Job Name: Chichester Local Plan Transport Modelling

Job No: **330610057/5521**

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Subject: Northern Spatial Scenarios Test

1. Introduction

Study Purpose

1.1. Stantec has been commissioned by Chichester District Council (CDC) to assist in the development of the transport evidence base to support the Chichester Local Plan Review (LPR) 2016-2037/2038.

1.2. This note sets out the approach employed in understanding the impact of a revised distribution of development in the north of the district and to understand the impact on the local highway network and network further afield, including trips outside of the district into Surrey to the north and Horsham District to the east, as well as impacts on the South Downs National Park. West Sussex County Council (WSCC) were consulted and this report takes into account comments from WSCC.

Development Scenarios

1.3. Details of the scenarios to be investigated were provided by CDC and these were focused on development at four locations within the north of the district. The settlements included are Kirdford, Loxwood, Plaistow and Ifold (combined) and Wisborough Green. The locations are shown in Figure 1-1.

1.4. Six scenarios were provided with a different quantum of development at each of the four locations. The scenarios are detailed in Table 1-1.

Table 1-1: Northern Spatial Scenarios to be tested (Dwelling Number Assumptions)

Scenario	Description	Development Location				Total
		Kirdford	Loxwood	Plaistow & Ifold	Wisborough Green	
1	No further permissions	56	95	8	26	185
2	Full development	242	322	795	118	1,477
3	Limited Growth	70	125	15	40	250
4	Significant Growth 1	70	200	100	40	410
5	Significant Growth 2	110	290	115	80	595
6	Significant Growth 3	110	290	715	80	1,195

Figure 1-1: Locations of Developments

Overview of Methodology and Layout of Note

1.5. Vehicular trip generation for residential uses is consistent with the trip rates used in the Local Plan Review transport assessment. These agreed residential trip rates were for mixed private/affordable housing and it was agreed that they would be used as global rates for suburban and out of town sites for the study. The trip rates are shown in Section 2.

1.6. The study utilises data Mobile Network Data (MND) to determine the distribution of trips from the development locations. This data was collected in 2015 by West Sussex County Council and covers the whole of the county.

1.7. For the purposes of this study, only AM peak hour (0800-0900) and PM peak hour (1700-1800) time periods are considered.

1.8. Data models of trip distribution for all six scenarios were analysed using the Microsoft Power BI data tool. Power BI is an interactive data visualisation suite of tools developed by Microsoft with a primary focus on business intelligence (BI). Power BI enables analysts to bring together data from different sources and then produce a wide range of visually rich reports that can be distributed to internal and external users. This software tool and the trip distribution process and outputs are all detailed further in Section 3.

1.9. A manual assignment of trips is then undertaken, and the outputs show the roads where the greatest impacts are seen, along with other localised analysis to show impacts on Chichester (including the A27), Petworth and environmentally sensitive areas. The assignment process and outcomes are detailed further in Section 4.

1.10. Finally, a safety assessment is undertaken to understand if there are any accident hotspots where the northern sites may have an impact, and this is detailed in Section 5.

1.11. The report concentrates on outputs for Scenario 2, as this will have the biggest impact on the highway network. Other scenario outputs are given in Appendices and a short summary of the outputs for these, compared to Scenario 2 are provided in the conclusion.

2. Trip Generation

2.1. In order to estimate the trips generated for each scenario, the development quanta for each scenario coupled with the trip rates which were extracted using TRICs and agreed upon by West Sussex County Council (WSCC) and CDC were used. The trip rates were agreed residential trip rates for mixed private/affordable housing, and it was agreed that they would be used as global rates for suburban and out of town sites for the study.

2.2. Trip rates for trip generation have been summarised in Table 2-1 for both AM and PM peak hours.

Table 2-1: Trip rates for AM (0800 – 0900) and PM (1700 – 1800) peak hours

Time Period	Origin	Destination	Total
AM	0.352	0.12	0.472
PM	0.159	0.318	0.477

2.3. Table 2-2 summarises the trips generated to and from the northern sites for each scenario.

Table 2-2: Trips generated to and from Northern sites AM and PM peak hours

Scenario No.	Northern Sites	AM			PM		
		Origin	Destination	Two-way	Origin	Destination	Two-way
1	Kirdford	19.7	6.7	26.4	8.9	17.8	26.7
	Loxwood	33.4	11.4	44.8	15.1	30.2	45.3
	Plaistow & Iford	2.8	1	3.8	1.3	2.5	3.8
	Wisborough Green	9.2	3.1	12.3	4.1	8.3	12.4
Total		**65.1**	**22.2**	**87.3**	**29.4**	**58.8**	**88.2**
2	Kirdford	85.2	29	114.2	38.5	77	115.5
	Loxwood	113.3	38.6	151.9	51.2	102.4	153.6
	Plaistow & Iford	279.8	95.4	375.2	126.4	252.8	379.2
	Wisborough Green	41.5	14.2	55.7	18.8	37.5	56.3
Total		**519.9**	**177.2**	**697.1**	**234.8**	**469.7**	**704.5**
3	Kirdford	24.6	8.4	33	11.1	22.3	33.4
	Loxwood	44	15	59	19.9	39.8	59.7
	Plaistow & Iford	5.3	1.8	7.1	2.4	4.8	7.2
	Wisborough Green	14.1	4.8	18.9	6.4	12.7	19.1
Total		**88**	**30**	**118**	**39.8**	**79.5**	**119.3**
4	Kirdford	24.6	8.4	33	11.1	22.3	33.4
	Loxwood	70.4	24	94.4	31.8	63.6	95.4
	Plaistow & Iford	35.2	12	47.2	15.9	31.8	47.7
	Wisborough Green	14.1	4.8	18.9	6.4	12.7	19.1
Total		**144.3**	**49.2**	**193.5**	**65.2**	**130.4**	**195.6**
5	Kirdford	38.7	13.2	51.9	17.5	35	52.5

Scenario No.	Northern Sites	AM			PM		
		Origin	Destination	Two-way	Origin	Destination	Two-way
	Loxwood	102.1	34.8	136.9	46.1	92.2	138.3
	Plaistow & Iford	40.5	13.8	54.3	18.3	36.6	54.9
	Wisborough Green	28.2	9.6	37.8	12.7	25.4	38.1
Total		**209.4**	**71.4**	**280.8**	**94.6**	**189.2**	**283.8**
6	Kirdford	38.7	13.2	51.9	17.5	35	52.5
	Loxwood	102.1	34.8	136.9	46.1	92.2	138.3
	Plaistow & Iford	251.7	85.8	337.5	113.7	227.4	341.1
	Wisborough Green	28.2	9.6	37.8	12.7	25.4	38.1
Total		**420.6**	**143.4**	**564**	**190**	**380**	**570**

3. Trip Distribution

Development of Power BI Distribution Tool

3.1. Power BI is a Microsoft business intelligence tool used for analysing raw data to provide visualisations that enable make data-driven decisions. For the purposes of this Local Plan, Power BI is used to illustrate trip distributions in the form of desire lines on a flow map for all six scenarios.

3.2. From the visualisations reported in Power BI, the desire lines for two-way of trips generated between the Northern villages and other sites for AM and PM peaks can be identified.

3.3. Prior to the Power BI analysis, MND was transformed in excel to extract trip origins and destinations of the four villages which was then used to generate a trip distribution pattern and factors which were used in proportion for all six scenarios assuming the same distribution pattern for all six scenarios.

3.4. LSOA of zones in MND were plotted in GIS to extract their actual coordinates for visualisations in Power BI.

3.5. Figure 3-1 and 3-2 below for AM peak hour and PM peak hour respectively illustrate the visualisations reported from the Power BI analysis for Scenario 2. This shows the trips to and from all the development sites combined. Equivalent figures for the other five scenarios are shown in Appendix A.

Figure 3-3-1: Desire Lines for AM Peak trip distribution – Scenario 2 (Vehicles/hour)

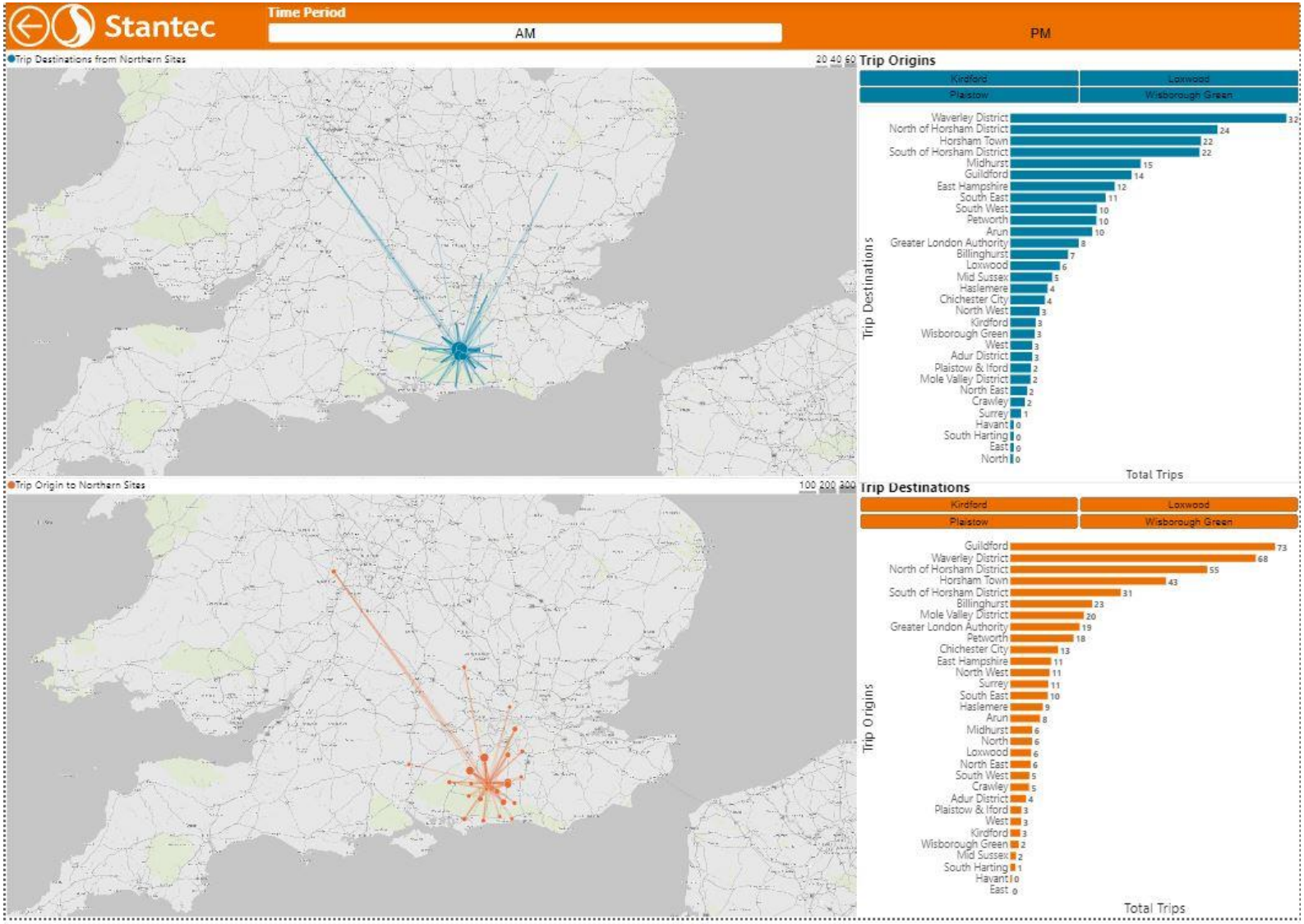
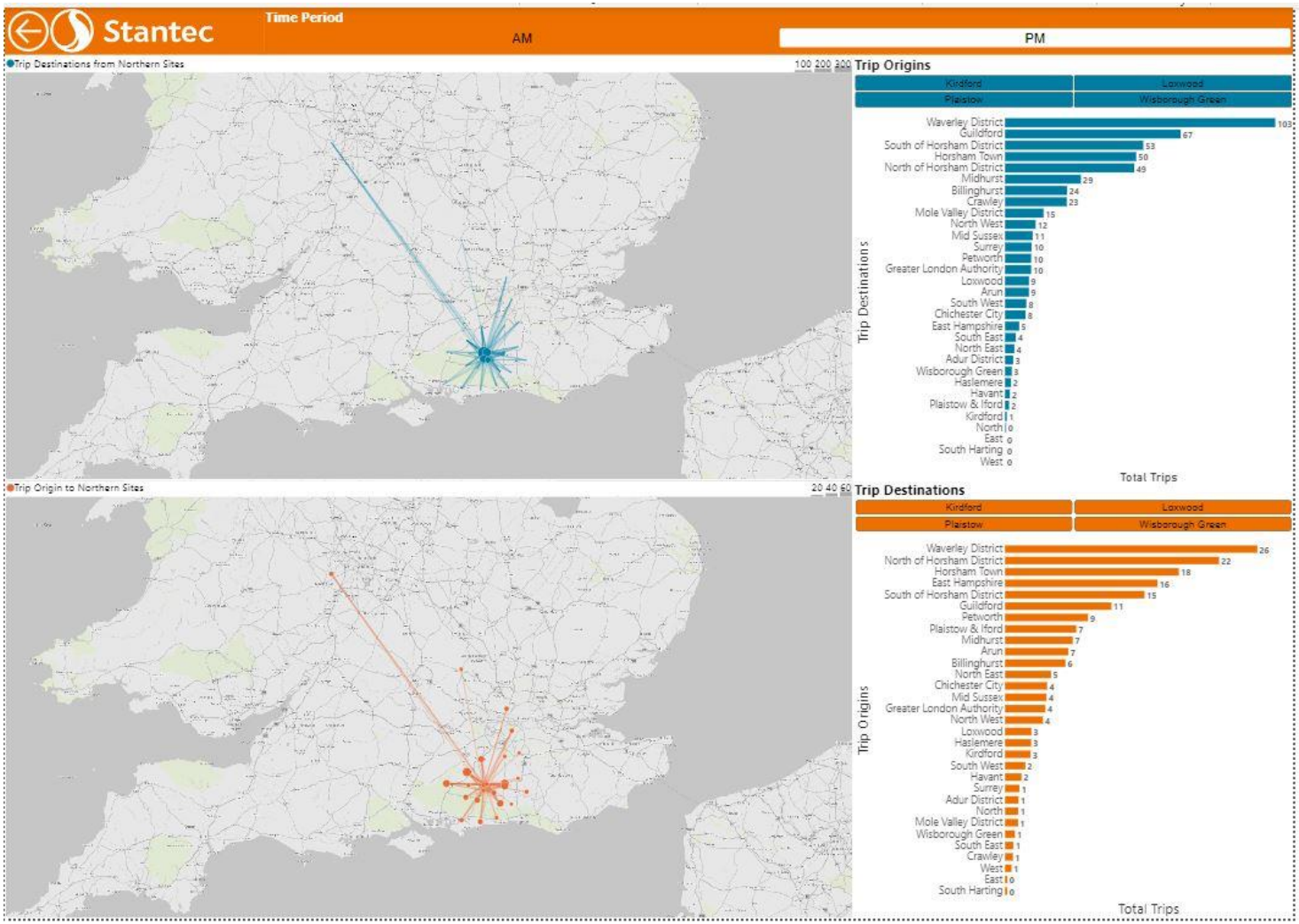


