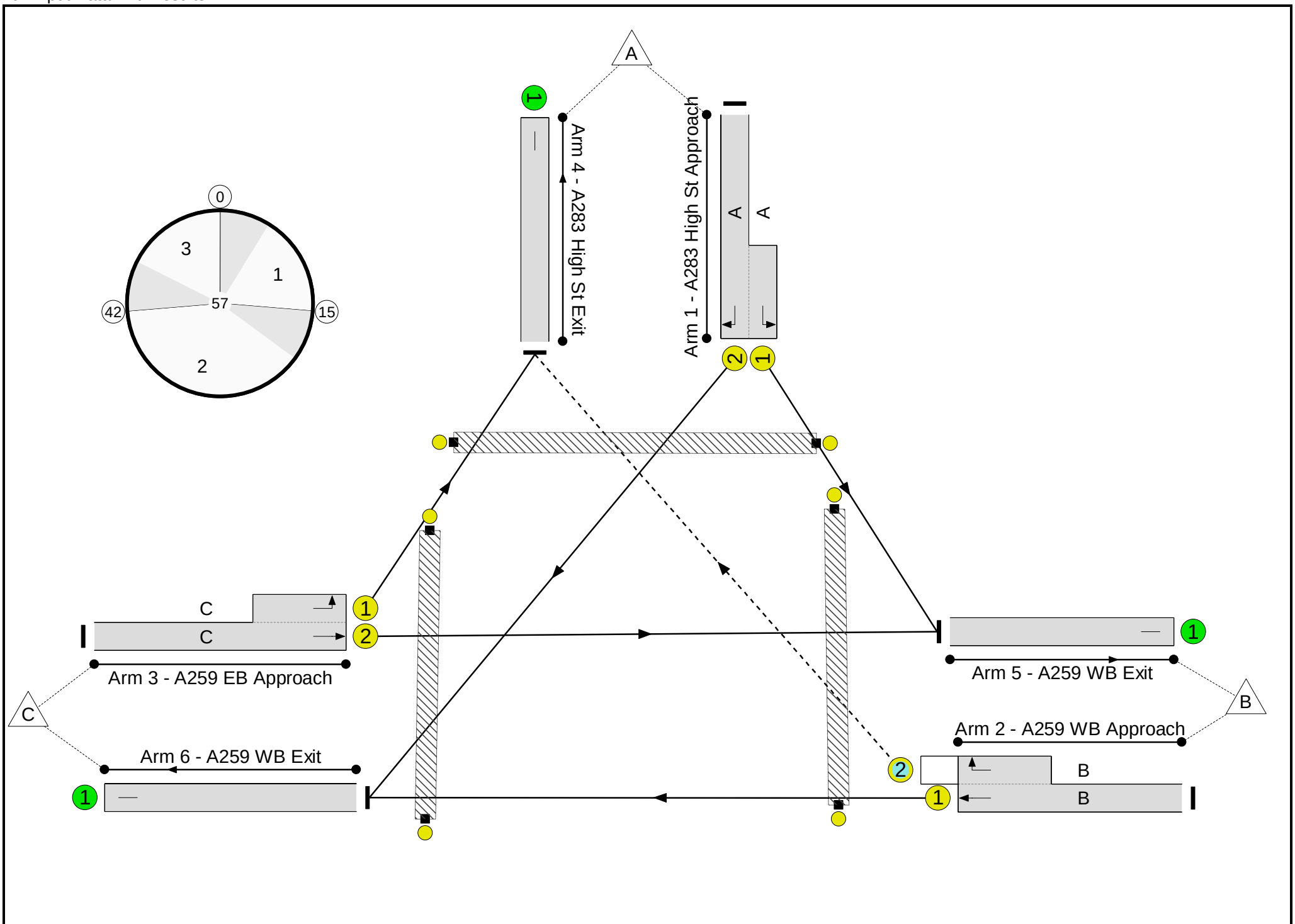
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**135.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**135.5%**
1/2+1/1	A283 High St Approach Left Right	U	N/A	N/A	A		1	10	-	469	1967:2025	562	83.5%
2/1+2/2	A259 WB Approach Right Ahead	U+O	N/A	N/A	B		1	22	-	617	1999:1981	871	70.9%
3/2+3/1	A259 EB Approach Left Ahead	U	N/A	N/A	C		1	22	-	1335	1984:1791	986	135.5%
4/1	A283 High St Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
5/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
6/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

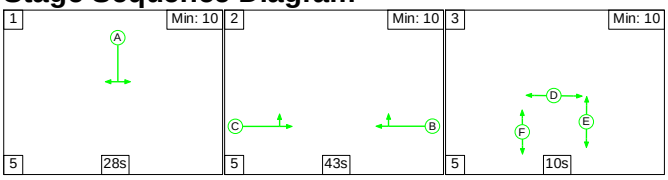
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**40**	**0**	**65**	**18.8**	**180.2**	**0.4**	**199.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**40**	**0**	**65**	**18.8**	**180.2**	**0.4**	**199.5**	**-**	**-**	**-**	**-**
1/2+1/1	469	469	-	-	-	2.8	2.4	-	5.2	39.8	4.5	2.4	6.9
2/1+2/2	617	617	40	0	65	2.3	1.2	0.4	3.9	22.9	6.9	1.2	8.1
3/2+3/1	1335	986	-	-	-	13.7	176.6	-	190.3	513.3	25.0	176.6	201.6
4/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -50.5 Total Delay for Signalled Lanes (pcuHr): 199.46 Cycle Time (s): 57
PRC Over All Lanes (%): -50.5 Total Delay Over All Lanes(pcuHr): 199.46

Full Input Data And Results

Scenario 2: 'Morrison's_2012' (FG2: 'PM Peak', Plan 1: 'All Demand')

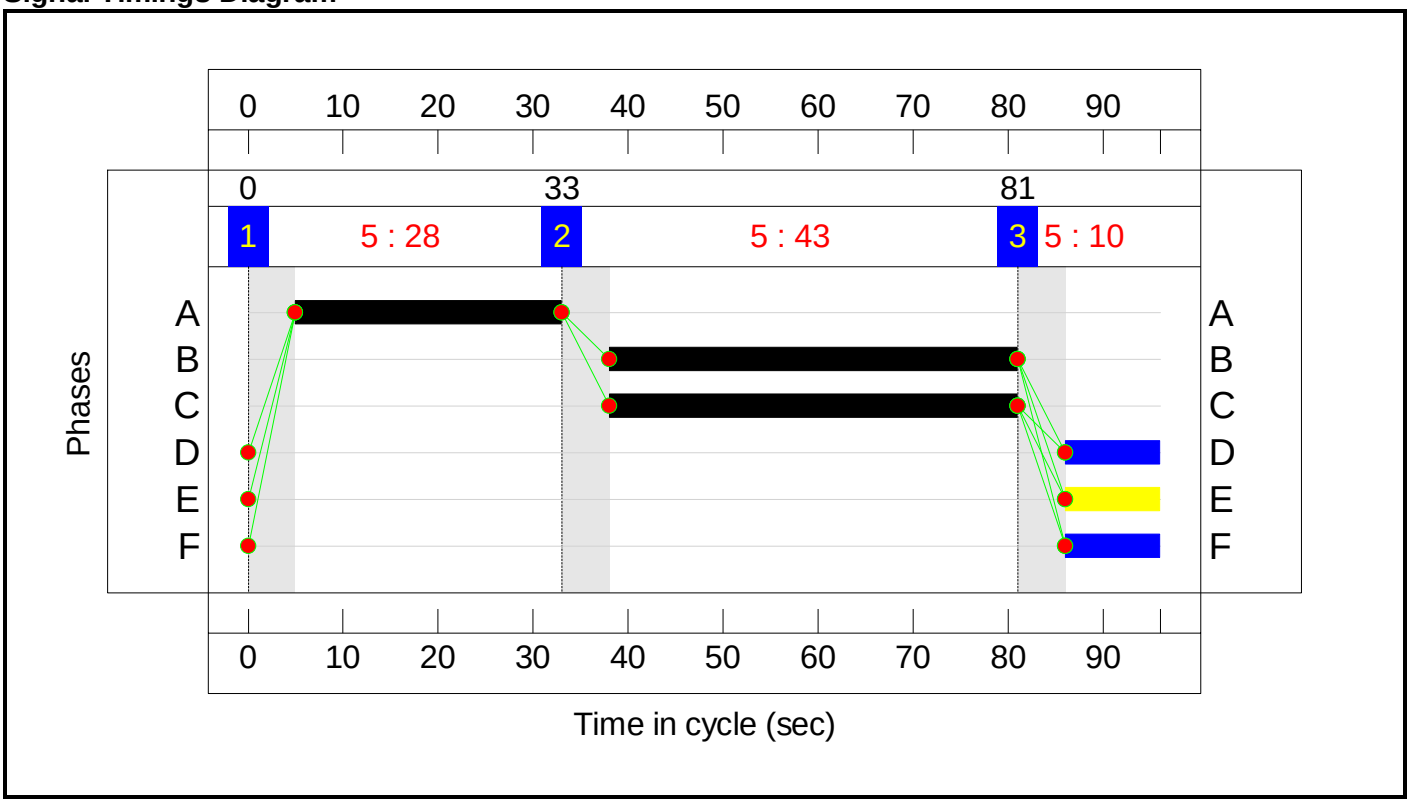
Stage Sequence Diagram



Stage Timings

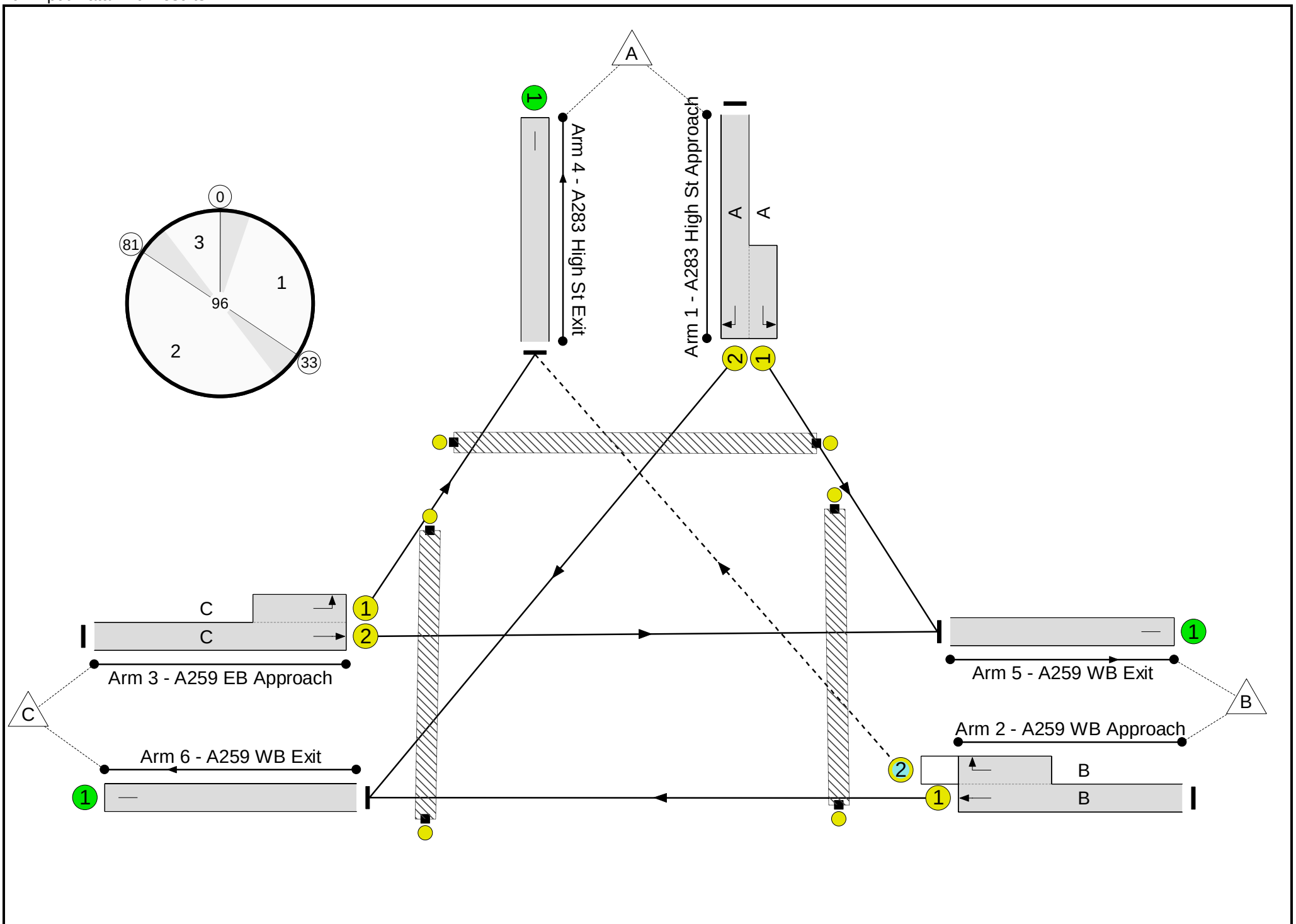
Stage	1	2	3
Duration	28	43	10
Change Point	0	33	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
1
Arm 4 - A283 High St Exit
Arm 1 - A283 High St Approach
A
A
2
1
0
81
3
1
96
2
33
C
C
1
2
Arm 3 - A259 EB Approach
C
Arm 6 - A259 WB Exit
1
1
Arm 5 - A259 WB Exit
B
Arm 2 - A259 WB Approach
2
B
B
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
1/2+1/1	A283 High St Approach Left Right	U	N/A	N/A	A		1	28	-	634	1967:2025	634	100.0%
2/1+2/2	A259 WB Approach Right Ahead	U+O	N/A	N/A	B		1	43	-	930	1999:1981	935	99.4%
3/2+3/1	A259 EB Approach Left Ahead	U	N/A	N/A	C		1	43	-	994	1984:1791	982	101.3%
4/1	A283 High St Exit	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
5/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
6/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	1376	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

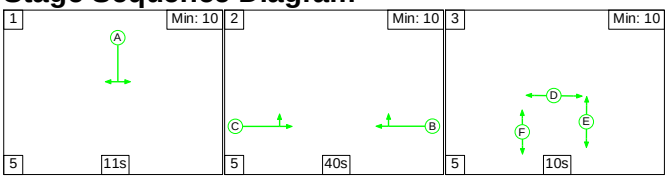
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**21**	**0**	**67**	**19.5**	**45.7**	**0.5**	**65.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**21**	**0**	**67**	**19.5**	**45.7**	**0.5**	**65.7**	**-**	**-**	**-**	**-**
1/2+1/1	634	634	-	-	-	5.8	12.5	-	18.3	103.8	15.8	12.5	28.3
2/1+2/2	930	930	21	0	67	6.6	14.0	0.5	21.1	81.5	24.0	14.0	38.0
3/2+3/1	994	982	-	-	-	7.2	19.2	-	26.3	95.4	24.8	19.2	44.0
4/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1376	1376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -12.5 Total Delay for Signalled Lanes (pcuHr): 65.69 Cycle Time (s): 96
PRC Over All Lanes (%): -12.5 Total Delay Over All Lanes(pcuHr): 65.69

Full Input Data And Results

Scenario 3: 'ADC Transport Study_2028' (FG3: 'AM Peak ScnB', Plan 1: 'All Demand')

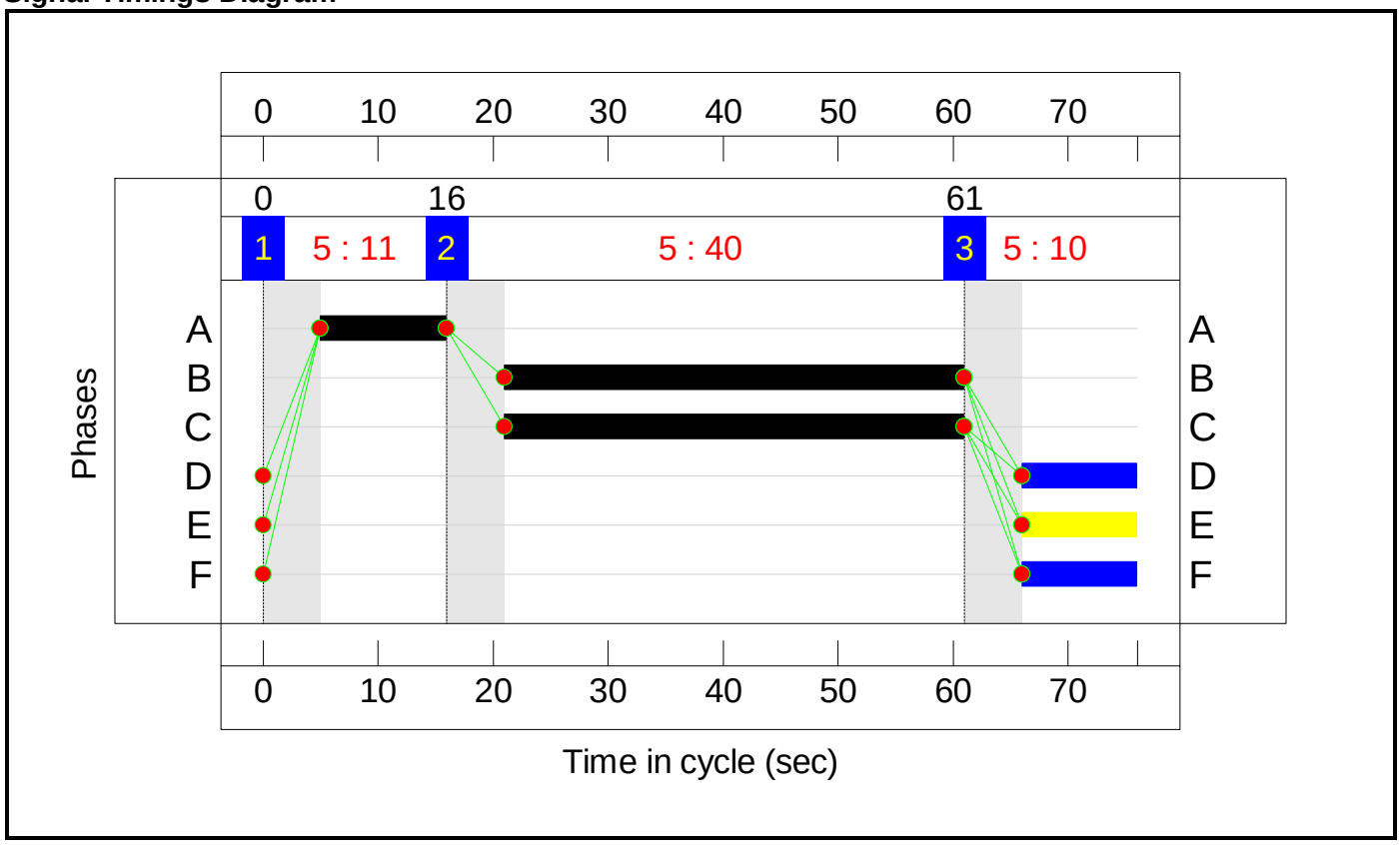
Stage Sequence Diagram



Stage Timings

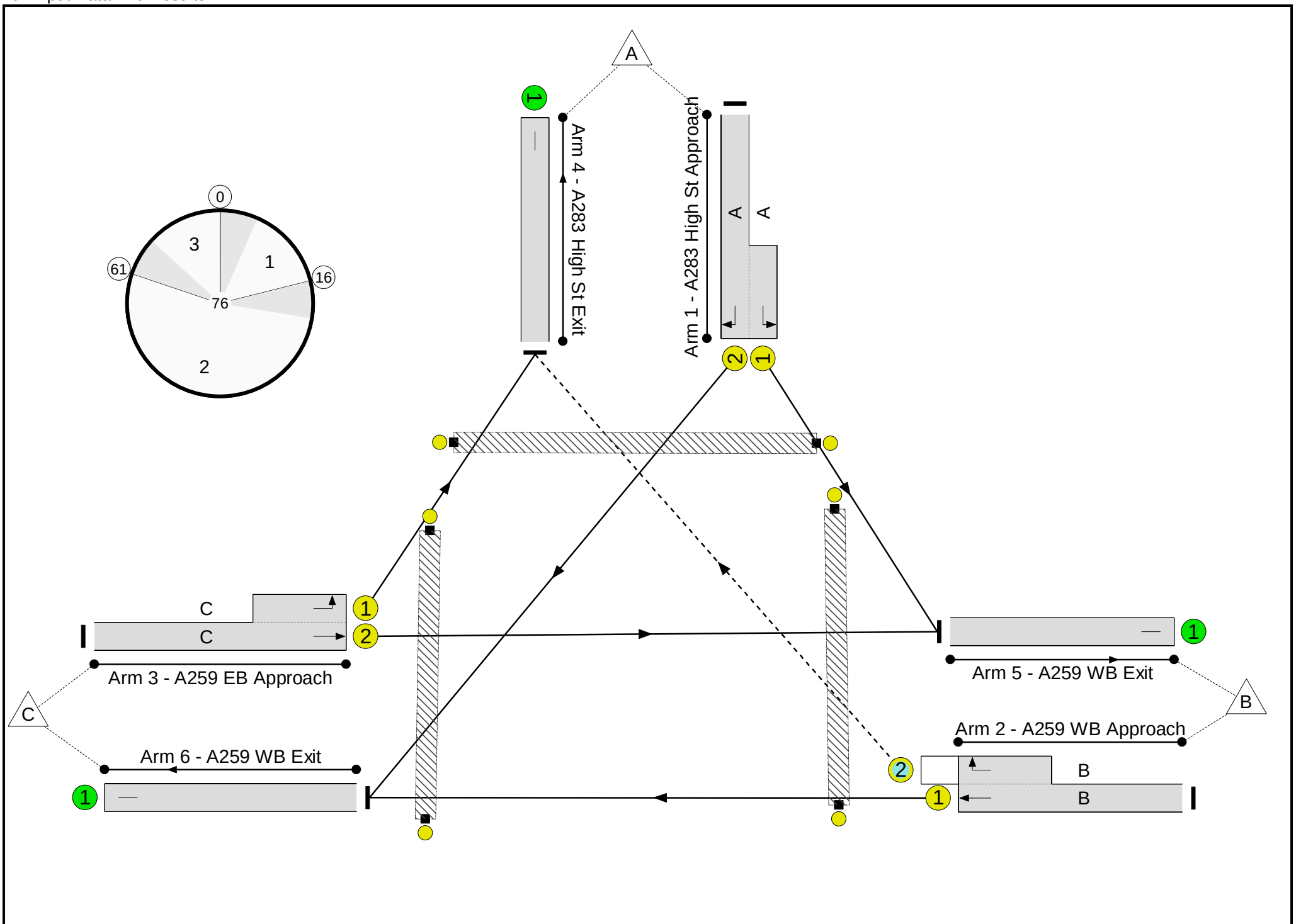
Stage	1	2	3
Duration	11	40	10
Change Point	0	16	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
Arm 4 - A283 High St Exit
Arm 1 - A283 High St Approach
0
3
1
61
16
76
2
C
C
Arm 3 - A259 EB Approach
Arm 5 - A259 WB Exit
B
Arm 2 - A259 WB Approach
B
B
C
Arm 6 - A259 WB Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**173.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**173.3%**
1/2+1/1	A283 High St Approach Left Right	U	N/A	N/A	A		1	11	-	732	1967:2025	429	170.8%
2/1+2/2	A259 WB Approach Right Ahead	U+O	N/A	N/A	B		1	40	-	1226	1999:1981	1056	116.1%
3/2+3/1	A259 EB Approach Left Ahead	U	N/A	N/A	C		1	40	-	2000	1984:1791	1154	173.3%
4/1	A283 High St Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	1604	Inf	Inf	0.0%
6/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	1546	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