Figure 3-2: Desire Lines for PM Peak trip distribution – Scenario 2 (Vehicles/hour)



Analysis of Outputs

3.6. Prior to the analysis in Power BI, zones were aggregated based on their magnitude of trips as well as its proximity to the Chichester district as shown in Figure 3-3.

3.7. Following the aggregation, the key destinations for trips to and from the villages where development is proposed are Horsham Town, Billingshurst, South Horsham District, North Horsham District, Waverley District, Guildford, Midhurst, Crawley, Mole Valley District, Mid Sussex, Petworth, Greater London, Arun, East Hampshire, Havant, Surrey, Chichester City, Adur, Haslemere, North East, North West, South East and South West of the Northern Villages.

3.8. These sites account for 99% of all trips from the four villages in the AM peak and approximately 98% of all trips to the four villages in the PM peak.

3.9. Table 3-1 and 3-2 summarise all trips to and from the four villages in the AM peak and PM Peak respectively using scenario 2 which is the worst-case scenario. Scenario 2 represents the Full development scenario and will have the most impact out of the six scenarios tested. Analysis has therefore focussed on this scenario. Equivalent results for the other five scenarios tested are shown in Appendix B.

3.10. From the summary of trips generated in scenario 2, the trips to and from to the south and to Chichester are small and the main destinations for trips are shown to be Waverley (Godalming), Guildford and Horsham. This shows that the majority of trips to and from the four development locations have a trip end which is outside of Chichester District and will therefore have cross boundary impacts in the neighbouring West Sussex District of Horsham or in the County of Surrey.

Figure 3-3-3: Zonal Map of Selected Key Destinations

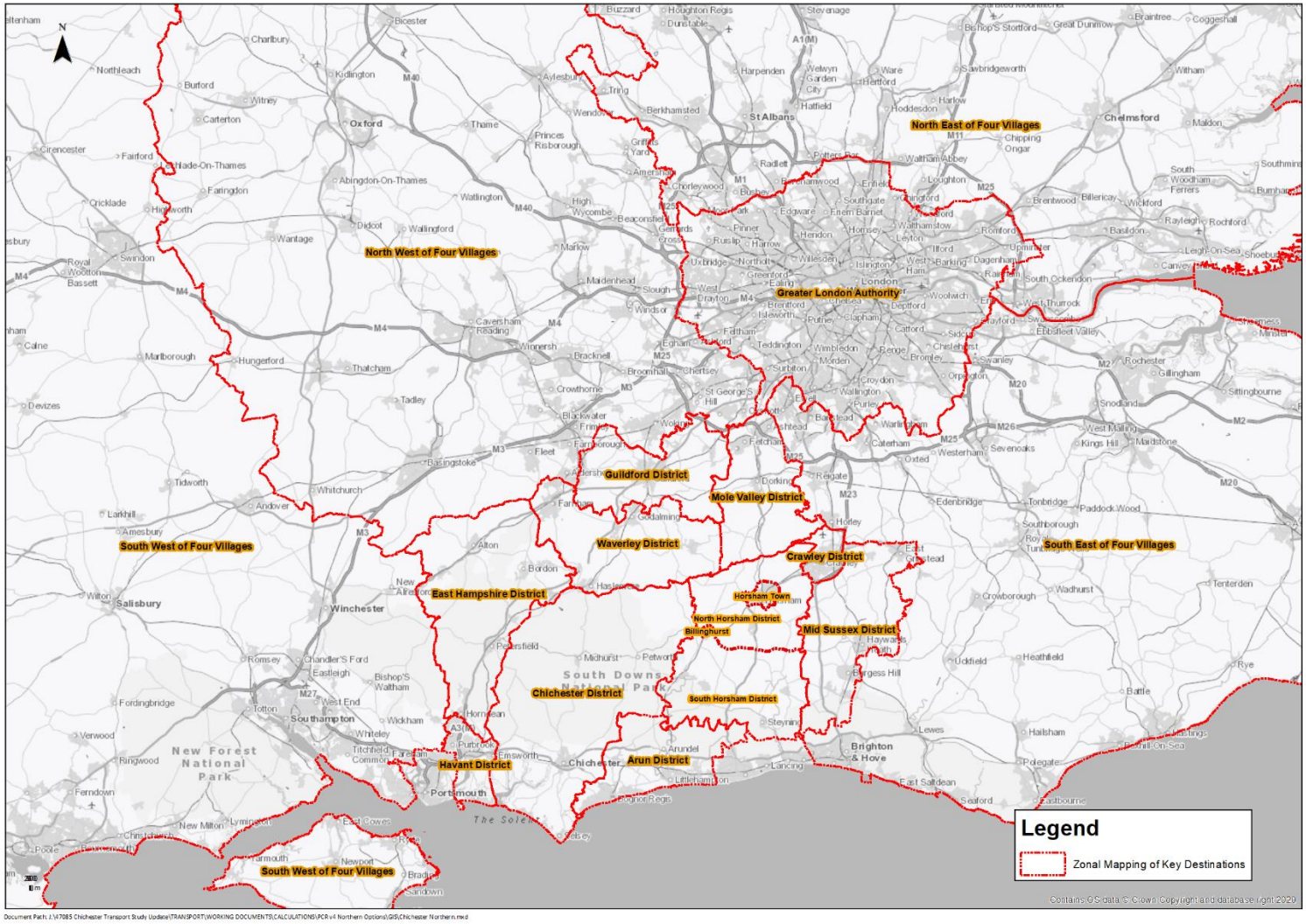


Table 3-1: Summary of trips to and from key zones within MND for AM peak – Scenario 2 (Vehicles/hour)

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	8	1	11	6	27	9	4	2	50	18
Billingshurst	3	0	11	5	9	1	1.3	0	24.3	6
North Horsham District	6	4	20	8	20	10	3	1	49	23
South Horsham District	9	0	12	5	28	8	4.2	2	53.2	15
Waverley	18	8	18	4	59	13	9	2	104	27
Guildford	11	3	13	1	37	7	5	1	66	12
Midhurst	5	1	3	0	18	6	3	0	29	7
Crawley	5	0	1	1	15	0	2	0	23	1
Mole Valley	3	0	2	0	9	1	1	0	15	1
Mid Sussex	2	0	1	0	6	3	1	1	10	4
Petworth	2	1	3	1	5	6	1	0	11	8
Greater London	2	1	3	1	5	2	1	0	11	4
Arun	2	3	2	1	5	2	1	1	10	7
East Hampshire	1	1	2	0	3	13	0	1	6	15
Chichester City	1	0	0	0	4	0	1	0	6	0
Havant	0	1	0	0	1	1	0	0	1	2
Surrey	2	1	1	0	6	0	1	0	10	1
Adur	0	1	0	0	1	0	0	0	1	1
Haslemere	0	1	0	0	1	1	0	0	1	2
Northeast of Four Villages	0	0	2	0	1	4	0	0	3	4
Northwest of Four Villages	2	0	4	0	5	3	1	0	12	3
Southeast of Four Villages	1	0	0	0	3	0	0	0	4	0
Southwest of Four Villages	1	0	3	1	4	1	0	0	8	2
Total	84	27	112	34	272	91	39.5	11	**507.5**	**163**

Table 3-2: Summary of trips to and from key zones within MND for PM peak – Scenario 2 (Vehicles/hour)

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	7	15	7	15	10	19	1.5	3	25.5	52
Billingshurst	2	4	2	4	2	17	0	1	6	26
North Horsham District	8	14	8	14	10	29	1.3	4	27.3	61
South Horsham District	7	8	7	8	14	16	1	2	29	34
Waverley	5	10	10	16	15	36	2.1	6	32.1	68
Guildford	2	13	2	15	8	41	1.5	5	13.5	74
Midhurst	2	1	1	3	12	1	0.5	0	15.5	5
Crawley	0	1	1	0	0	1	0.2	3	1.2	5
Mole Valley	1	4	0	3	1	12	0.2	2	2.2	21
Mid Sussex	1	1	0	0	3	0	0.1	0	4.1	1
Petworth	1	3	0	4	7	10	1.5	1	9.5	18
Greater London	1	4	5	2	2	4	0.6	1	8.6	11
Arun	4	2	1	1	3	4	1	1	9	8
East Hampshire	2	2	3	1	8	6	1.8	1	14.8	10
Chichester City	0	1	0	0	0	3	0	0	0	4
Havant	0	0	0	0	0	0	0	0	0	0
Surrey	1	1	0	2	0	7	0	0	1	10
Adur	0	1	0	0	2	3	0	0	2	4
Haslemere	1	1	0	0	2	6	1	1	4	8
Northeast of Four Villages	1	2	0	2	1	2	0	0	2	6
Northwest of Four Villages	0	3	0	2	2	4	1	2	3	11
Southeast of Four Villages	2	1	2	1	6	8	2	0	12	10
Southwest of Four Villages	1	1	2	0	7	3	0	1	10	5
Total	49	93	51	93	115	232	17.3	34	**232.3**	**452**

4. Traffic Assignment

Overview

4.1. In the absence of a trip assignment model in this part of Chichester there is no suitable readily available tool to undertake a trip assignment process. As such traffic assignment is executed using a manual process based on routing between the selected key zones using an online route-choice checker.

4.2. The routing is based on the shortest journey time between origins and destinations during peak hour conditions and this assessment was made on a Tuesday to depict neutral traffic conditions. This therefore is an all or nothing assignment (i.e., all trips are assumed to use the quickest route) and will not take account of any potential future congestion. However, given the very rural nature of the network in this area this is unlikely to have a major impact on assignment and therefore this approach is deemed to be proportionate in order to give an indication of the roads where traffic from the developments is likely to be greatest and inform any ongoing review at specific locations if deemed necessary.

Assignment Routes

4.3. Figure 4-1 illustrates the assigned routing for traffic from the northern sites within the local area and towards Horsham, Guildford and Godalming which are the locations with the highest trip demand to/from the development locations for both AM and PM peak hours. The routes illustrated in Figure 4-1 will apply to all six scenarios tested although trip numbers impacting the routes will vary by scenario.

4.4. Appendix C summarises all routes for travels between the Northern sites and the selected key areas in both AM and PM peak periods.