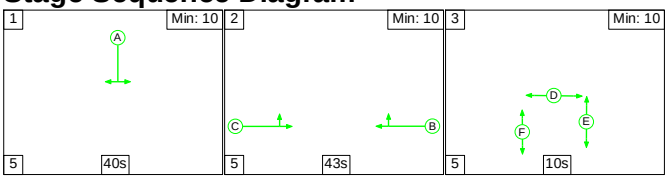
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**4**	**0**	**94**	**73.1**	**665.5**	**1.1**	**739.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**4**	**0**	**94**	**73.1**	**665.5**	**1.1**	**739.7**	**-**	**-**	**-**	**-**
1/2+1/1	732	429	-	-	-	18.1	152.9	-	171.0	841.2	22.0	152.9	174.9
2/1+2/2	1226	1056	4	0	94	11.3	88.5	1.1	100.9	296.4	28.7	88.5	117.3
3/2+3/1	2000	1154	-	-	-	43.7	424.0	-	467.7	841.8	68.9	424.0	493.0
4/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1247	1247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -92.5 Total Delay for Signalled Lanes (pcuHr): 739.67 Cycle Time (s): 76
PRC Over All Lanes (%): -92.5 Total Delay Over All Lanes(pcuHr): 739.67

Full Input Data And Results

Scenario 4: 'ADC Transport Study_2028' (FG4: 'PM Peak ScnB', Plan 1: 'All Demand')

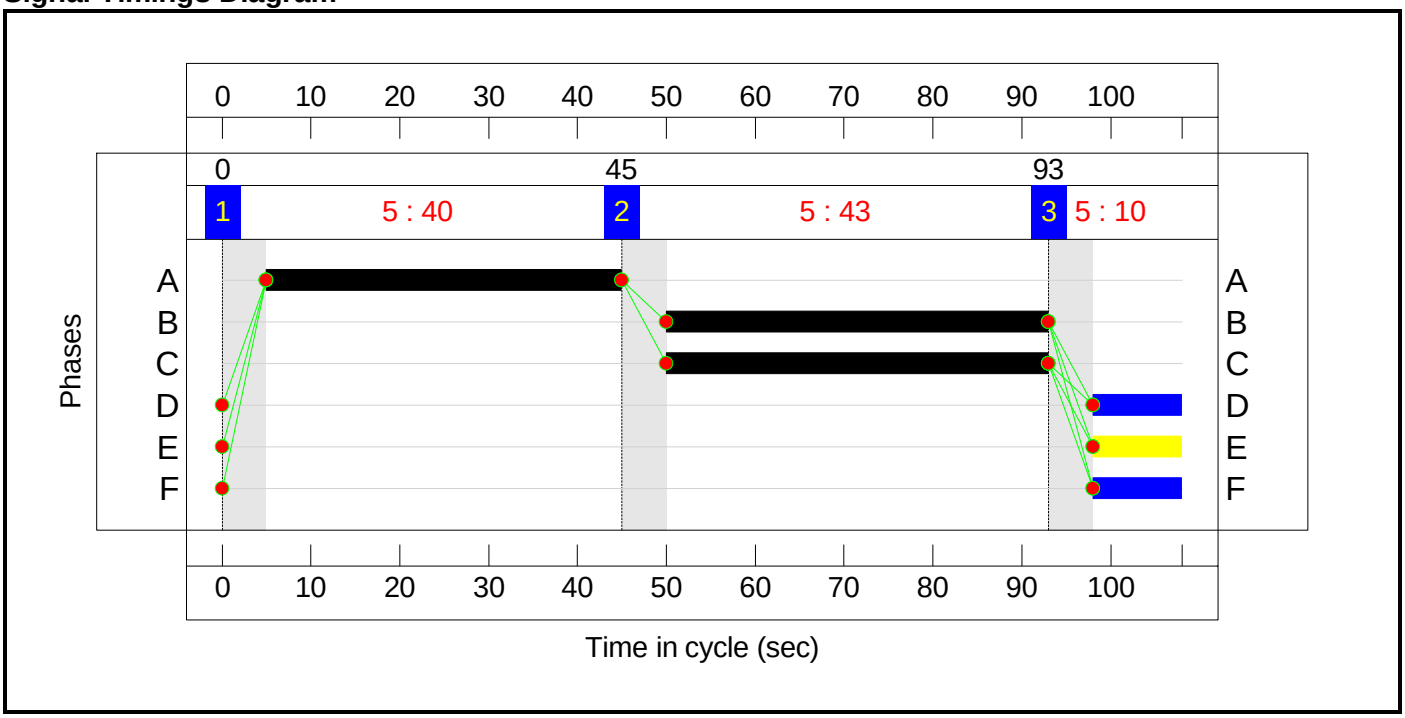
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	43	10
Change Point	0	45	93

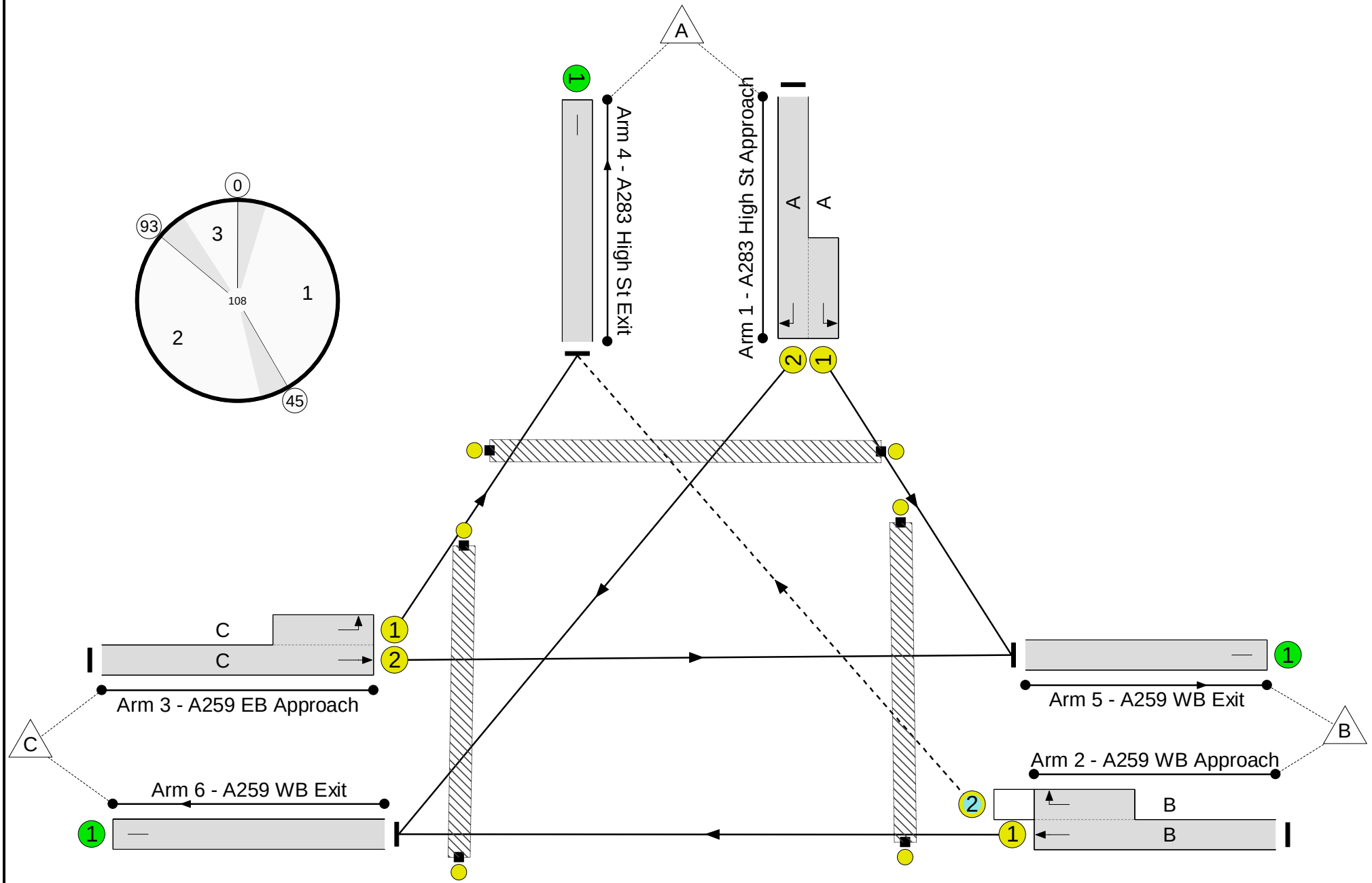
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**149.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**149.6%**
1/2+1/1	A283 High St Approach Left Right	U	N/A	N/A	A		1	40	-	1116	1967:2025	753	148.1%
2/1+2/2	A259 WB Approach Right Ahead	U+O	N/A	N/A	B		1	43	-	1099	1999:2080	814	134.9%
3/2+3/1	A259 EB Approach Left Ahead	U	N/A	N/A	C		1	43	-	1323	1984:1791	885	149.6%
4/1	A283 High St Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
5/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
6/1	A259 WB Exit	U	N/A	N/A	-		-	-	-	2192	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Norfolk Bridge Signal Scheme	**-**	**-**	**0**	**0**	**0**	**90.0**	**547.7**	**0.0**	**637.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**90.0**	**547.7**	**0.0**	**637.7**	**-**	**-**	**-**	**-**
1/2+1/1	1116	753	-	-	-	29.4	182.9	-	212.3	684.7	45.5	182.9	228.4
2/1+2/2	1099	814	0	0	0	24.7	144.2	0.0	168.9	553.2	46.4	144.2	190.6
3/2+3/1	1323	885	-	-	-	35.9	220.7	-	256.6	698.1	58.6	220.7	279.3
4/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1552	1552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -66.2 Total Delay for Signalled Lanes (pcuHr): 637.71 Cycle Time (s): 108
PRC Over All Lanes (%): -66.2 Total Delay Over All Lanes(pcuHr): 637.71

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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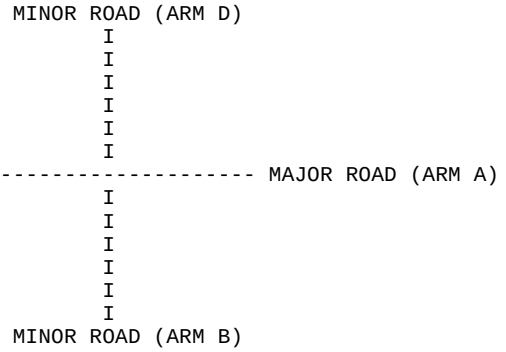
Run with file:-
"G:\TRANSPORTATION\PROJECTS_PTG\IESE_Shoreham_TC_Study\Modelling\Middle Street_West Street Reversal.vpi"
(drive-on-the-left) at 17:10:28 on Tuesday, 22 October 2013

RUN INFORMATION

RUN TITLE	: West Street Reversal
LOCATION	: Shoreham
DATE	: 22/10/13
CLIENT	: WSCC
ENUMERATOR	: clarkeri [W-EAPBL-L-71124]
JOB NUMBER	:
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C
ARM D IS Arm D

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.50 M.	(W) 7.50 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.	(WA-D) 2.20 M.
- VISIBILITY	(VC-B) 76.00 M.	(VA-D)178.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 18.0 M.	(VD-A) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 14.0 M.	(VD-C) 16.0 M.
- LANE 1 WIDTH	(WB-C) 4.40 M.	(WD-A) -
- LANE 2 WIDTH	(WB-A) 0.00 M.	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	-	8.46 M.
WIDTH AT 5 M FROM JUNCTION	-	3.70 M.
WIDTH AT 10 M FROM JUNCTION	-	3.70 M.
WIDTH AT 15 M FROM JUNCTION	-	3.70 M.
WIDTH AT 20 M FROM JUNCTION	-	3.70 M.
- LENGTH OF FLARED SECTION	-	1 VEHS

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
721.44	0.26	0.10

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

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

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
559.08	0.24	0.24	0.24	0.24

Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
0.10	0.15	0.34	0.12

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
0.00	0.00	0.00	0.00

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

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
617.98	0.22	0.22	0.32

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
677.04	0.25	0.35	0.25

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
559.08	0.24	0.24	0.10	0.34

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.15	0.15

B-D Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
559.08	0.24	0.24	0.10	0.34

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.15	0.15

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00

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

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00

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

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

Demand set: Existing AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	7.28	10.91	7.28
ARM B	15.00	45.00	75.00	0.13	0.19	0.13
ARM C	15.00	45.00	75.00	11.84	17.76	11.84
ARM D	15.00	45.00	75.00	0.36	0.54	0.36

Demand set: Existing AM

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000 0.0 (0.0)	0.009 5.0 (0.0)	0.991 577.0 (6.9)	0.000 0.0 (0.0)
	ARM B	0.500 5.0 (0.0)	0.000 0.0 (0.0)	0.500 5.0 (0.0)	0.000 0.0 (0.0)
	ARM C	0.995 942.0 (4.2)	0.005 5.0 (0.0)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM D	0.172 5.0 (0.0)	0.000 0.0 (0.0)	0.828 24.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Existing AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-ACD	0.13	7.11	0.018		0.00	0.02	0.3		0.14
A-B	0.06								
A-C	7.24								
A-D	0.00	7.49	0.000		0.00	0.00	0.0		
D-AB	0.06	7.97	0.008		0.00	0.01	0.1		0.13
D-BC	0.30	4.95	0.061		0.00	0.06	0.9		0.21
C-ABD	0.06	8.55	0.007		0.00	0.01	0.1		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	0.15	6.38	0.023		0.02	0.02	0.3		0.16
A-B	0.07								
A-C	8.65								
A-D	0.00	6.96	0.000		0.00	0.00	0.0		
D-AB	0.07	7.35	0.010		0.01	0.01	0.1		0.14
D-BC	0.36	4.17	0.086		0.06	0.09	1.3		0.26
C-ABD	0.07	8.21	0.009		0.01	0.01	0.1		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	0.18	5.31	0.035		0.02	0.04	0.5		0.20
A-B	0.09								
A-C	10.59								
A-D	0.00	6.21	0.000		0.00	0.00	0.0		
D-AB	0.09	6.47	0.014		0.01	0.01	0.2		0.16
D-BC	0.44	3.09	0.142		0.09	0.16	2.3		0.38
C-ABD	0.09	7.75	0.012		0.01	0.01	0.2		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.18	5.31	0.035		0.04	0.04	0.5		0.20
A-B	0.09								
A-C	10.59								
A-D	0.00	6.21	0.000		0.00	0.00	0.0		
D-AB	0.09	6.46	0.014		0.01	0.01	0.2		0.16
D-BC	0.44	3.09	0.142		0.16	0.16	2.4		0.38
C-ABD	0.09	7.75	0.012		0.01	0.01	0.2		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.15	6.38	0.023		0.04	0.02	0.4		0.16
A-B	0.07								
A-C	8.65								
A-D	0.00	6.96	0.000		0.00	0.00	0.0		
D-AB	0.07	7.35	0.010		0.01	0.01	0.2		0.14
D-BC	0.36	4.17	0.086		0.16	0.10	1.5		0.26
C-ABD	0.07	8.21	0.009		0.01	0.01	0.1		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-ACD	0.13	7.11	0.018		0.02	0.02	0.3		0.14
A-B	0.06								
A-C	7.24								
A-D	0.00	7.49	0.000		0.00	0.00	0.0		
D-AB	0.06	7.97	0.008		0.01	0.01	0.1		0.13
D-BC	0.30	4.95	0.061		0.10	0.07	1.0		0.22
C-ABD	0.06	8.55	0.007		0.01	0.01	0.1		0.12

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-ACD	13.8	9.2	2.3	0.17	2.3	0.17
A-B	6.9	4.6				
A-C	794.2	529.5				
A-D	0.0	0.0	0.0	0.00	0.0	0.00
D-AB	6.9	4.6	1.0	0.14	1.0	0.14
D-BC	33.0	22.0	9.5	0.29	9.5	0.29
C-ABD	6.9	4.6	0.9	0.13	0.9	0.13
ALL	2158.2	1438.8	13.7	0.01	13.7	0.01

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

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

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
721.44	0.26	0.10

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

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

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
559.08	0.24	0.24	0.24	0.24

Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
0.10	0.15	0.34	0.12

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
0.00	0.00	0.00	0.00

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

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D

I	617.98	0.22	0.22	0.32 I

STREAM A-D

I Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	I
I 677.04	0.25	0.35	0.25	I

B-D Stream From Left Hand Lane

I Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I 559.08	0.24	0.24	0.10	0.34	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

B-D Stream From Right Hand Lane

I Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I 559.08	0.24	0.24	0.10	0.34	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

D-B Stream From Left Hand Lane

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

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

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

D-B Stream From Right Hand Lane

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

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

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

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE(%)	I
I A	I 100	I
I B	I 100	I
I C	I 100	I
I D	I 100	I

Demand set: Existing PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	10.88	16.31	10.88
ARM B	15.00	45.00	75.00	0.13	0.19	0.13
ARM C	15.00	45.00	75.00	8.40	12.60	8.40
ARM D	15.00	45.00	75.00	1.15	1.72	1.15

Demand set: Existing PM

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000 0.0 (0.0)	0.006 5.0 (0.0)	0.994 865.0 (3.2)	0.000 0.0 (0.0)
	ARM B	0.500 5.0 (0.0)	0.000 0.0 (0.0)	0.500 5.0 (0.0)	0.000 0.0 (0.0)
	ARM C	0.993 667.0 (2.8)	0.007 5.0 (0.0)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM D	0.065 6.0 (0.0)	0.000 0.0 (0.0)	0.935 86.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Existing PM
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-ACD	0.13	6.57	0.019		0.00	0.02	0.3		0.16
A-B	0.06								
A-C	10.85								
A-D	0.00	8.32	0.000		0.00	0.00	0.0		
D-AB	0.08	8.46	0.009		0.00	0.01	0.1		0.12
D-BC	1.08	5.31	0.203		0.00	0.25	3.5		0.23
C-ABD	0.06	7.78	0.008		0.00	0.01	0.1		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	0.15	5.75	0.026		0.02	0.03	0.4		0.18
A-B	0.07								
A-C	12.96								
A-D	0.00	7.94	0.000		0.00	0.00	0.0		
D-AB	0.09	7.80	0.012		0.01	0.01	0.2		0.13
D-BC	1.29	4.59	0.280		0.25	0.38	5.4		0.30
C-ABD	0.07	7.29	0.010		0.01	0.01	0.2		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	0.18	4.54	0.040		0.03	0.04	0.6		0.23
A-B	0.09								
A-C	15.87								
A-D	0.00	7.42	0.000		0.00	0.00	0.0		
D-AB	0.11	6.54	0.017		0.01	0.02	0.2		0.16
D-BC	1.58	3.61	0.437		0.38	0.74	10.1		0.48
C-ABD	0.09	6.61	0.014		0.01	0.01	0.2		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	0.18	4.54	0.040		0.04	0.04	0.6		0.23
A-B	0.09								
A-C	15.87								
A-D	0.00	7.42	0.000		0.00	0.00	0.0		
D-AB	0.11	6.50	0.017		0.02	0.02	0.3		0.16
D-BC	1.58	3.61	0.437		0.74	0.75	11.2		0.49
C-ABD	0.09	6.61	0.014		0.01	0.01	0.2		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	0.15	5.74	0.026		0.04	0.03	0.4		0.18
A-B	0.07								
A-C	12.96								
A-D	0.00	7.94	0.000		0.00	0.00	0.0		
D-AB	0.09	7.77	0.012		0.02	0.01	0.2		0.13
D-BC	1.29	4.59	0.280		0.75	0.40	6.4		0.31
C-ABD	0.07	7.29	0.010		0.01	0.01	0.2		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-ACD	0.13	6.57	0.019		0.03	0.02	0.3		0.16
A-B	0.06								
A-C	10.85								
A-D	0.00	8.32	0.000		0.00	0.00	0.0		
D-AB	0.08	8.44	0.009		0.01	0.01	0.1		0.12
D-BC	1.08	5.31	0.203		0.40	0.26	4.1		0.24
C-ABD	0.06	7.78	0.008		0.01	0.01	0.1		0.13

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.8	*
18.00	0.4	
18.15	0.3	

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	13.8	9.2	2.6	0.19	2.6	0.19
A-B	6.9	4.6				
A-C	1190.6	793.7				
A-D	0.0	0.0	0.0	0.00	0.0	0.00
D-AB	8.3	5.5	1.1	0.14	1.1	0.14
D-BC	118.4	78.9	40.8	0.34	40.8	0.34
C-ABD	6.9	4.6	1.0	0.14	1.0	0.14
ALL	2262.8	1508.6	45.5	0.02	45.5	0.02

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

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

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

Printed at 17:10:50 on 22/10/2013]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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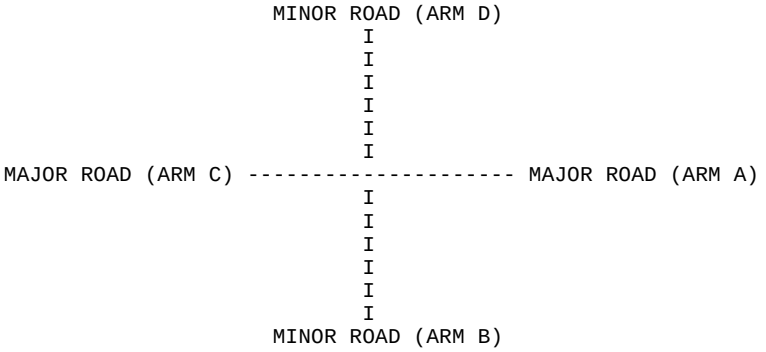
Run with file:-
"G:\TRANSPORTATION\PROJECTS_PTG\IESE_Shoreham_TC_Study\Modelling\Middle Street_West Street Reversal.vpi"
(drive-on-the-left) at 17:13:17 on Tuesday, 22 October 2013

RUN INFORMATION

RUN TITLE	: West Street Reversal
LOCATION	: Shoreham
DATE	: 22/10/13
CLIENT	: WSCC
ENUMERATOR	: clarkeri [W-EAPBL-L-71124]
JOB NUMBER	:
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C
ARM D IS Arm D

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.50 M.	(W) 7.50 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.	(WA-D) 2.20 M.
- VISIBILITY	(VC-B) 76.00 M.	(VA-D)178.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 18.0 M.	(VD-A) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 14.0 M.	(VD-C) 16.0 M.
- LANE 1 WIDTH	(WB-C) 4.40 M.	(WD-A) -
- LANE 2 WIDTH	(WB-A) 0.00 M.	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	-	8.46 M.
WIDTH AT 5 M FROM JUNCTION	-	3.70 M.
WIDTH AT 10 M FROM JUNCTION	-	3.70 M.
WIDTH AT 15 M FROM JUNCTION	-	3.70 M.
WIDTH AT 20 M FROM JUNCTION	-	3.70 M.
- LENGTH OF FLARED SECTION	-	1 VEHS

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
721.44	0.26	0.10

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

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

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
559.08	0.24	0.24	0.24	0.24

Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
0.10	0.15	0.34	0.12

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
0.00	0.00	0.00	0.00

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

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
617.98	0.22	0.22	0.32

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
677.04	0.25	0.35	0.25

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
559.08	0.24	0.24	0.10	0.34

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.15	0.15

B-D Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
559.08	0.24	0.24	0.10	0.34

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.15	0.15

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00

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

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00

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

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

Demand set: West Street Reversal AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	7.28	10.91	7.28
ARM B	15.00	45.00	75.00	0.13	0.19	0.13
ARM C	15.00	45.00	75.00	11.84	17.76	11.84
ARM D	15.00	45.00	75.00	1.27	1.91	1.27