Figure 4-1:Key routes to/from Loxwood

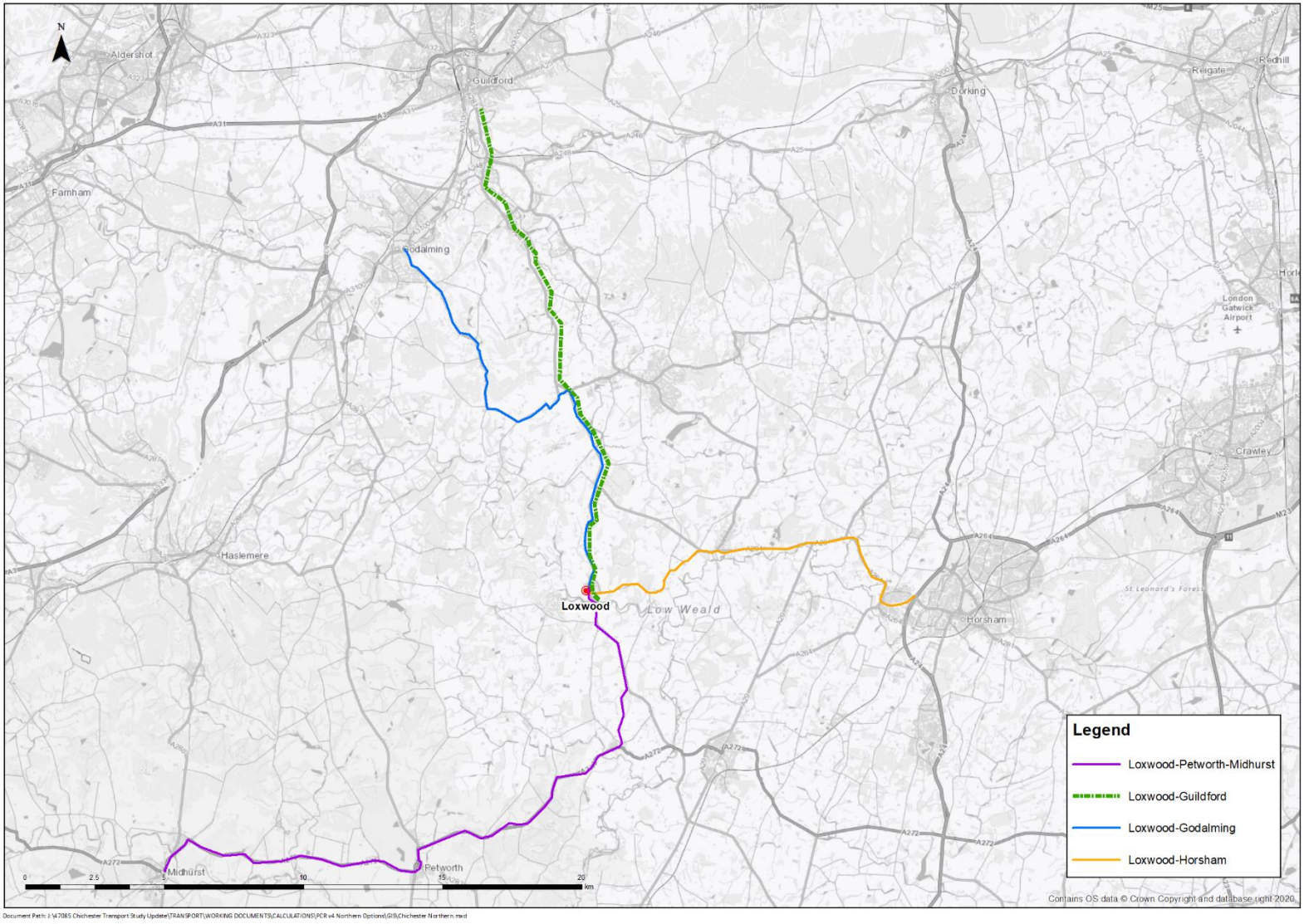


Figure 4-2: Key routes to/from Plaistow

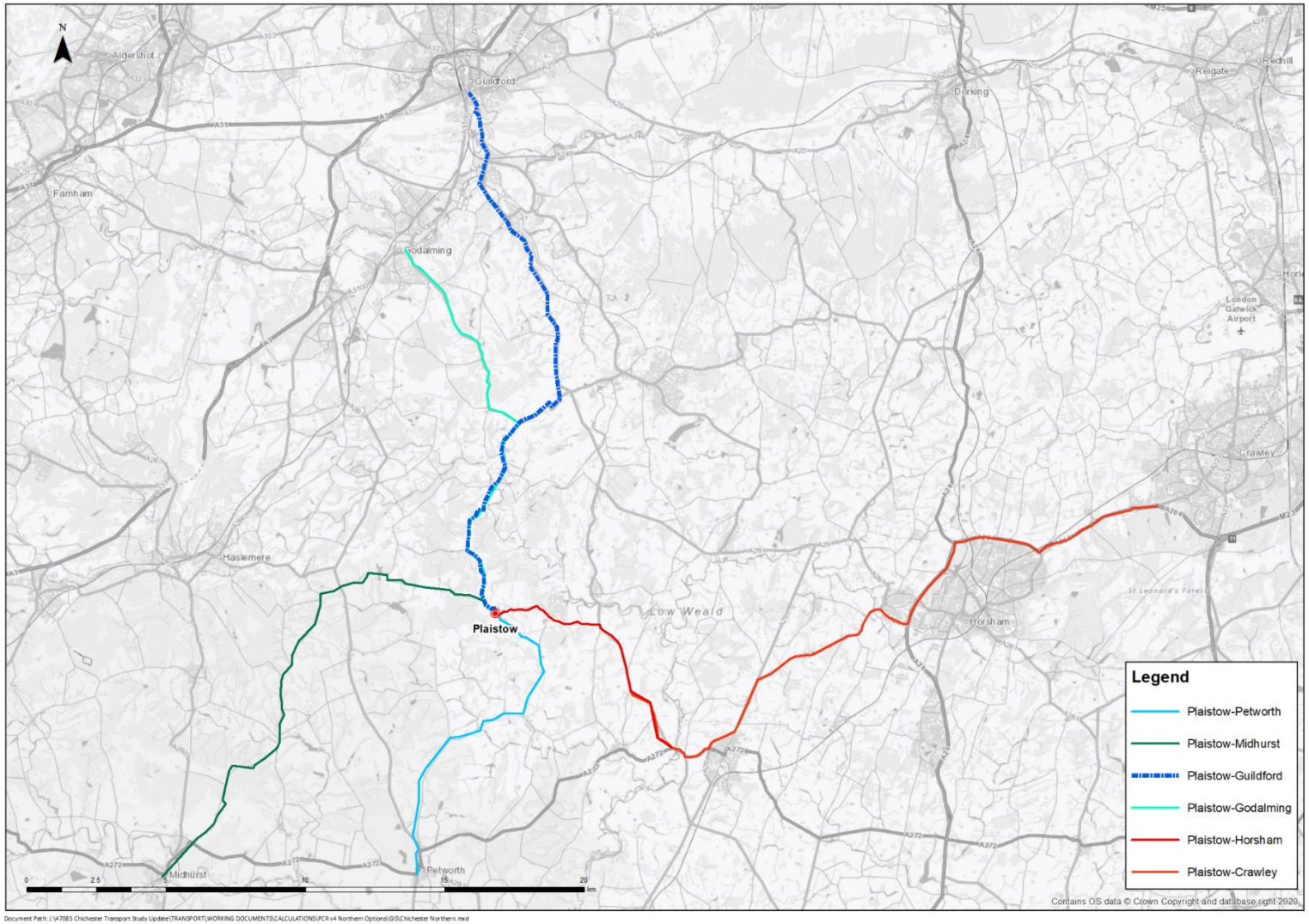


Figure 4-3: Key Routes to/from Kirdford

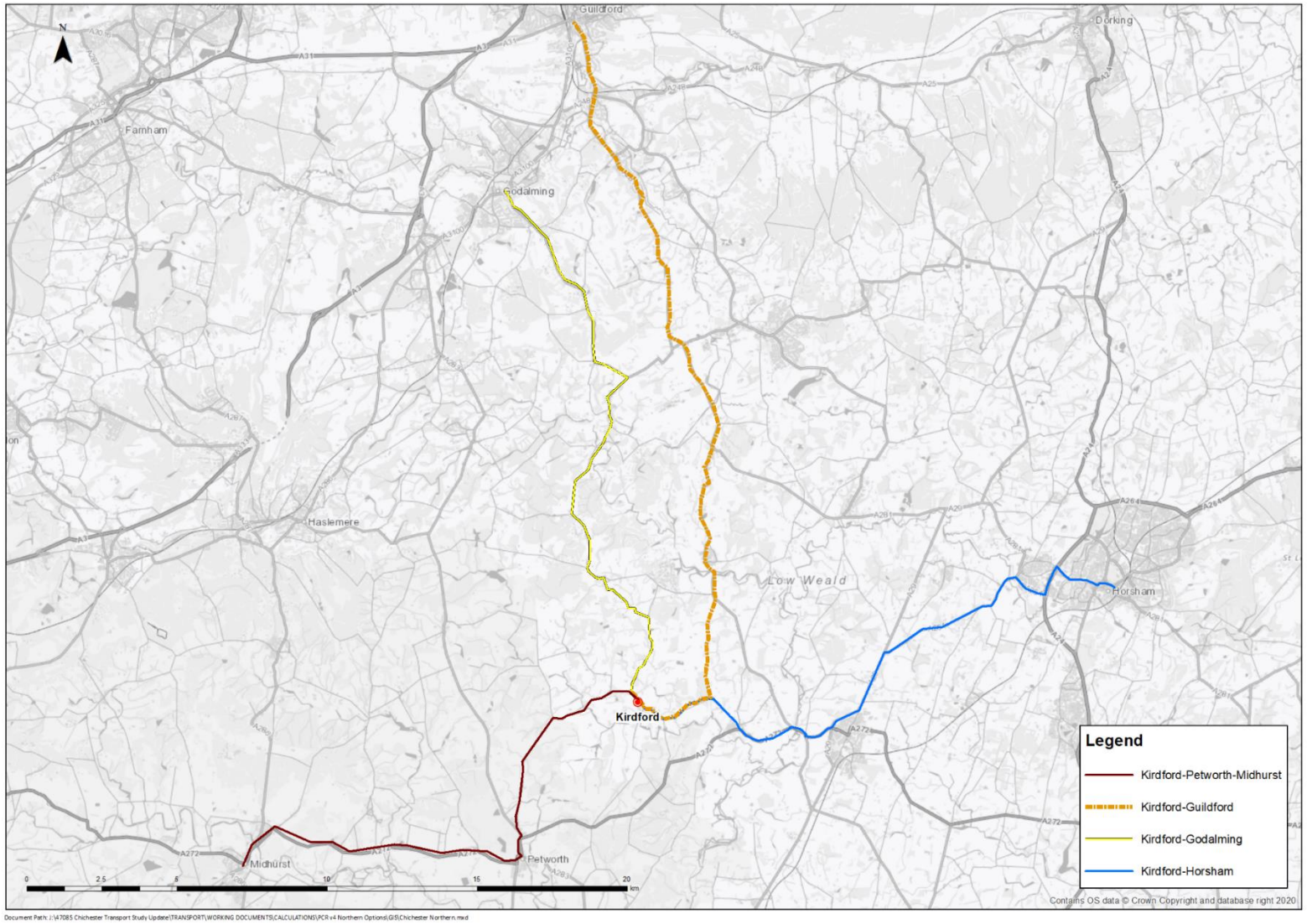
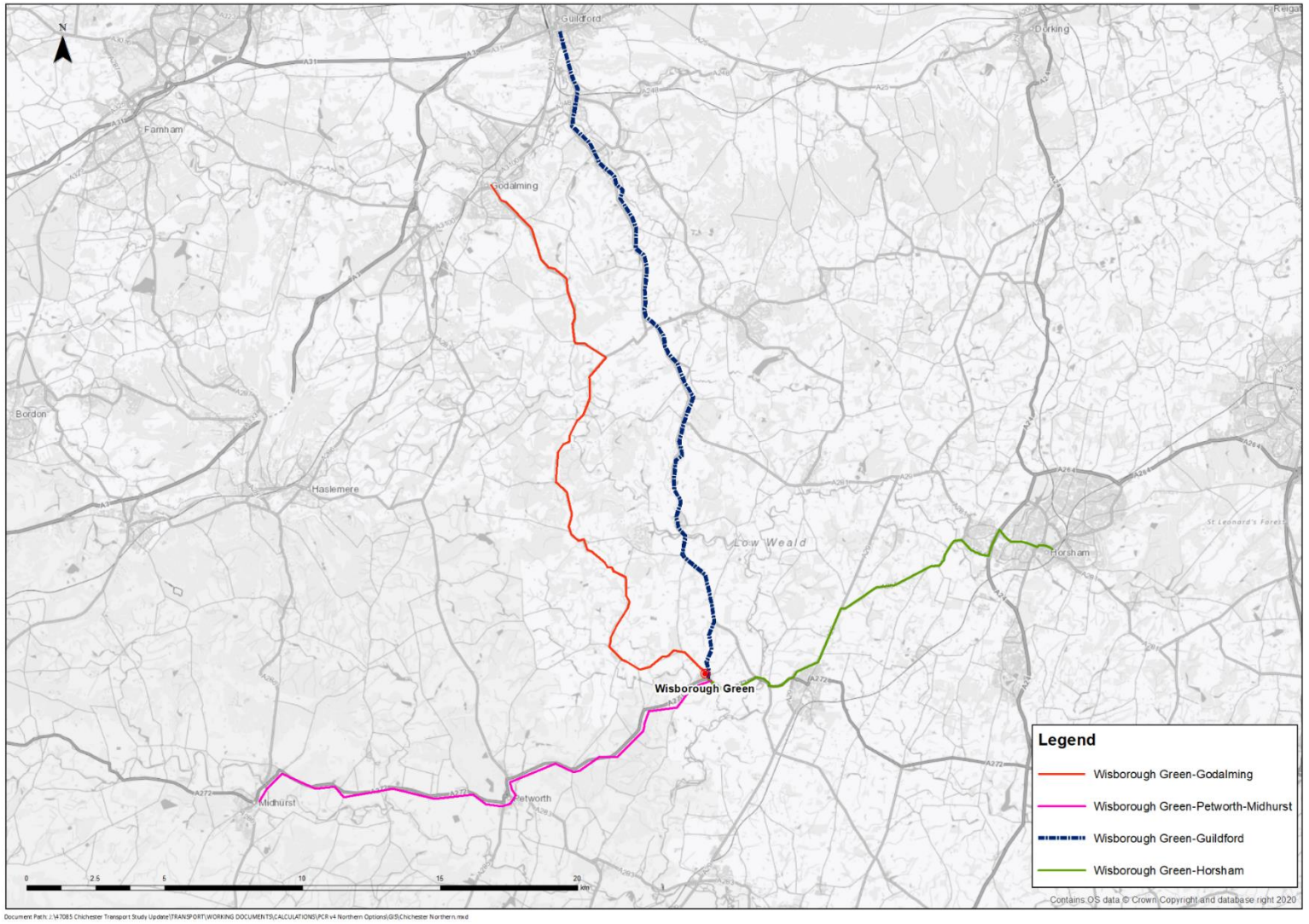


Figure 4-4: Key Routes to/from Wisborough Green



4.5. Trips from the development sites have been combined and the accumulated trips on different parts of the network have been calculated.