Demand set: West Street Reversal AM

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000 0.0 (0.0)	0.009 5.0 (0.0)	0.991 577.0 (6.9)	0.000 0.0 (0.0)
	ARM B	0.500 5.0 (0.0)	0.000 0.0 (0.0)	0.500 5.0 (0.0)	0.000 0.0 (0.0)
	ARM C	0.995 942.0 (4.2)	0.005 5.0 (0.0)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM D	0.314 32.0 (0.0)	0.000 0.0 (0.0)	0.686 70.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET West Street Reversal AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-ACD	0.13	6.98	0.018		0.00	0.02	0.3		0.15
A-B	0.06								
A-C	7.24								
A-D	0.00	7.49	0.000		0.00	0.00	0.0		
D-AB	0.40	7.70	0.052		0.00	0.05	0.8		0.14
D-BC	0.88	4.95	0.178		0.00	0.21	3.0		0.24
C-ABD	0.06	8.55	0.007		0.00	0.01	0.1		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	0.15	6.21	0.024		0.02	0.02	0.4		0.16
A-B	0.07								
A-C	8.65								
A-D	0.00	6.96	0.000		0.00	0.00	0.0		
D-AB	0.48	6.94	0.069		0.05	0.07	1.1		0.15
D-BC	1.05	4.17	0.252		0.21	0.33	4.7		0.32
C-ABD	0.07	8.21	0.009		0.01	0.01	0.1		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	0.18	5.08	0.036		0.02	0.04	0.5		0.20
A-B	0.09								
A-C	10.59								
A-D	0.00	6.21	0.000		0.00	0.00	0.0		
D-AB	0.59	5.62	0.104		0.07	0.11	1.7		0.20
D-BC	1.28	3.08	0.417		0.33	0.67	9.2		0.54
C-ABD	0.09	7.75	0.012		0.01	0.01	0.2		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.18	5.07	0.036		0.04	0.04	0.6		0.20
A-B	0.09								
A-C	10.59								
A-D	0.00	6.21	0.000		0.00	0.00	0.0		
D-AB	0.59	5.59	0.105		0.11	0.12	1.7		0.20
D-BC	1.28	3.08	0.417		0.67	0.69	10.3		0.56
C-ABD	0.09	7.75	0.012		0.01	0.01	0.2		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.15	6.21	0.024		0.04	0.03	0.4		0.17
A-B	0.07								
A-C	8.65								
A-D	0.00	6.96	0.000		0.00	0.00	0.0		
D-AB	0.48	6.92	0.069		0.12	0.08	1.2		0.16
D-BC	1.05	4.17	0.252		0.69	0.35	5.6		0.33
C-ABD	0.07	8.21	0.009		0.01	0.01	0.1		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-ACD	0.13	6.98	0.018		0.03	0.02	0.3		0.15
A-B	0.06								
A-C	7.24								
A-D	0.00	7.49	0.000		0.00	0.00	0.0		
D-AB	0.40	7.69	0.052		0.08	0.06	0.9		0.14
D-BC	0.88	4.95	0.178		0.35	0.22	3.5		0.25
C-ABD	0.06	8.55	0.007		0.01	0.01	0.1		0.12

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	
09.15	0.0	

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	0.1	
08.30	0.1	
08.45	0.1	
09.00	0.1	
09.15	0.1	

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.3	
08.30	0.7	*
08.45	0.7	*
09.00	0.3	
09.15	0.2	

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	
09.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-ACD	13.8	9.2	2.4	0.17	2.4	0.17
A-B	6.9	4.6				
A-C	794.2	529.5				
A-D	0.0	0.0	0.0	0.00	0.0	0.00
D-AB	44.0	29.4	7.3	0.17	7.3	0.17
D-BC	96.3	64.2	36.2	0.38	36.2	0.38
C-ABD	6.9	4.6	0.9	0.13	0.9	0.13
ALL	2258.7	1505.8	46.7	0.02	46.7	0.02

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

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

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
721.44	0.26	0.10

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

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

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
559.08	0.24	0.24	0.24	0.24

Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
0.10	0.15	0.34	0.12

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
0.00	0.00	0.00	0.00

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

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D

I	617.98	0.22	0.22	0.32 I

STREAM A-D

I Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	I
I 677.04	0.25	0.35	0.25	I

B-D Stream From Left Hand Lane

I Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I 559.08	0.24	0.24	0.10	0.34	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

B-D Stream From Right Hand Lane

I Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I 559.08	0.24	0.24	0.10	0.34	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

D-B Stream From Left Hand Lane

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

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

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

D-B Stream From Right Hand Lane

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

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

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

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE(%)	I
I A	I 100	I
I B	I 100	I
I C	I 100	I
I D	I 100	I

Demand set: West Street Reversal PM Ramp

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	10.88	16.31	10.88
ARM B	15.00	45.00	75.00	0.13	0.19	0.13
ARM C	15.00	45.00	75.00	8.40	12.60	8.40
ARM D	15.00	45.00	75.00	2.86	4.29	2.86

Demand set: West Street Reversal PM Ramp

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.006	0.994	0.000
		0.0	5.0	865.0	0.0
		(0.0)%	(0.0)%	(3.2)%	(0.0)%
	ARM B	0.500	0.000	0.500	0.000
		5.0	0.0	5.0	0.0
		(0.0)%	(0.0)%	(0.0)%	(0.0)%
	ARM C	0.993	0.007	0.000	0.000
		667.0	5.0	0.0	0.0
		(2.8)%	(0.0)%	(0.0)%	(0.0)%
	ARM D	0.127	0.000	0.873	0.000
		29.0	0.0	200.0	0.0
		(0.0)%	(0.0)%	(0.0)%	(0.0)%

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET West Street Reversal PM Ramp
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-ACD	0.13	6.37	0.020		0.00	0.02	0.3		0.16
A-B	0.06								
A-C	10.85								
A-D	0.00	8.32	0.000		0.00	0.00	0.0		
D-AB	0.36	7.15	0.051		0.00	0.05	0.8		0.15
D-BC	2.51	5.30	0.473		0.00	0.86	11.7		0.34
C-ABD	0.06	7.78	0.008		0.00	0.01	0.1		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	0.15	5.48	0.027		0.02	0.03	0.4		0.19
A-B	0.07								
A-C	12.96								
A-D	0.00	7.94	0.000		0.00	0.00	0.0		
D-AB	0.43	5.21	0.083		0.05	0.09	1.3		0.21
D-BC	3.00	4.58	0.654		0.86	1.71	22.7		0.59
C-ABD	0.07	7.29	0.010		0.01	0.01	0.2		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	0.18	4.16	0.044		0.03	0.05	0.7		0.25
A-B	0.09								
A-C	15.87								
A-D	0.00	7.42	0.000		0.00	0.00	0.0		
D-AB	0.53	0.51	1.043		0.09	2.53	23.4		5.09
D-BC	3.67	3.59	1.023		1.71	7.87	79.6		1.98
C-ABD	0.09	6.61	0.014		0.01	0.01	0.2		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	0.18	4.07	0.045		0.05	0.05	0.7		0.26
A-B	0.09								
A-C	15.87								
A-D	0.00	7.42	0.000		0.00	0.00	0.0		
D-AB	0.53	0.60	0.890		2.53	3.12	42.6		5.55
D-BC	3.67	3.58	1.025		7.87	11.59	147.1		3.21
C-ABD	0.09	6.61	0.014		0.01	0.01	0.2		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	0.15	5.35	0.028		0.05	0.03	0.5		0.19
A-B	0.07								
A-C	12.96								
A-D	0.00	7.94	0.000		0.00	0.00	0.0		
D-AB	0.43	3.37	0.129		3.12	0.15	4.5		0.39
D-BC	3.00	4.56	0.657		11.59	2.22	71.3		1.38
C-ABD	0.07	7.29	0.010		0.01	0.01	0.2		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-ACD	0.13	6.35	0.020		0.03	0.02	0.3		0.16
A-B	0.06								
A-C	10.85								
A-D	0.00	8.32	0.000		0.00	0.00	0.0		
D-AB	0.36	6.94	0.052		0.15	0.06	0.9		0.15
D-BC	2.51	5.30	0.474		2.22	0.94	15.7		0.38
C-ABD	0.06	7.78	0.008		0.01	0.01	0.1		0.13

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.0	
17.15	0.0	
17.30	0.0	
17.45	0.0	
18.00	0.0	
18.15	0.0	

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	2.5	***
17.45	3.1	***
18.00	0.2	
18.15	0.1	

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.7	**
17.30	7.9	********
17.45	11.6	**********
18.00	2.2	**
18.15	0.9	*

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	13.8	9.2	2.8	0.20	2.8	0.20
A-B	6.9	4.6				
A-C	1190.6	793.7				
A-D	0.0	0.0	0.0	0.00	0.0	0.00
D-AB	39.9	26.6	73.4	1.84	73.4	1.84
D-BC	275.3	183.5	348.1	1.26	348.2	1.26
C-ABD	6.9	4.6	1.0	0.14	1.0	0.14
ALL	2451.4	1634.3	425.3	0.17	425.4	0.17

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

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

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APPENDIX H – OPTIONS APPRAISAL TABLE

Short Term Scenario - Fit with Objectives

EAST Appraisal - do Something relative to Do Minimum

	Scheme	Cost	Strategic Case		Economic Case				Managerial		Financial		Commercial		Priority
			Fit with study objectives	Fit with Policy	Connectivity	Reliability	Wider Delivery	Environment	Implementation	Feasibility	Affordability	Revenue	Flexibility	Income	Grading
High Street	S1. Short stay Parking Rationalisation	Medium													7
	S2. Rationalise Bus stops	Medium													7
	S3. Improve local signing	Low													12
	S4. Reduce street clutter	Low													10
	S5. Review taxi parking	Low													4
	S6. Strengthen parking enforcement	Low													12
A283	S7. Gateway feature	Low													2
	S8. Links to Downs Link cycle routes	Medium													6
Town Centre Residential	S9. Signing strategy	Low													10
	S10. 20 mph zone	Low													5
Town Centre East	S11. Strengthen parking enforcement	Low													12
	S12. Signing strategy	Low													10
	S13. 20 mph zone	Low													5
	S14. Pedestrian improvements	Low													7
A259 East	S15. Signing strategy	Low													10
	S16. New pedestrian crossing	Medium													8
	S17. Bus stop improvements	Medium													7
	S18. Environment improvement and landscaping	Low													7

	Major Negative
	Slight Negative impact
	Neutral
	Slight Beneficial
	Major Beneficial

Costs	
Low	<£10K
Medium	£10K - £50K
High	> £50K

Priority Grading
The higher the score, the higher the priority

Medium Term Scenario - Fit with Objectives

EAST Appraisal - do Something relative to Do Minimum

	Scheme	Cost	Strategic Case		Economic Case				Managerial		Financial		Commercial		Priority
			Fit with study objectives	Fit with Policy	Connectivity	Reliability	Wider Delivery	Environment	Implementation	Feasibility	Affordability	Revenue	Flexibility	Income	Grading
High Street	M1. Re model Norfolk Bridge	Medium													10
	M2. Re model Ship and Middle streets	Low													7
	M3. Paving strategy	Medium													6
	M4. Public Realm	Low													8
	M5. Gateway treatment	Medium													6
A283	M6. Widen footway	High													2
	M7. Formalise parking provision	Low													7
Town Centre Residential	M8. Improved Signing for Parking	Low													11
	M9. Introduce stronger parking controls	Low													7
	M10. Review parking restrictions	Low													7
	M11. Remodel Ship and Middle Streets	Medium													7
Town Centre East	M12. Review parking restrictions	Low													7
	M13. East Street treatment	Medium													9
	M14. Walking focused routes New Road Tarmount Lane	Low													10
A259 East	M15. Improved New Road access	Medium													7
	M16. Close Surry Street.	Low													5
	M17. Toucan crossing	Low													10

	Major Negative
	Slight Negative impact
	Neutral
	Slight Beneficial
	Major Beneficial

Costs	
Low	<£10K
Medium	£10K - £50K
High	> £50K

Priority Grading
The higher the score, the higher the priority

Long Term Scenario - Fit with Objectives

EAST Appraisal - do Something relative to Do Minimum

	Scheme	Cost	Strategic Case		Economic Case				Managerial		Financial		Commercial		Priority
			Fit with study objectives	Fit with Policy	Connectivity	Reliability	Wider Delivery	Environment	Implementation	Feasibility	Affordability	Revenue	Flexibility	Income	Grading
High Street	L1a. Revised Norfolk Bridge Roundabout	High													9
	L1b. Revised Norfolk Bridge Roundabout - signals	High													7
	L2a. Signalisation of Middle Street	High													5
	L2b. Middle Street - one-way northbound only	Low													8
	L3 Bus stop improvements	Medium													10
	L4. Longer term parking arrangements	Medium													8
	5. Public Realm improvements	Medium													8
A283	L6a. Revised Norfolk Bridge Roudabout	Low													9
	L6b. Revised Norfolk Bridge Roundabout - signals	Medium													7
Town Centre Residential	L7. Improved surface treatments														6
	L8. Longer term parking arrangements	Medium													8
East	L9. Longer term parking arrangements	Medium													8
	L10. Shoreham by sea interchange	High													9
A259 East	L11. Longer term parking arrangements	Medium													11
	L12. Public Ream improvements	Medium													9

Major Negative
Slight Negative impact
Neutral
Slight Beneficial
Major Beneficial

Costs	
Low	<£10K
Medium	£10K - £50K
High	> £50K

Priority Grading
The higher the score, the higher the priority

Appendix I – Road Safety Audit

PARSONS BRINCKERHOFF

September 2013

SHOREHAM TOWN CENTRE STUDY

STAGE 1 ROAD SAFETY AUDIT

West Sussex County Council

PTG - 285358Y 4.1

Draft

Shoreham Town Centre Study

Stage 1 Road Safety Audit

PTG - 285358Y 4.1

Prepared for
West Sussex County Council

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PARSONS BRINCKERHOFF

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Client: West Sussex County Council

Project: Shoreham Town Centre Study
Stage 1 Road Safety Audit

Address:

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Consultant Auditor

Date: September 2013

AGREED BY

Name: Rebecca Neves

Position: Principal Engineer

Date: September 2013

AUTHORISED FOR ISSUE

Name: Jackie Ackland

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Date: September 2013

DISTRIBUTION

Issue No.	Issued To	Date Issued
1 Draft	West Sussex County Council	
2 Draft	Office Copy, PB Godalming	

PARSONS BRINCKERHOFF

CONTENTS

PARSONS BRINCKERHOFF

1 INTRODUCTION

1.1 General

1.1.1 PB Limited has been commissioned by West Sussex County Council to undertake a Stage 1 Road Safety Audit on a proposed scheme at Shoreham Town Centre.

1.1.2 The Road Safety Audit Team membership was the following:

Rebecca Neves, BEng (Hons), CEng, MCIHT, MSoRSA	PB Limited Principal Engineer Road Safety Audit Team Leader
Laurence Shaw, MCIHT	The Safety Forum Road Safety Audit Team Member

1.1.3 This audit took place at Shoreham Town Centre on September 25th 2013 and the site was examined by Rebecca Neves and Laurence Shaw together in daylight hours between 10:00 and 14:30 hours. The weather during the site visit was warm and sunny and the road surface was dry. Traffic flows at all times were consistent and fairly busy.

1.1.4 The Road Safety Audit also comprised of an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.5 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/03.

1.1.6 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.2 Purpose of Scheme

1.2.1 To identify a package of suitable and tested improvements, mindful of the needs of all travel modes and current transport policy of West Sussex County Council and Adur District Council, including emerging recommendations from the Adur & Shoreham Harbour Transport Study and Shoreham Harbour Transport Strategy. Through a process of option generation and refinement, consideration should be given to the following locations and potential areas for improvement:

1.2.2 Junction improvements – consideration should be given to, but not limited to, A283 Old Shoreham Road/Upper Shoreham Road, Old Shoreham Road/Ropetackle, A259 High Street/East Street, A259 Brighton Road/Surry Street and Brighton Road/Eastern Avenue.

1.2.3 Town centre streets north of A259 and south of railway line – including changes to one way system and parking arrangements; A283/A259 Norfolk Bridge junction; Public transport infrastructure and walking, cycling and public realm improvements.

1.2.5 No details have been provided for the future of New Road, East Street and Brunswick Road other than the statement “Proposed shared space street to improve pedestrian and cyclist access - to include level surface (no kerbs) with vehicular access limited” and has therefore not been audited. However, the audit team expressed concern that the design brief would be difficult to achieve for some parts of the roads included in the area due to level differences.

1.2.6 It is recommended that further investigation is carried out into the possibility of meeting the stated goals for New Road, East Street and Brunswick Road.

2 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

2.1.1 No Previous Audits have been carried out on this proposal

3 PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 General

3.1.1 No general problems have been identified as part of this audit.

RECOMMENDATION

3.2 Drawing No. HW-SK-402 A Sheet 1

3.2.1 PROBLEM A

Location: Just north of 3 Valentine Close, A283

Summary: Proposed gateway may obstruct visibility

Detail: It is proposed that a 'gateway' is installed at the point of the change of speed limit but the audit team were concerned that the part of the gateway on the east side of the road may obstruct visibility of / for southbound drivers exiting the existing access way which may lead to vehicle/vehicle collisions.

RECOMMENDATION A

It is recommended that during the detailed design stage the 'gateway' is checked to ensure that the view of the existing access is not hampered.

Accepted - all proposals will be installed to ensure visibilities are not obstructed.

3.3 Drawing No. HW-SK-402 A Sheet 2

3.3.1 PROBLEM B

Location: Just south of the A283/Upper Shoreham Road junction

Summary: Location of the proposed pedestrian crossing may lead to accidents

Detail: It is proposed that a pedestrian crossing should be located south of the mini-roundabout junction of the A283/Upper Shoreham Road although the type of crossing has not been defined. The audit team were concerned that the introduction of any type of pedestrian crossing in the location shown on the plan may lead to road safety problems caused by buses using the bus stop obstructing the view of and for pedestrians for northbound drivers and that vehicles using the mini-roundabout may not see vehicles stopping for the pedestrian crossing which may lead to shunt type collisions for southbound vehicles.

RECOMMENDATION B

It is recommended that the provision of a pedestrian crossing at the proposed location is reconsidered.

Noted – it is suggested that proposals will be reviewed at the detailed design stage, however it is anticipated that an improved crossing point could be provided at the existing point rather than a new location as suggested previously.

3.4 Drawing No. HW-SK-402 A Sheet 3 & 4

3.4.1 PROBLEM C

Location: A283 Old Shoreham Road Northeast side

Summary: Vehicles parking on the footway may lead to accidents

Detail: Drawing No. HW-SK-402 sheets 3 and 4 show a proposal for vehicles parked with 2 wheels on the footway on the northeast side of the A283 and it is agreed that this does occur at this location (see photograph below). However, the existing footway is sub-standard in width, a situation that is exacerbated by the street lights that are situated approximately 300mm away from the back of path. Permitting vehicles to park on the footway may result in pedestrians who use wheelchairs or double buggies having to enter the carriageway which may result in vehicle/pedestrian collisions.

RECOMMENDATION C

It is recommended that the use of the footway for parking without modification is reconsidered.

Noted – it is accepted this proposal has pros and cons. It is suggested that this proposals is investigated further with consultation with local residents. Parking is currently undertaken informally now with proposals seeking to confirm this approach.

3.5 Drawing No. HW-SK-402 A Sheet 4

3.5.1 PROBLEM D

Location: A283 Old Shoreham Road Southwest side

Summary: Vehicles parking on the footway may lead to accidents

Detail: Drawing No. HW-SK-402 sheet 4 shows a proposal for vehicles parked with 2 wheels on the footway on the southwest side of the A283. The audit team noted that there is a bus stop situated outside No. 147 A283 Old Shoreham Road and there is concern that vehicles using the proposed parking bay would obstruct the bus stop, resulting in buses stopping some distance from the kerb. Northbound drivers may attempt to pass the stationary bus which could result in head-on collisions.

RECOMMENDATION D

It is recommended that the proposed parking bay is curtailed approximately 30m southeast of the proposed termination point.

3.6 Drawing No. HW-SK-402 A Sheet 4 & 5

Accepted – parking to be curtailed around bus stops.

3.6.1 PROBLEM E

Location: A283 Old Shoreham Road Southwest side

Summary: Vehicles parking on the footways may lead to accidents

Detail: Drawing No. HW-SK-402 sheets 4 and 5 show a proposal for vehicles parked with 2 wheels on the footway on the southwest side of the A283. The existing footway is sub-standard in width and vehicles parking on the footway would force pedestrians who use wheelchairs or double buggies to enter the carriageway which may result in vehicle/pedestrian collisions. It should be noted that along the length of footway to be affected there are a number of dropped kerbs serving domestic properties and parking occurring too close to such facilities may result in vehicle/vehicle collisions.

RECOMMENDATION E

It is recommended that the use of the footway for parking without modification is reconsidered and ensure that adequate visibility is maintained for access from driveways.

3.7 Drawing No. HW-SK-402 A Sheet 5

Noted – it is accepted this proposal has pros and cons. It is suggested that this proposals is investigated further with consultation with local residents. Parking is currently undertaken informally now with proposals seeking to confirm this approach. Any proposals would be installed maintaining accesses and visibilities.

3.7.1 PROBLEM F

Location: A283 Old Shoreham Road

Summary: Vehicle parking may lead to accidents

Detail: Drawing No. HW-SK-402 sheet 5 shows a proposal for vehicles parked on both sides of the A283 and shows that the carriageway should have traffic lane widths of 3.0m and 2.0m wide parking bays on both sides. However, between Nos. 84 – 94 Old Shoreham Road the carriageway would be restricted to approximately 5.0m of less which may result in head-on collisions if larger vehicles meet.

RECOMMENDATION F

It is recommended that the proposed parking bay on one side of the road is curtailed before the road becomes too narrow.

Noted – however this arrangement is currently in operation and assumed to operate safely. It is suggested that this proposal along with consideration of curtailing the bays prior to the narrow point is investigated further in the detailed design stage.

3.7.2 PROBLEM G

Location: A283 Old Shoreham Road Northeast side

Summary: Vehicles parking on the footway may lead to accidents

Detail: Drawing No. HW-SK-402 sheet 5 shows a proposal for vehicles parked with 2 wheels on the footway on the northeast side of the A283 between Nos. 60 – 80. The buildings in this section of the road back on to Old Shoreham Road but have no access to it. The existing footway is sub-standard in width and permitting vehicles to park on the footway may result in pedestrians who use wheelchairs or double buggies having to enter the carriageway which may result in vehicle/pedestrian collisions.

RECOMMENDATION G

It is recommended that the proposal for a parking bay on one side of the road at this location is not pursued.

3.8 Drawing No. HW-SK-402 A Sheets 6 & 7

Noted – it is accepted this proposal has pros and cons. It is suggested that this proposals is investigated further with consultation with local residents. Parking is currently undertaken informally now with proposals seeking to confirm this approach. Any proposals would be installed maintaining accesses and visibilities.

3.8.1 PROBLEM H

Location: A283 Old Shoreham Road opposite The Swiss Cottage PH

Summary: Removing parking may lead to accidents

Detail: It is proposed that the existing on-street parking in Old Shoreham Road opposite The Swiss Cottage is removed and replaced with waiting restrictions. The audit team noted that the A283 Old Shoreham Road is of adequate width to accommodate two-way traffic with the parking in place and were concerned that the removal of the on-street parking will encourage higher vehicle speeds.

RECOMMENDATION H

It is recommended that the removal of the parking is reconsidered and that a suitable parking bay is introduced to replace the existing unrestricted parking.