4.6. Table 4-1 summarises the expected additional traffic on links for the worst-case scenario, scenario 2. The locations included within the analysis where the highest flows are seen are shown on Figure 4-2. In addition, expected flows are shown for Petworth, Chichester and on the A272 at the Mens Special Area of Conservation[1]. Equivalent outputs for the other five scenarios are shown in Appendix D.

Table 4-1: Summary of expected additional trips on key routes – Scenario 2 (Vehicles/hour)

Local Authority	Key Routes	AM			PM			AADT
		Origin	Destination	Two-Way	Origin	Destination	Two-Way	
Horsham Local Authority	A272-West of Billingshurst (between A29 bypass & B2133 Lordings Road)	232	55	287	68	157	225	2480
	A29, North of Morrisons, Billingshurst	87	29	116	39	97	136	1229
	A264 Five Oaks Rd	87	29	116	39	97	136	1229
Waverley Local Authority	B2130, Hascombe	36	15	51	18	31	49	486
	A281, Grafham	36	15	51	18	31	49	486
	B2133 Alford	103	26	129	32	68	100	1109
Horsham Local Authority	A281 East of Rudgwick	67	11	78	14	73	87	805
	Loxwood Rd	44	13	57	17	32	49	514
Chichester Local Authority	A272 North Street (north of one-way system), Petworth	15	40	55	23	25	48	506
	A272-Strood Green	8	4	12	5	8	13	122
	A27- West of Fishbourne Rbt	4	6	10	2	4	6	78
	A27- West of Stockbridge Rbt	4	6	10	2	4	6	78
	A285-Temple Bar	2	5	7	1	4	5	58
	A27-North of Portfield Rbt	2	5	7	1	4	5	58
	Westhampnett Rd	2	5	7	1	4	5	58
	A286-Orchard St	2	5	7	1	4	5	58

[1] The Mens - Special Areas of Conservation (jncc.gov.uk)

Chichester District

4.7. The outputs show that in the main, roads in Chichester District do not experience significant traffic on the main routes. The results show that:

- There is little impact in general on roads in Chichester District;
- The largest increase in trips in the district are predicted on the A272 North Street in Petworth at 506 vehicles per day measured as an increase in Average Annual Daily Traffic (AADT).
- Trip increases on other roads in Chichester including the A27 Bypass are also predicted to be minimal being of the order 58 to 78 vehicles per day.

4.8. From Table 4-1 it is evident that the expected additional trips to and from the four villages to the southern part of the study area which comprises of key spots on the A27, A286 and A285 Westhampnett Road will have insignificant impact on traffic for both peak periods.

4.9. All roads in the centre of Petworth are capacity constrained and environmentally sensitive due to the historic built environment and street pattern with narrow twisty streets and minimal footways. This means that increases here have greater adverse impact than they would do at other roads and junctions. This has to be considered in the selection of a preferred development scenario. Trip increases on the A272 through Strood Green are predicted to be small at less than 122 vehicles per day;

The MENS Special Area of Conservation

4.10. The MENS Special Area of Conservation (SAC) lies just to the south of the four villages. This is an ecologically sensitive area where traffic and associated emissions have a negative impact, therefore any increase in flows needs to be ascertained.

- The A272 at the Mens SAC is predicted to experience low flow increases of the order of 122 vehicles per day, typified by flows through Strood Green.

Horsham District

4.11. The analysis has indicated that a significant proportion of generated trips will travel along the A272/A29/A264 into Horsham District. This route shows the biggest flow increases, particular around and to Billingshurst and onto Horsham. This will impact the following junctions in particular:

- A272/A29/West Street Roundabout (West of Bilingshurst) which will see an increase of up to 2480 vehicles per day;
- A29 Stane Street/New Road Roundabout (north of Billinghurst near Morrisons) which will see an increase of up to 1229 vehicles per day;
- A264 Horsham Road/A29 Stane Street roundabout (north of Bilingshurst/Five Oaks) which will see an increase of up to 1229 vehicles per day.

Surrey

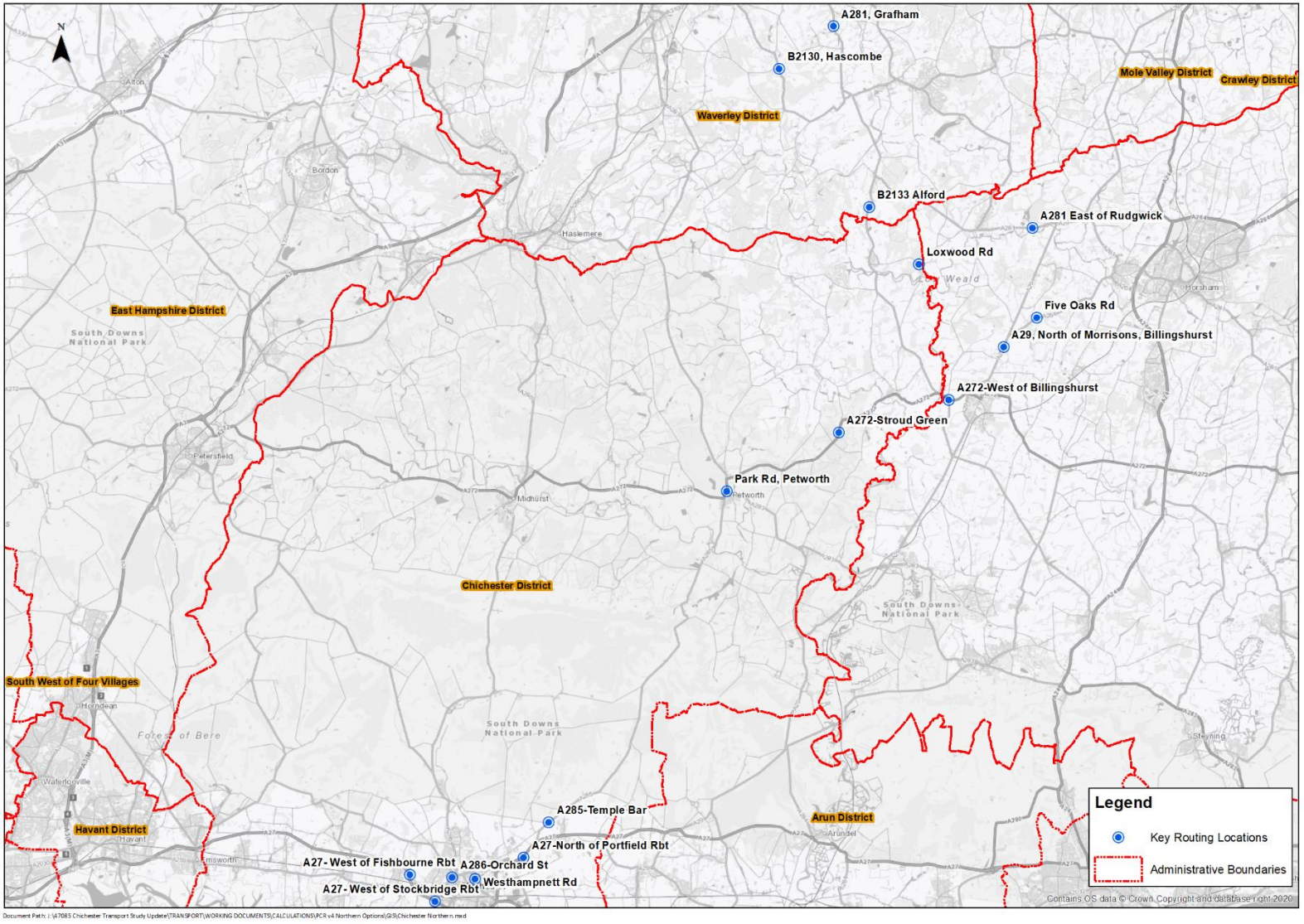
4.12. Some roads in the Waverley district of Surrey are also predicted to experience some increases in traffic although at smaller scale than the highest increase predicted in Horsham. The following locations are predicted to experience flow increase in Waverley:

- B2130 through Hascombe will see an increase of 1,109 vehicles per day;
- A281 through Grafham will see an increase of 805 vehicles per day;

- A281 through Alfold will see an increase of 514 vehicles per day.

4.13. The above has discussed the flow increases for the worst-case Scenario 2 (Full Development). This shows the predicted highest increases in flows for the six scenarios tested for the Northern Plan area. The impacts from the other scenarios will be less than those in Scenario 2. The flow impacts for the other five scenarios are shown in Appendix D.

Figure 4-5:Traffic Data Locations



5. Safety Assessment

5.1. In order to assess the safety impact from any significant traffic increase, GIS was used to analyse 2015-2019 accident data to identify the accident hotspots within the locality of the four villages.

5.2. Accident data for 2020 was not included as the data is deemed not to depict normal conditions due to travel restrictions during this period due to the Covid-19 pandemic.

5.3. From the analysis, clusters of collision spots were observed around Petworth and A272, west of Billingshurst. Table 5-1 summarises the collision data at these clusters.

Table 5-1: Summary of collisions at accident hotspots

Cluster Location	Fatal	Serious	Slight	Total
Petworth	0	4	10	14
A272 West of Billingshurst	0	2	8	10

5.4. Cluster locations, A272 west of Billingshurst and Petworth with expected increase in AADT of 2480 and 506 could exacerbate the occurrence of collisions at these hotspots.

5.5. Flows in the south of the study area are deemed to have insignificant impact on safety due to the low levels of additional trips generated.

6. Summary

6.1. Flow increases for the worst-case Scenario 2 have been discussed in this report, with outputs for other scenarios expected to be less. This summary is based on Scenario 2. From the coarse-level traffic distribution analysed with Power Bi, the results averagely demonstrate marginal traffic increase on Chichester District network.

6.2. The largest increase in trips in the district are predicted on the A272 North Street in Petworth at 506 vehicles per day measured as an increase in Average Annual Daily Traffic (AADT).

6.3. Trip increases on other roads in Chichester including the A27 Bypass are also predicted to be minimal being of the order 58 to 78 vehicles per day. To this extent, minimal impacts are expected on roads in Chichester District including the A27 Chichester Bypass which accommodate trips between the Northern sites and Chichester City, Havant and beyond.

6.4. The biggest impacts are predicted to be on the neighbouring authority of Horsham on the A272, A29 and A264 with the A272 showing the largest increases in flows.

6.5. With regards to impact on the A272 in Horsham District, quite a significant increase of traffic is observed in the AM peak hour (232 origin and 55 destination trips) for trips from the northern sites to surrounding key destinations which are mostly business districts. Also, for PM peak increase in flows heading to the northern sites from other key destinations are quite significant as well (157 destination and 68 origin trips); hence there is the possibility of a significant potential impact on air quality around the South Downs National Park given the expected flow increase via the A272 for scenario 2 (worst-case/Full development scenario). The flow increases on the A272 are likely to impact the A272/A29/West Street Roundabout (West of Billingshurst) where the highest AADT increase of 2,480 vehicles per day is predicted.

6.6. The increase on the A29 in Horsham will likely impact the A29 Stane Street/New Road Roundabout (north of Billinghurst near Morrisons) which will see an increase of up to 1229 vehicles per day, while the A264 Horsham Road/A29 Stane Street roundabout (north of Bilingshurst/Five Oaks) is also predicted to see an increase of up to 1229 vehicles per day.

6.7. In Surrey, some roads in Waverley District are predicted to see flow increases. These include the B2130 through Hascombe will see an increase of 1,109 vehicles per day; the A281 through Grafham will see an increase of 805 vehicles per day and the A281 through Alfold will see an increase of 514 vehicles per day.