3.9 Drawing No. HW-SK-402 A Sheets 8

Accepted – it is suggested that these proposals are considered and if appropriate incorporated in to designs at the detail design stage. However it was deemed that road widths were not particularly high and contributed to local congestion through the conflicts it creates.

3.9.1 PROBLEM I

Location: Various locations on the A259 Brighton Road

Summary: Lack of adequate space at bus stops may result in accidents

Detail: At a number of locations along the A259 Brighton Road the bus stops are situated in lay-bys which are shared with on-street parking and it is shown on drawing No. HW-SK-402 A Sheet 8 that the lay-bys are to be realigned. At the time of the site visit it was noted that when buses approached the bus stops the on-street parking prevented the buses aligning themselves correctly and stopped with the rear of the bus still in the running lane of Brighton Road. This can result in vehicles attempting to pass the bus which may result in head on collisions. If the buses are not correctly aligned with the kerbside facilities, mobility impaired users may have difficulty accessing / exiting the bus.

RECOMMENDATION I

It is recommended that during the detailed design for the realignment of the lay-bys the space provided at the bus stops is adequate for all sizes of buses that enter and use the bus stops and enables them to align correctly with the kerb.

Noted –proposals will be reviewed at the detailed design stage. This issue is accepted and realigned bus stops and parking arrangements have been proposed. It is also suggested that a number of these issues are the result of poor / illegal parking which requires the appropriate enforcement.

3.9.2 PROBLEM J

Location: Junction of the A259 Brighton Road/West Street

Summary: Alignment of the entry to West Street may result in accidents

Detail: On drawing No. HW-SK-402 A Sheet 8 the reversal of the one-way working of West Street is noted although no alterations to the junction of the A259 Brighton Road/West Street are proposed. The tight radius on the western corner of the junction for vehicles turning left into West Street may result in vehicles mounting the footway or potentially clipping the building on the eastern side of the junction. This would result in pedestrian / vehicle collisions and damage to the footway leading to trips and falls.

RECOMMENDATION J

It is recommended that during the detailed design stage the western kerb alignment is adjusted to allow vehicles to enter West Street safely.

Noted –proposals will be reviewed at the detailed design stage.

3.10 Drawing No. HW-SK-402 A Sheets 9

3.10.1 PROBLEM K

Location: On A259 Brighton Road east of New Road

Summary: Arrangement of the parking area may result in accidents

Detail: At the Brighton Road/New Road junction it is proposed that the kerb will be built out to provide a parking area outside Nos. 360-386 Brighton Road. The parking area is deep enough to allow parking 'nose-in' to the existing kerb which could encourage drivers to reverse into the carriageway which may result in vehicle/vehicle collisions.

RECOMMENDATION K

It is recommended that the parking area is redesigned to allow parallel parking only.

Noted –it is suggested that proposals will be reviewed at the detailed design stage and changed to parallel parking only if deemed appropriate.

3.10.2 PROBLEM L

Location: On A259 Brighton Road east of New Road

Summary: Proposed pedestrian crossing may result in accidents

Detail: To the east of the Brighton Road/New Road junction it is proposed that a new pedestrian crossing is installed outside No. 378 Brighton Road as part of the Morrisons TA. At this initial stage the design would create safety issues because of the parking area to the northwest (see para. 3.10.1), the bus stop to the northeast, the access to the car dealership to the southeast and the retention of the right turn lane through the middle of the pedestrian crossing.

RECOMMENDATION L

It is recommended that the plans for a pedestrian crossing are removed from these proposals until further investigation into the provision of a new pedestrian crossing is carried out.

Agreed –these proposals are shown for information only as part of this study and are outside of our control. It is suggested that the Council reviews the Morrison's TA and their proposed crossing point separately.

3.11 Drawing No. HW-SK-402 A Sheets 9

3.11.1 PROBLEM M

Location: North of the West Street/North Street junction

Summary: Lack of footway may result in accidents

Detail: In West Street just north of North Street there is an alley immediately adjacent to No. 51 West Street. Although there is a footway that begins just north of the alley the reversal of the one-way working will result in pedestrians exiting the alley into West Street with no protection from northbound vehicles which may result in vehicle/pedestrian collisions.

RECOMMENDATION M

It is recommended that the existing footway is extended towards the south to provide a safe exit point from the alley.

Agreed –it is suggested that proposals will be reviewed at the detailed design stage with a small footway extension proposed.

3.11.2 PROBLEM N

Location: Ham Road

Summary: Lack of adequate footway width may result in accidents

Detail: It is proposed that the existing southern footway of Ham Road will be converted to pedestrian/cycle shared use. At the eastern end of Ham Road the footway is only approximately 1.8m wide which is considered to be inadequate for shared use purposes and may result in cycle/pedestrian collisions.

RECOMMENDATION N

It is recommended that the southern footway of Ham Road is widened into the carriageway to provide a shared use facility of a suitable width to ensure adequate width, and taking account of the edge friction from the adjacent wall.

Agreed –it is suggested that proposals will be reviewed at the detailed design stage and widths provided in line with the guidance – using existing road space where required and possible.

3.11.2 PROBLEM O

Location: Ham Road

Summary: Lack of adequate footway width may result in accidents

Detail: It is proposed that the existing southern footway of Ham Road will be converted to pedestrian/cycle shared use. At the western end of Ham Road the footway is partially blocked by 2 No. bus shelters which reduce the available width of the footway to 2m

approximately. The remaining footway would be sub-standard for a cycle/pedestrian shared use facility and cycle/pedestrian collisions may occur.

RECOMMENDATION O

It is recommended that the bus shelters are removed or replaced with less substantial shelters to maintain 3m clear width to allow the cycle/pedestrian use of the footway in safety.

Agreed –it is suggested that proposals will be reviewed at the detailed design stage and widths provided in line with the guidance.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER

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Tel: 01483 528746
Fax No: 01483 528518

Signed:

Date: 03.10.13

APPENDIX A

List of documents and plans considered during this Stage 1 Road Safety Audit

DRAWINGS

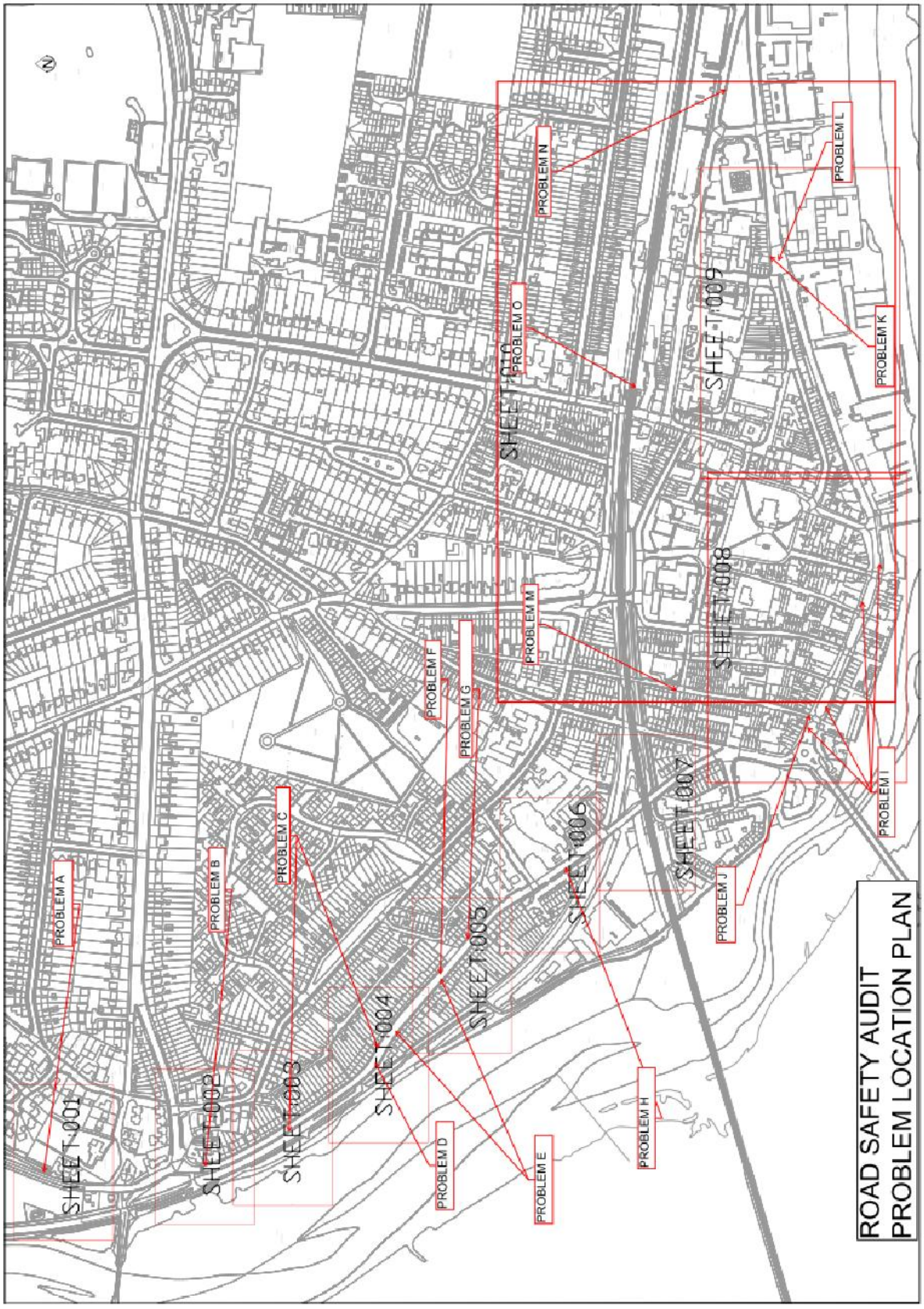
HW-SK-402 Rev A – 1 to 10 sheets

DOCUMENTS

Safety audit brief

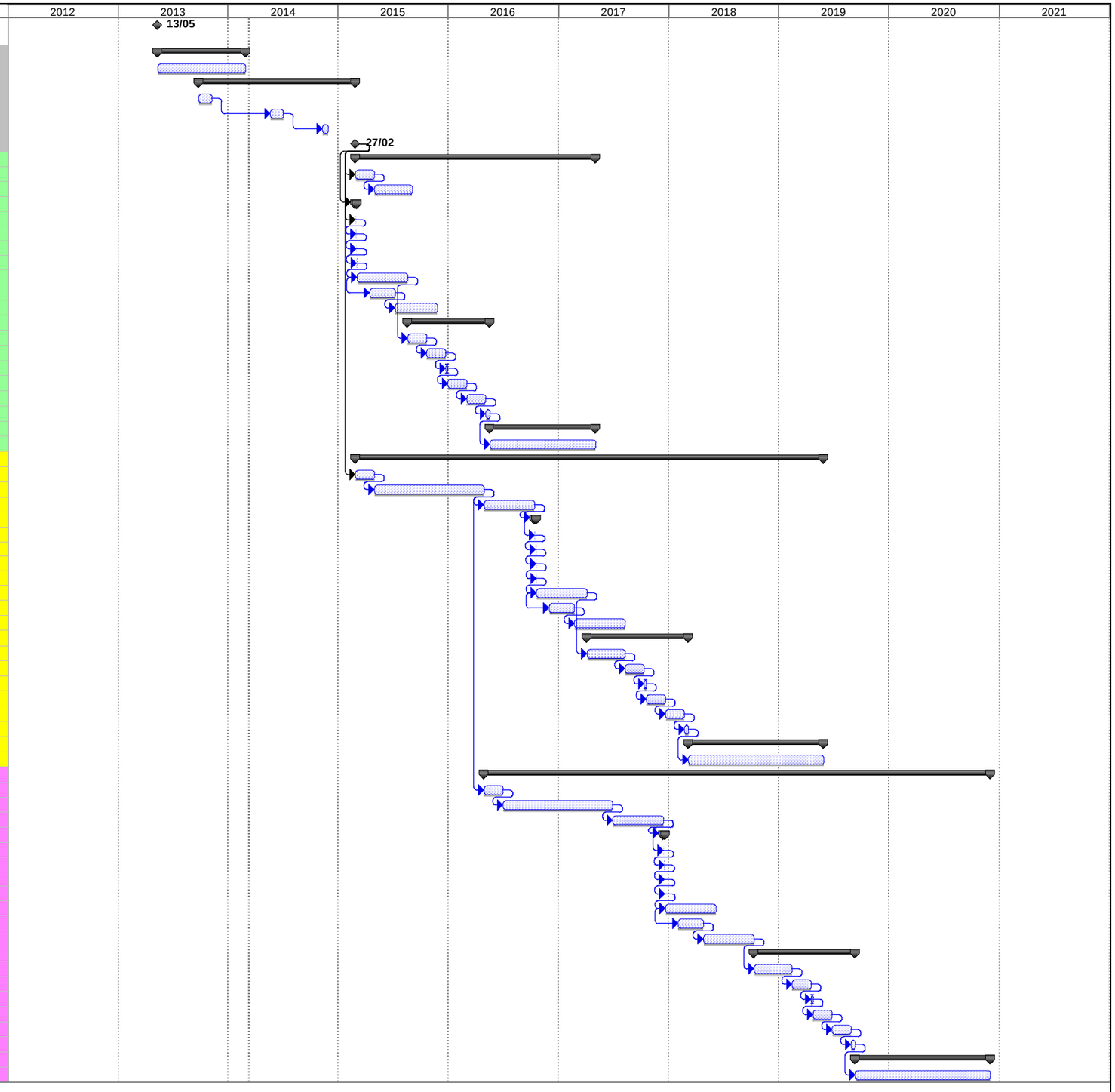
Personal Injury Accident details with 2 No. A3 and 1 No. A1 versions of the PIA distribution plan.