6.8. In summary, all neighbouring districts are expected to experience minimal cross-border impact as a result of the proposed six Northern Plan area scenarios tested, except for Horsham and Waverley districts, which have quite a significant number of trips either to or from these destinations in both the AM and PM peaks as seen in Scenario 2 (Full development).

6.9. Given that the worst-case Scenario 2 (Full development) has minimal impacts on the A27 Chichester Bypass, it is considered that none of the six scenarios would materially impact the A27. However, Scenarios 2, would have impacts in the neighbouring Horsham District and the Waverley District of Surrey with consequent cross-border impacts. There would be a small increase in traffic through the MENs SAC.

Other Scenario Impacts

6.10. Scenario 6 (Significant Growth 3) would have similar but somewhat less impacts on the neighbouring Horsham District and the Waverley District of Surrey as with Scenario 2 in respect of flow increases and consequent cross-border impacts. For example, at the worst affected A272 West of Billinghurst, this scenario would put an additional 2007 vehicles per day compared to 2480 vehicles added by Scenario 2, or 81% of Scenario 2 daily vehicles added.

6.11. For the other scenarios comprising Scenario 1 (No further permissions), Scenario 3 (Limited growth), Scenario 4 (Significant Growth 1) and Scenario 5 (Significant Growth 2), the impacts are predicted to be significantly less compared to those of Scenario 2. Using the worst impacted location of the A272 West of Billingshurst for perspective, it is predicted that the flows for these scenarios would be a much smaller proportion of the 2480 vehicle per day increase added by Scenario 2 as follows:

- Scenario 1 would add 311 vehicles per day or 13% of those added by Scenario 2;
- Scenario 3 would add 420 vehicles per day or 17% of those added by Scenario 2;
- Scenario 4 would add 689 vehicles per day or 27% of those added by Scenario 2;
- Scenario 5 would add 999 vehicles per day or 40% of those added by Scenario 2.

6.12. Of all six scenarios tested, Scenario 1 (No further permissions) would have the least and negligible impacts in Chichester and neighbouring local planning authorities as expected. Scenario 2 (Full Development) would have the most impact although this impact would be in the neighbouring authorities of Horsham and Waverley, with little impact in Chichester District itself or the A27 Chichester Bypass.

6.13. Based on existing villages size, locations, and minimal existing services, all of these will be less sustainable and more car dependent than developments of similar scale in the south of the District. It will be harder to make regular public transport (PT) services viable at a level where they are attractive for use by persons with access to private transport, which may require innovative solutions. However, this is not equal across all four villages. Loxwood and then Wisborough Green have more existing population and a few more existing local services to build on, such as primary school and village convenience store/post office and for Loxwood a medical centre. They are also easier to serve by buses to nearby towns than Plaistow and Ifold or Kirdford due to the nature of the local road network. This means that they have some more to build on towards sustainable transport than Plaistow, Ifold and Kirdford which would have longer average trip lengths with very few services in walking or cycling distance and less prospect of viable bus and shared taxi transport.

Next Steps

6.14. To take these proposed allocations further, junction modelling would be required at junctions for scenarios where the increase in flow is over 100pcu/hr at peak hours.

6.15. Similarly, proposals may need to be developed to show how sustainable transport choices can be made effective for travel into Billingshurst and Horsham to reduce the degree of car dependence these sites would have as well as offsetting congestion on A272 and A29. Car trips should not be encouraged into Billingshurst and Horsham for example to park at rail stations although some demand for this will be inevitable. There will need to be an assessment of how people travel from sites in order to reduce car dependency, particularly if one of the scenarios with higher numbers of dwellings is taken forward,

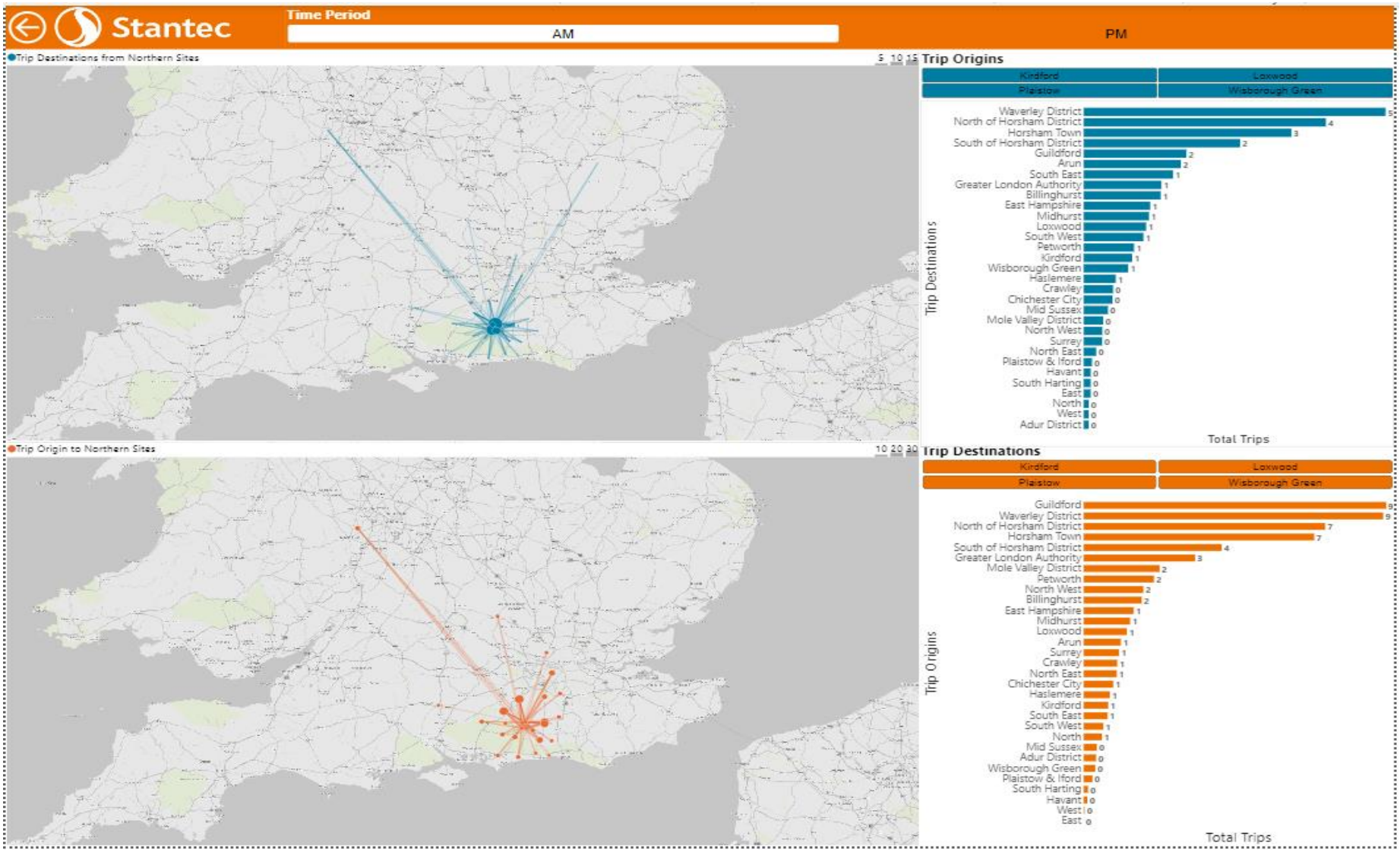
6.16. This will be dependent on which scenario is taken forward by CDC and whether the exceedance noted above is breached.

DOCUMENT ISSUE RECORD

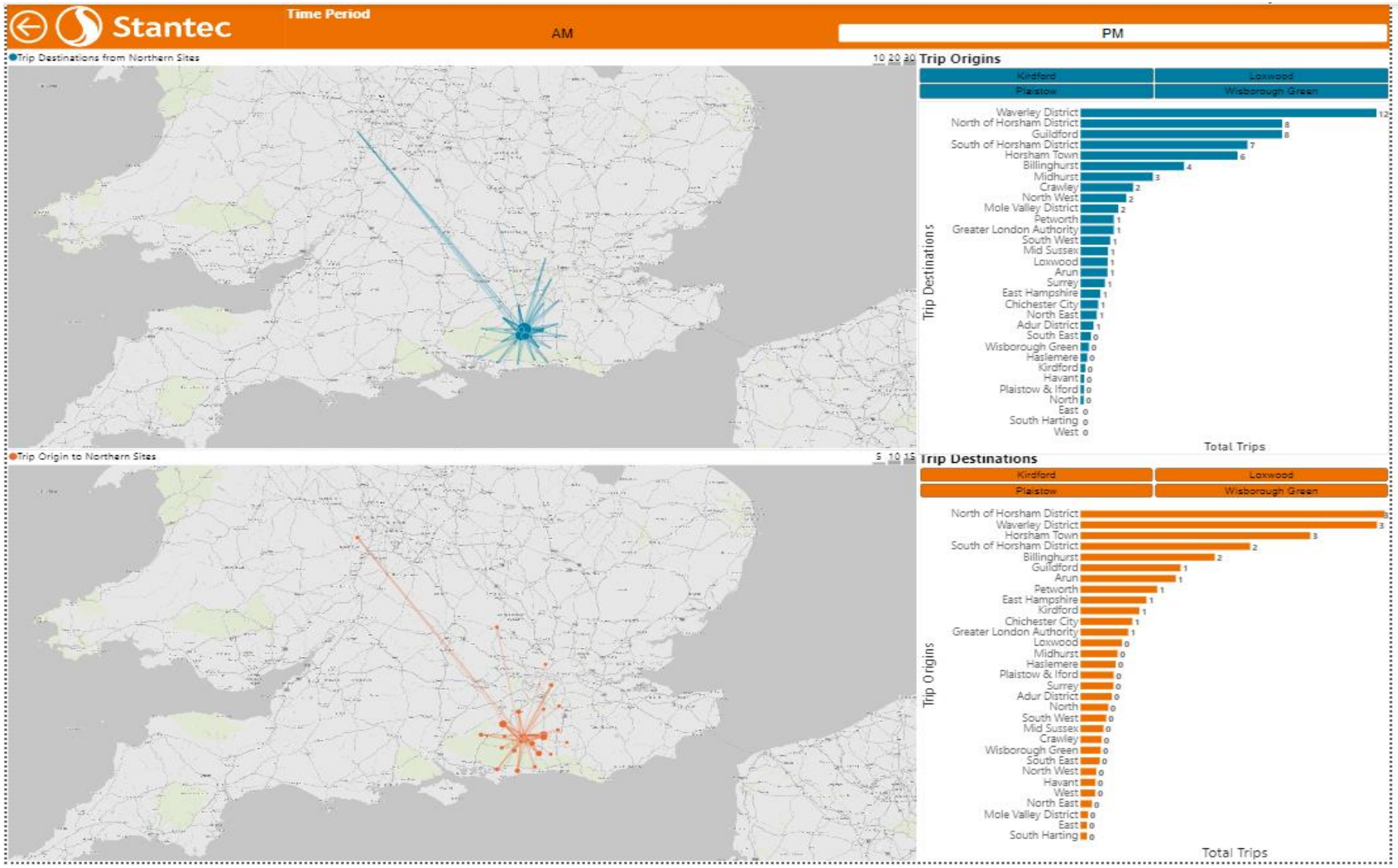
Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
330610057/TN001	Client & WSCC Issue 1	07/03/2022	S Ampomah	P Gebbett/ N Moyo	P Gebbett	P Brady
330610057/TN001	Revisions to Issue 1/responses to WSCC comments	14/09/2022	N Moyo	P Gebbett	P Gebbett	P Brady