APPENDIX B
PROBLEM LOCATION PLAN



APPENDIX J – INDICATIVE PROGRAMME

ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
1	**Shoreham Town Centre Study Indicative Delivery Programme**	0 days	Mon 13/05/13	Mon 13/05/13		
2	Option Identification	210 days?	Mon 13/05/13	Fri 28/02/14		
3	Option Identification Report	210 days?	Mon 13/05/13	Fri 28/02/14		
4	Consultation	371 days	Thu 26/09/13	Fri 27/02/15		
5	Public consultation on Revised Local Plan	31 days	Thu 26/09/13	Thu 07/11/13		
6	Presubmission Document published	31 days	Thu 22/05/14	Thu 03/07/14	5	
7	Local Plan Independent Examination	15 days	Mon 10/11/14	Fri 28/11/14	6	
8	Local Plan adopted	0 days	Fri 27/02/15	Fri 27/02/15		
9	Funding - Short Term	569 days	Fri 27/02/15	Wed 03/05/17		
10	Initial application	45 days	Fri 27/02/15	Thu 30/04/15	8	
11	WSCC decide on procurement approach	90 days	Fri 01/05/15	Thu 03/09/15	10	
12	Traffic analysis	4 days	Fri 27/02/15	Wed 04/03/15	8	
13	Audits	1 day	Fri 27/02/15	Fri 27/02/15	8	
14	Consultation	1 day	Mon 02/03/15	Mon 02/03/15	13	
15	Design	1 day	Tue 03/03/15	Tue 03/03/15	14	
16	Approval	1 day	Wed 04/03/15	Wed 04/03/15	15	
17	Detailed Design	120 days	Thu 05/03/15	Wed 19/08/15	16	
18	Topo / geotechnical surveys	60 days	Thu 16/04/15	Wed 08/07/15	17SS+30 days	
19	Full approval	100 days	Thu 09/07/15	Wed 25/11/15	18	
20	TRO	195 days	Thu 20/08/15	Wed 18/05/16		
21	TRO preparation	45 days	Thu 20/08/15	Wed 21/10/15	17	
22	WSCC Legal review	45 days	Thu 22/10/15	Wed 23/12/15	21	
23	Publish TRO	5 days	Thu 24/12/15	Wed 30/12/15	22	
24	Consultation period	45 days	Thu 31/12/15	Wed 02/03/16	23	
25	WSCC Approval	45 days	Thu 03/03/16	Wed 04/05/16	24	
26	Make TRO	10 days	Thu 05/05/16	Wed 18/05/16	25	
27	Construction	250 days	Thu 19/05/16	Wed 03/05/17		
28	Construction period	250 days	Thu 19/05/16	Wed 03/05/17	26	
29	Funding - Medium Term	1109 days	Fri 27/02/15	Wed 29/05/19		
30	Initial application	45 days	Fri 27/02/15	Thu 30/04/15	8	
31	Prepare Business Case	260 days	Fri 01/05/15	Thu 28/04/16	30	
32	WSCC decide on procurement approach	120 days	Fri 29/04/16	Thu 13/10/16	31	
33	Traffic analysis	4 days	Fri 14/10/16	Wed 19/10/16	32	
34	Audits	1 day	Fri 14/10/16	Fri 14/10/16	32	
35	Consultation	1 day	Mon 17/10/16	Mon 17/10/16	34	
36	Design	1 day	Tue 18/10/16	Tue 18/10/16	35	
37	Approval	1 day	Wed 19/10/16	Wed 19/10/16	36	
38	Preliminary Design	120 days	Thu 20/10/16	Wed 05/04/17	37	
39	Topo / geotechnical surveys	60 days	Thu 01/12/16	Wed 22/02/17	38SS+30 days	
40	Full approval	120 days	Thu 23/02/17	Wed 09/08/17	39	
41	CPO / SRO / TRO	240 days	Thu 06/04/17	Wed 07/03/18		
42	CPO / SRO / TRO preparation	90 days	Thu 06/04/17	Wed 09/08/17	38	
43	WSCC Legal review	45 days	Thu 10/08/17	Wed 11/10/17	42	
44	Publish CPO / SRO / TRO	5 days	Thu 12/10/17	Wed 18/10/17	43	
45	Consultation period	45 days	Thu 19/10/17	Wed 20/12/17	44	
46	WSCC Cabinet approval	45 days	Thu 21/12/17	Wed 21/02/18	45	
47	Make CPO / SRO / TRO	10 days	Thu 22/02/18	Wed 07/03/18	46	
48	Construction	320 days	Thu 08/03/18	Wed 29/05/19		
49	Construction period	320 days	Thu 08/03/18	Wed 29/05/19	47	
50	Funding - Long Term	1199 days	Fri 29/04/16	Wed 02/12/20		
51	Initial application	45 days	Fri 29/04/16	Thu 30/06/16	31	
52	Prepare Business Case	260 days	Fri 01/07/16	Thu 29/06/17	51	
53	WSCC decide on procurement approach	120 days	Fri 30/06/17	Thu 14/12/17	52	
54	Traffic analysis	4 days	Fri 15/12/17	Wed 20/12/17	53	
55	Audits	1 day	Fri 15/12/17	Fri 15/12/17	53	
56	Consultation	1 day	Mon 18/12/17	Mon 18/12/17	55	
57	Design	1 day	Tue 19/12/17	Tue 19/12/17	56	
58	Approval	1 day	Wed 20/12/17	Wed 20/12/17	57	
59	Preliminary Design	120 days	Thu 21/12/17	Wed 06/06/18	58	
60	Topo / geotechnical surveys	60 days	Thu 01/02/18	Wed 25/04/18	59SS+30 days	
61	Full approval	120 days	Thu 26/04/18	Wed 10/10/18	60	
62	CPO / SRO / TRO	240 days	Thu 11/10/18	Wed 11/09/19		
63	CPO / SRO / TRO preparation	90 days	Thu 11/10/18	Wed 13/02/19	61	
64	WSCC Legal review	45 days	Thu 14/02/19	Wed 17/04/19	63	
65	Publish CPO / SRO / TRO	5 days	Thu 18/04/19	Wed 24/04/19	64	
66	Consultation period	45 days	Thu 25/04/19	Wed 26/06/19	65	
67	WSCC Cabinet approval	45 days	Thu 27/06/19	Wed 28/08/19	66	
68	Make CPO / SRO / TRO	10 days	Thu 29/08/19	Wed 11/09/19	67	
69	Construction	320 days	Thu 12/09/19	Wed 02/12/20		
70	Construction period	320 days	Thu 12/09/19	Wed 02/12/20	68	



Project: Shoreham Town Centre Study I
Date: Tue 11/03/14

Task
Split
Milestone
Summary
Project Summary
External Tasks
External Milestone
Progress
Deadline

APPENDIX K – IDENTIFICATION OF FUNDING SOURCES

1.1.1 In discussion with West Sussex CC (WSCC) and Adur DC (ADC) it was agreed that potential funding options for the strategy should be considered.

1.1.2 With the majority of the strategy proposals requiring capital funding only it is envisaged that the phased nature of the strategy proposals (surface treatments, signing and lighting, bus stops and parking controls) will require spend to be progressed under the existing capital and maintenance programmes budgets open to Adur.

1.1.3 There are several options for funding all or part of the recommended improvements which include:

- Highways capital funding – this is allocated annually through the IWP which takes account of the local priorities identified by the County Local Committee's through the Infrastructure Plan process and the Strategic Transport Investment Programme (STIP). The IWP is usually approved by the Cabinet Member for Highways and Transport in March;

- Developer Funding – where improvements would help to mitigate the impacts of development on Shoreham town centre, these will be added to the County council's Strategic Infrastructure Package for Adur and considered for inclusion in ADC's Infrastructure Delivery Plan (IDP). This will allow funding for mitigation measures to be secured either through a Section 106 agreement or the Community Infrastructure Levy (once in place) as development proposals come forward; or

- Funding bids – as opportunities arise bids for funding can be submitted to central Government or the Coast to Capital Local Enterprise Partnership (LEP) to secure the necessary funding. These are typically related to specific themes, issues or objectives such as economic growth and funding tends to be allocated through a competitive process.

1.1.4 For the larger capital cost elements of the strategy, it will be important to programme the phased proposals in Adur's work on infrastructure plan priorities. As an alternative, however, the future planned housing or other development in the area might also be seen as contributing sufficient planning gain to fund scheme either directly through S106 or a future Community Infrastructure Levy (CIL) for committed development.

1.1.5 Such a funding route will likely be considered appropriate for major junction improvements such as at the Norfolk Bridge junction and the New Road intersection treatment and / or the of new cycle infrastructure, with the funding pot available depending both on the quantum of development on the sites. Agreement about funding allocation will likely then be progressed under the auspices of the Shoreham Joint Area Action Plan with WSCC and ADC leading on identifying third parties who would benefit financially from the scheme and from whom a contribution can be secured.

1.1.6 In the event that developer and third party contributions have been maximised and there is still a 'funding gap' (i.e. where the estimated contributions are less than the overall cost of the scheme), supplementary public sector might be justified on the basis of the wider economic benefits the scheme brings.

1.1.7 Assuming funding is not secured under these routes Adur and WSCC might have access to alternative capital funding models from the options outlined below

- **Capital Sources and Repayment Mechanisms**

Type	Source	Comments	Repayment Required
LA Grant	West Sussex County Council/Arun District Council	Annual Government Capital Allocations to Local Authorities, not usually repaid	No
Council Capital	West Sussex County Council/Arun District Council	Own capital on account or from future asset sales	Council's decision
Prudential Borrowing	Public Works Loan Board		Yes
Planning Gain	Developers/Landowners	S106 Monies or CIL	No
Private Capital	Banks	Indirect lending (Debt Finance)	Yes
Private Capital	Private Capital Funds	Channelled through a third party	Yes
Private Capital	Developer	Capital receipts to the Council from the sale of Council owned development land (if any is present)	No not unless required by Council Policy
DfT Grant Funding	Central Government	From 2015 the use of devolved Local Major Schemes budget	No
LEP Growing Place Fund	Coast to Capital LEP	Capital funding to be repaid in the future.	Yes

Table 1 - Potential Sources of Funding Capital