Appendix A - Desire Lines for other Scenarios – Trips are in Vehicles/hour

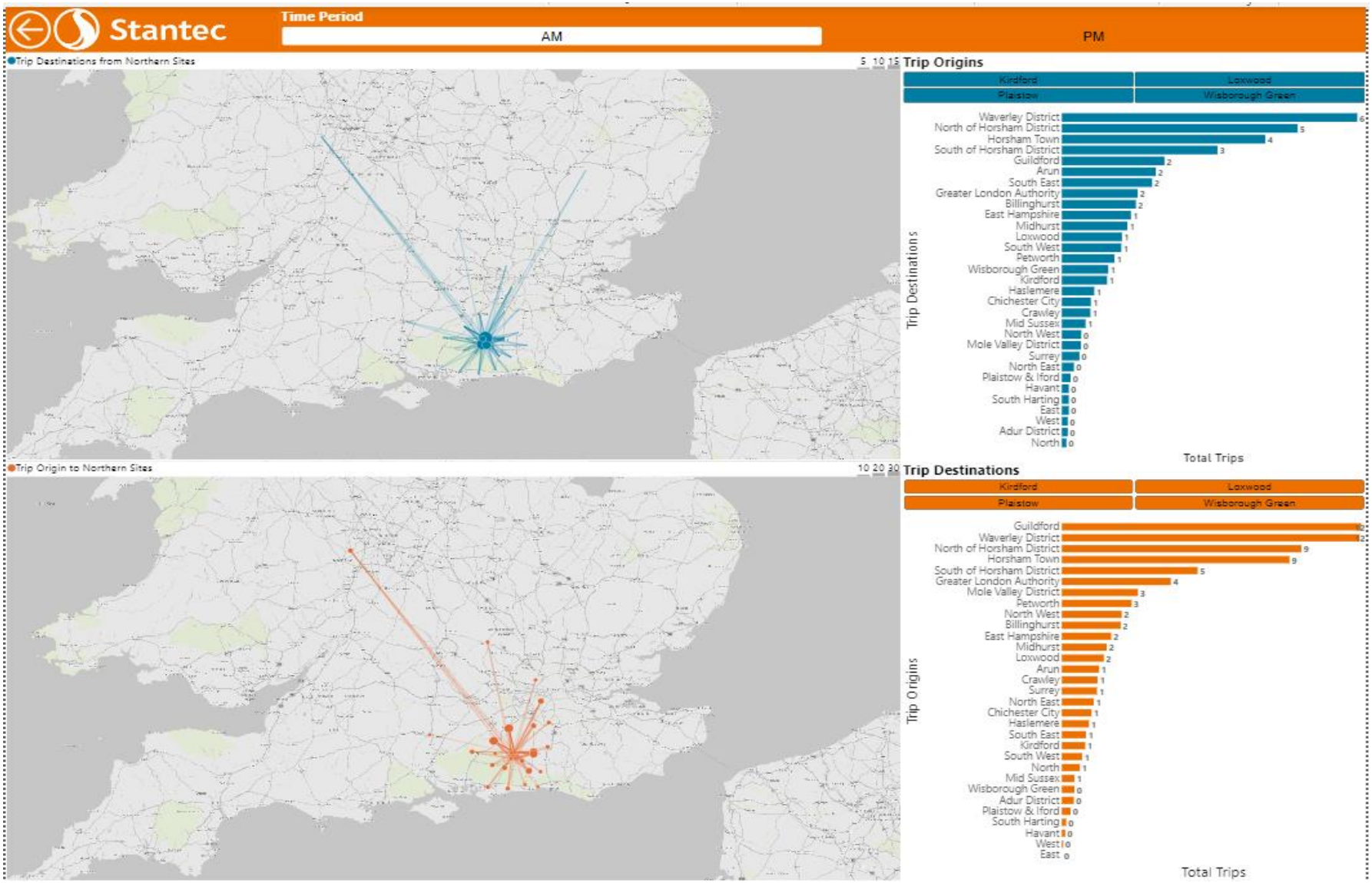
Scenario 1 AM



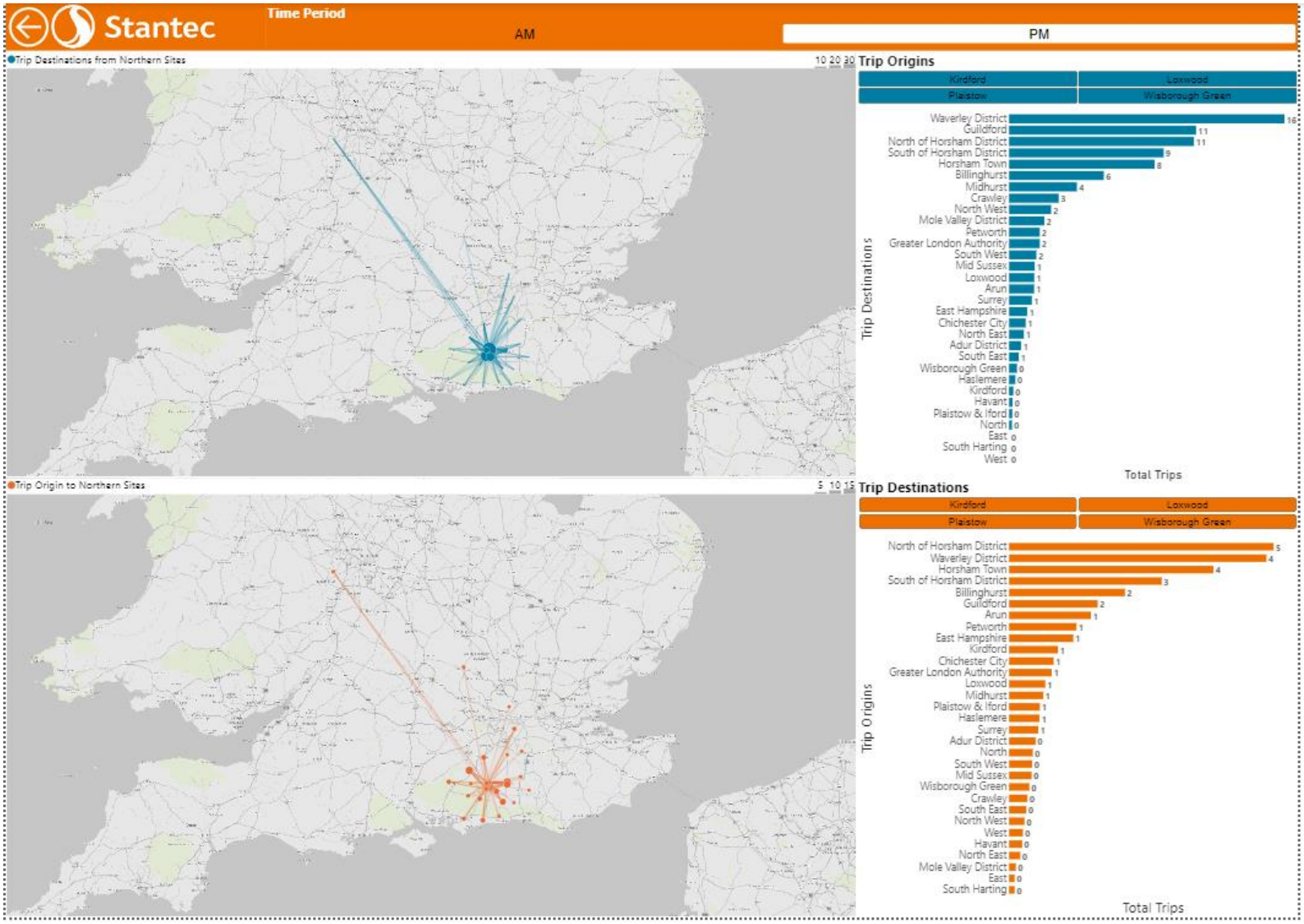
Scenario 1 PM



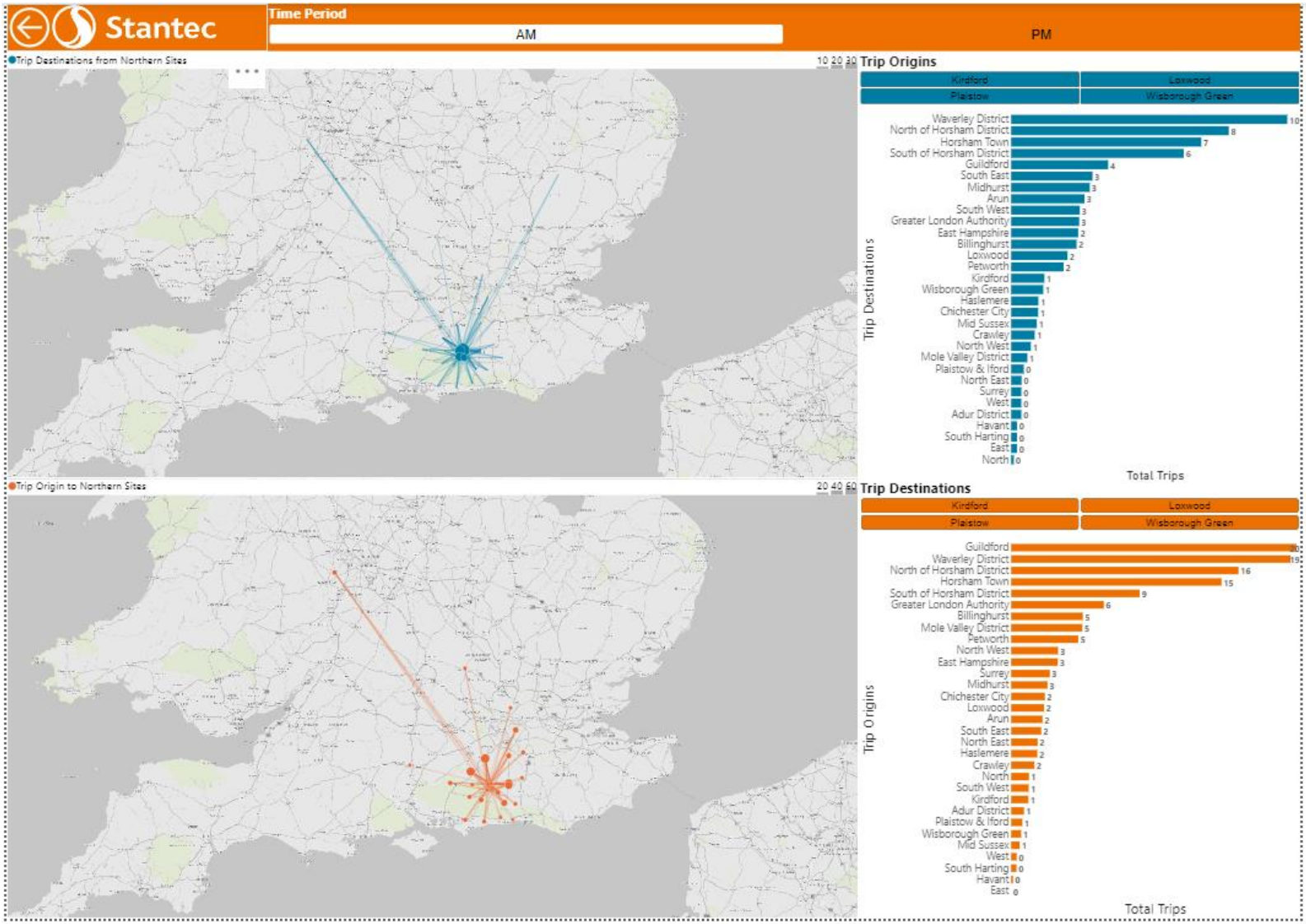
Scenario 3 AM



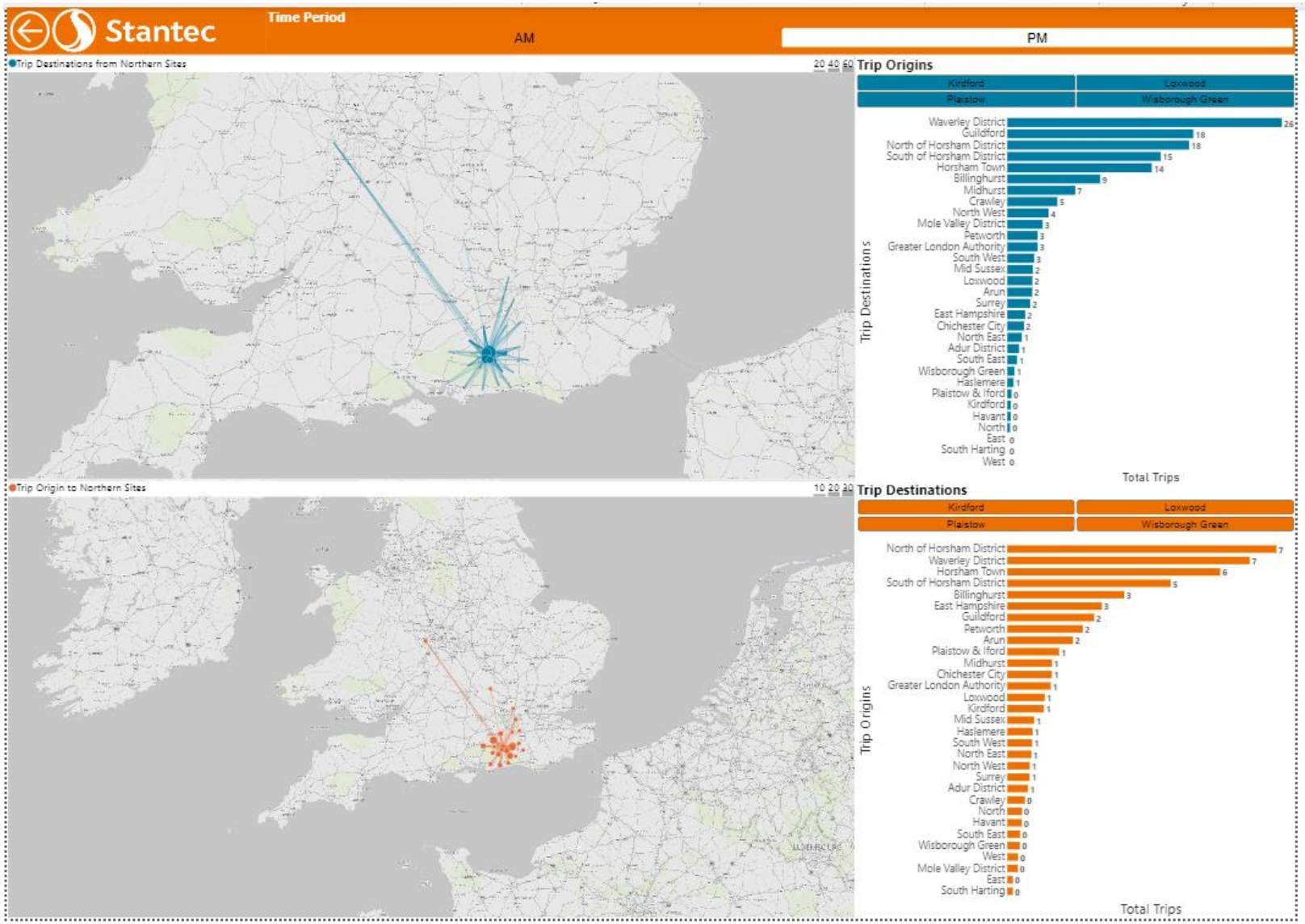
Scenario 3 PM



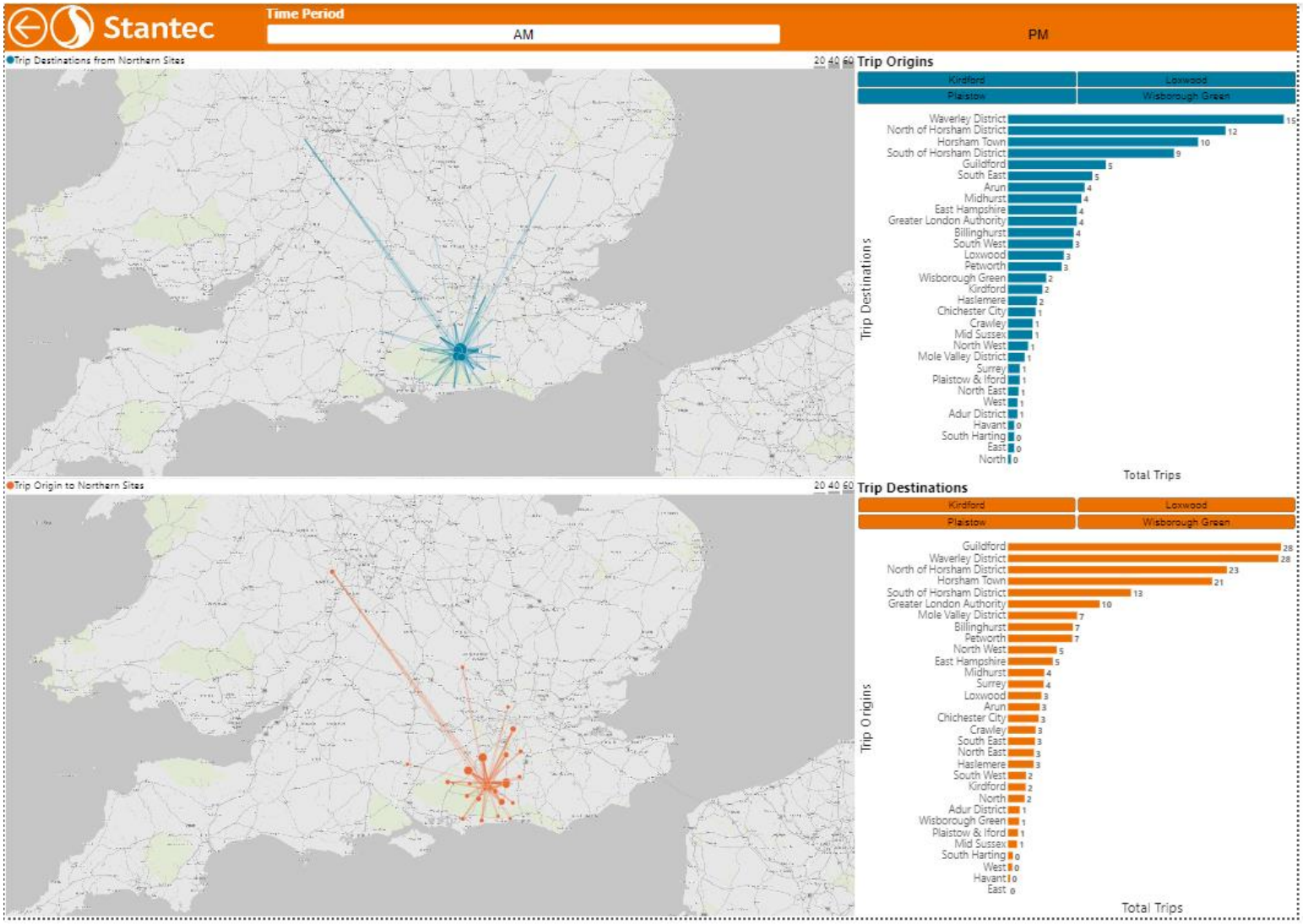
Scenario 4 AM



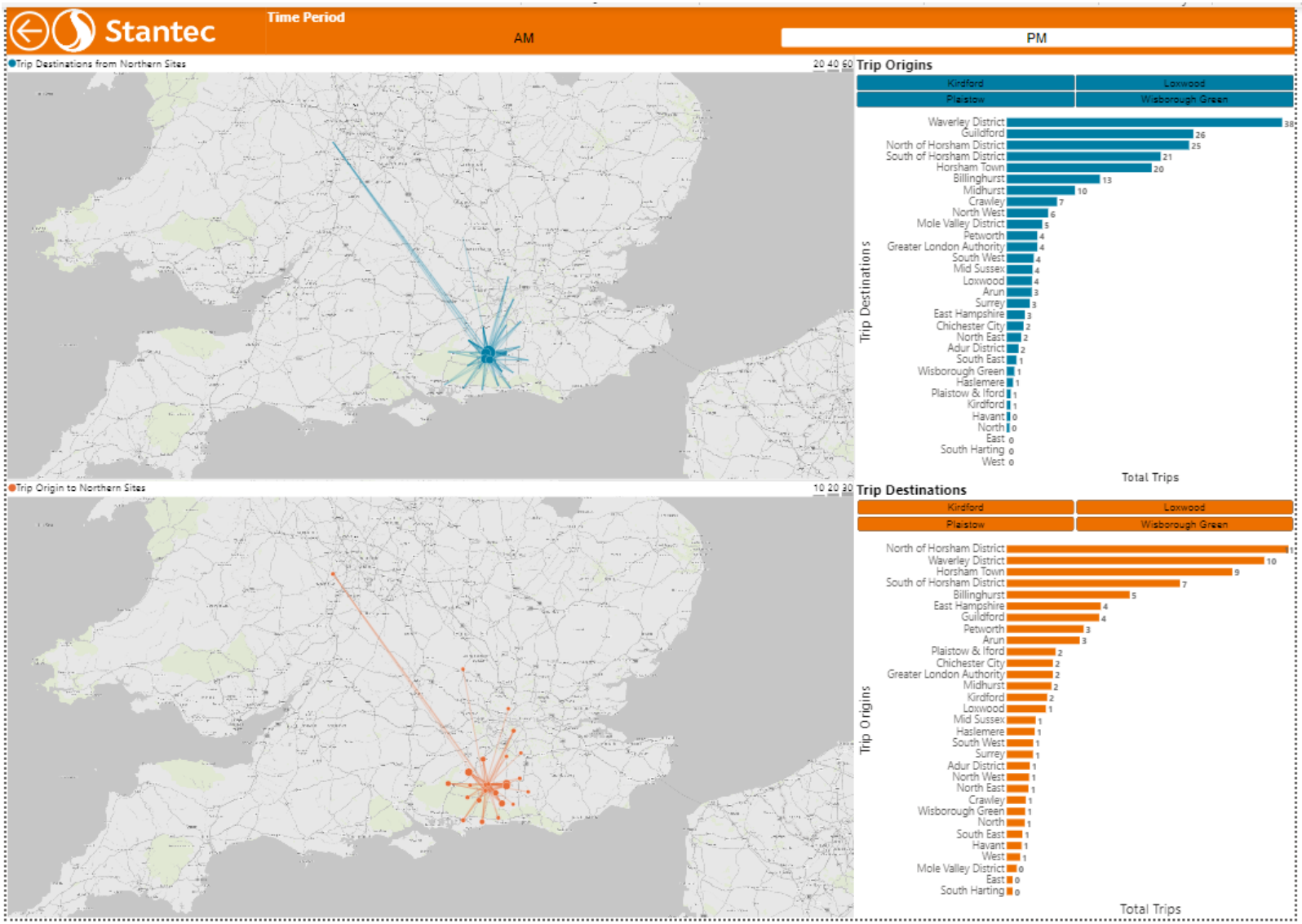
Scenario 4 PM



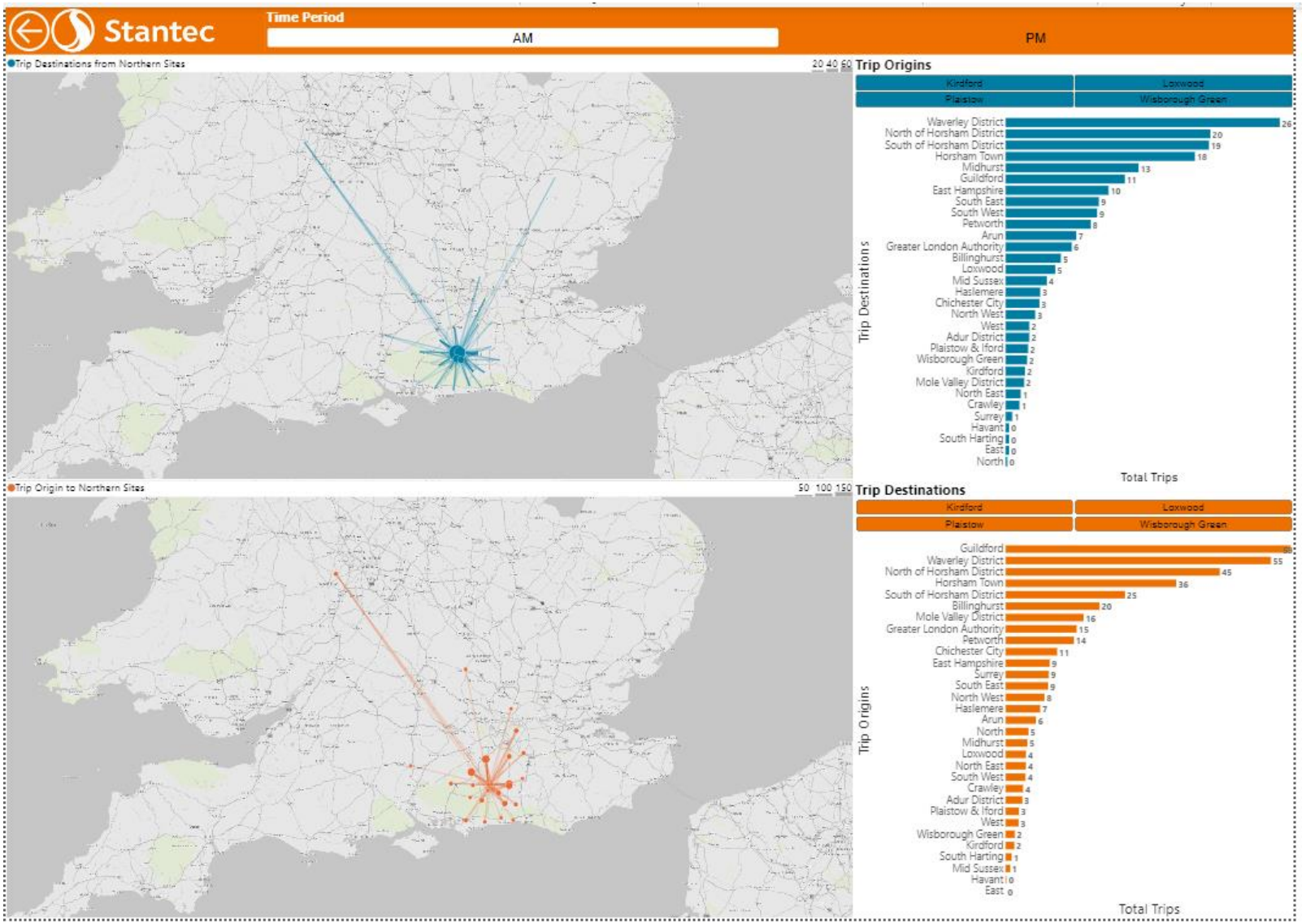
Scenario 5 AM



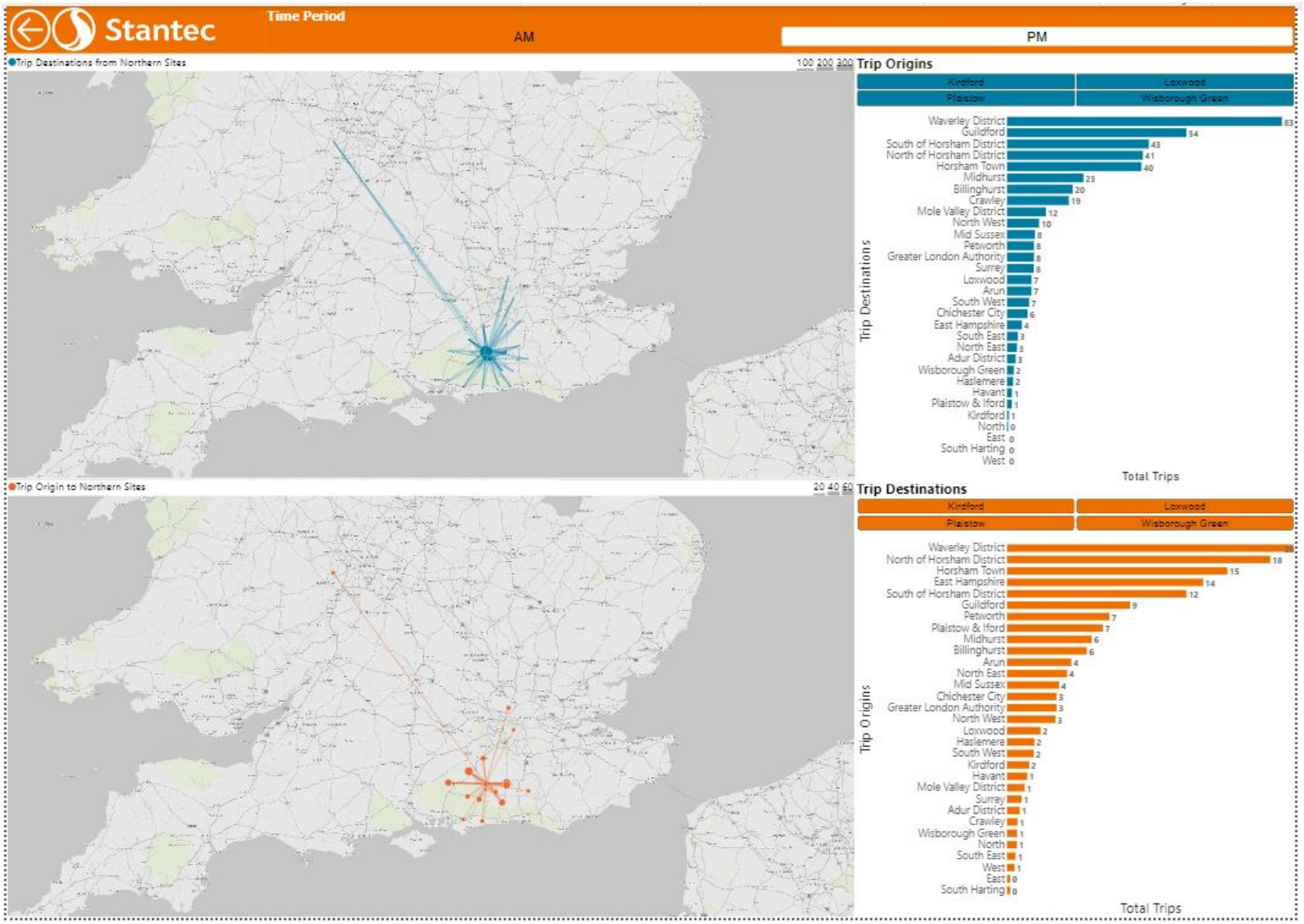
Scenario 5 PM



Scenario 6 AM



Scenario 6 PM



Appendix B -Summary of trips for other Scenarios – Trips are in Vehicles/hour

Scenario 1-AM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	1.9	0.2	3.2	1.8	0.3	0.1	0.9	0.4	6.2	2.5
Billingshurst	0.7	0.0	3.2	1.5	0.1	0.0	0.3	0.0	4.3	1.5
North Horsham District	1.4	0.9	5.9	2.4	0.2	0.1	0.7	0.2	8.2	3.6
South Horsham District	2.1	0.0	3.5	1.5	0.3	0.1	0.9	0.4	6.8	2.0
Waverley	4.2	1.9	5.3	1.2	0.6	0.1	2.0	0.4	12.1	3.6
Guildford	2.5	0.7	3.8	0.3	0.4	0.1	1.1	0.2	7.9	1.3
Midhurst	1.2	0.2	0.9	0.0	0.2	0.1	0.7	0.0	2.9	0.3
Crawley	1.2	0.0	0.3	0.3	0.2	0.0	0.4	0.0	2.0	0.3
Mole Valley	0.7	0.0	0.6	0.0	0.1	0.0	0.2	0.0	1.6	0.0
Mid Sussex	0.5	0.0	0.3	0.0	0.1	0.0	0.2	0.2	1.0	0.3
Petworth	0.5	0.2	0.9	0.3	0.1	0.1	0.2	0.0	1.6	0.6
Greater London	0.5	0.2	0.9	0.3	0.1	0.0	0.2	0.0	1.6	0.5
Arun	0.5	0.7	0.6	0.3	0.1	0.0	0.2	0.2	1.3	1.2
East Hampshire	0.2	0.2	0.6	0.0	0.0	0.1	0.0	0.2	0.9	0.6
Chichester City	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5	0.0
Havant	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Surrey	0.5	0.2	0.3	0.0	0.1	0.0	0.2	0.0	1.0	0.2
Adur	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Haslemere	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Northeast of Four Villages	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
Northwest of Four Villages	0.5	0.0	1.2	0.0	0.1	0.0	0.2	0.0	1.9	0.0
Southeast of Four Villages	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Southwest of Four Villages	0.2	0.0	0.9	0.3	0.0	0.0	0.0	0.0	1.2	0.3
Total	19.4	6.2	33.0	10.0	2.7	0.9	8.7	2.4	**63.9**	**19.6**

Scenario 1-PM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	1.6	3.5	2.1	4.4	0.1	0.2	0.3	0.7	4.1	8.7
Billingshurst	0.5	0.9	0.6	1.2	0.0	0.2	0.0	0.2	1.1	2.5
North Horsham District	1.9	3.2	2.4	4.1	0.1	0.3	0.3	0.9	4.6	8.5
South Horsham District	1.6	1.9	2.1	2.4	0.1	0.2	0.2	0.4	4.0	4.8
Waverley	1.2	2.3	3.0	4.7	0.2	0.4	0.5	1.3	4.7	8.7
Guildford	0.5	3.0	0.6	4.4	0.1	0.4	0.3	1.1	1.5	8.9
Midhurst	0.5	0.2	0.3	0.9	0.1	0.0	0.1	0.0	1.0	1.1
Crawley	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.7	0.3	0.9
Mole Valley	0.2	0.9	0.0	0.9	0.0	0.1	0.0	0.4	0.3	2.4
Mid Sussex	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
Petworth	0.2	0.7	0.0	1.2	0.1	0.1	0.3	0.2	0.6	2.2
Greater London	0.2	0.9	1.5	0.6	0.0	0.0	0.1	0.2	1.9	1.8
Arun	0.9	0.5	0.3	0.3	0.0	0.0	0.2	0.2	1.5	1.0
East Hampshire	0.5	0.5	0.9	0.3	0.1	0.1	0.4	0.2	1.8	1.0
Chichester City	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Havant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Surrey	0.2	0.2	0.0	0.6	0.0	0.1	0.0	0.0	0.2	0.9
Adur	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Haslemere	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.2	0.5	0.5
Northeast of Four Villages	0.2	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.2	1.1
Northwest of Four Villages	0.0	0.7	0.0	0.6	0.0	0.0	0.2	0.4	0.2	1.8
Southeast of Four Villages	0.5	0.2	0.6	0.3	0.1	0.1	0.4	0.0	1.6	0.6
Southwest of Four Villages	0.2	0.2	0.6	0.0	0.1	0.0	0.0	0.2	0.9	0.5
Total	11.3	21.5	15.0	27.4	1.2	2.3	3.8	7.5	31.4	58.8

Scenario 3-AM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	2.3	0.3	4.3	2.3	0.5	0.2	1.4	0.7	8.4	3.5
Billingshurst	0.9	0.0	4.3	1.9	0.2	0.0	0.4	0.0	5.7	2.0
North Horsham District	1.7	1.2	7.8	3.1	0.4	0.2	1.0	0.3	10.9	4.8
South Horsham District	2.6	0.0	4.7	1.9	0.5	0.2	1.4	0.7	9.2	2.8
Waverley	5.2	2.3	7.0	1.6	1.1	0.2	3.1	0.7	16.4	4.8
Guildford	3.2	0.9	5.0	0.4	0.7	0.1	1.7	0.3	10.6	1.7
Midhurst	1.4	0.3	1.2	0.0	0.3	0.1	1.0	0.0	4.0	0.4
Crawley	1.4	0.0	0.4	0.4	0.3	0.0	0.7	0.0	2.8	0.4
Mole Valley	0.9	0.0	0.8	0.0	0.2	0.0	0.3	0.0	2.2	0.0
Mid Sussex	0.6	0.0	0.4	0.0	0.1	0.1	0.3	0.3	1.4	0.4
Petworth	0.6	0.3	1.2	0.4	0.1	0.1	0.3	0.0	2.2	0.8
Greater London	0.6	0.3	1.2	0.4	0.1	0.0	0.3	0.0	2.2	0.7
Arun	0.6	0.9	0.8	0.4	0.1	0.0	0.3	0.3	1.8	1.6
East Hampshire	0.3	0.3	0.8	0.0	0.1	0.2	0.0	0.3	1.1	0.9
Chichester City	0.3	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.7	0.0
Havant	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Surrey	0.6	0.3	0.4	0.0	0.1	0.0	0.3	0.0	1.4	0.3
Adur	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Haslemere	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Northeast of Four Villages	0.0	0.0	0.8	0.0	0.0	0.1	0.0	0.0	0.8	0.1
Northwest of Four Villages	0.6	0.0	1.6	0.0	0.1	0.1	0.3	0.0	2.6	0.1
Southeast of Four Villages	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.0
Southwest of Four Villages	0.3	0.0	1.2	0.4	0.1	0.0	0.0	0.0	1.5	0.4
Total	24.3	7.8	43.5	13.2	5.1	1.7	13.4	3.7	86.3	26.5

Scenario 3-PM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	2.0	4.3	2.7	5.8	0.2	0.4	0.5	1.0	5.4	11.5
Billingshurst	0.6	1.2	0.8	1.6	0.0	0.3	0.0	0.3	1.4	3.4
North Horsham District	2.3	4.0	3.1	5.4	0.2	0.5	0.4	1.4	6.0	11.4
South Horsham District	2.0	2.3	2.7	3.1	0.3	0.3	0.3	0.7	5.3	6.4
Waverley	1.4	2.9	3.9	6.2	0.3	0.7	0.7	2.0	6.3	11.8
Guildford	0.6	3.8	0.8	5.8	0.2	0.8	0.5	1.7	2.0	12.1
Midhurst	0.6	0.3	0.4	1.2	0.2	0.0	0.2	0.0	1.4	1.5
Crawley	0.0	0.3	0.4	0.0	0.0	0.0	0.1	1.0	0.5	1.3
Mole Valley	0.3	1.2	0.0	1.2	0.0	0.2	0.1	0.7	0.4	3.2
Mid Sussex	0.3	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.3
Petworth	0.3	0.9	0.0	1.6	0.1	0.2	0.5	0.3	0.9	2.9
Greater London	0.3	1.2	1.9	0.8	0.0	0.1	0.2	0.3	2.5	2.3
Arun	1.2	0.6	0.4	0.4	0.1	0.1	0.3	0.3	1.9	1.4
East Hampshire	0.6	0.6	1.2	0.4	0.2	0.1	0.6	0.3	2.5	1.4
Chichester City	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3
Havant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Surrey	0.3	0.3	0.0	0.8	0.0	0.1	0.0	0.0	0.3	1.2
Adur	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3
Haslemere	0.3	0.3	0.0	0.0	0.0	0.1	0.3	0.3	0.7	0.7
Northeast of Four Villages	0.3	0.6	0.0	0.8	0.0	0.0	0.0	0.0	0.3	1.4
Northwest of Four Villages	0.0	0.9	0.0	0.8	0.0	0.1	0.3	0.7	0.4	2.4
Southeast of Four Villages	0.6	0.3	0.8	0.4	0.1	0.2	0.7	0.0	2.1	0.8
Southwest of Four Villages	0.3	0.3	0.8	0.0	0.1	0.1	0.0	0.3	1.2	0.7
Total	14.2	26.9	19.8	36.1	2.2	4.4	5.9	11.5	42.0	78.9

Scenario 4-AM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	2.3	0.3	6.8	3.7	3.4	1.1	1.4	0.7	13.9	5.8
Billingshurst	0.9	0.0	6.8	3.1	1.1	0.1	0.4	0.0	9.3	3.2
North Horsham District	1.7	1.2	12.4	5.0	2.5	1.3	1.0	0.3	17.7	7.7
South Horsham District	2.6	0.0	7.5	3.1	3.5	1.0	1.4	0.7	15.0	4.8
Waverley	5.2	2.3	11.2	2.5	7.4	1.6	3.1	0.7	26.9	7.1
Guildford	3.2	0.9	8.1	0.6	4.7	0.9	1.7	0.3	17.6	2.7
Midhurst	1.4	0.3	1.9	0.0	2.3	0.8	1.0	0.0	6.6	1.0
Crawley	1.4	0.0	0.6	0.6	1.9	0.0	0.7	0.0	4.6	0.6
Mole Valley	0.9	0.0	1.2	0.0	1.1	0.1	0.3	0.0	3.6	0.1
Mid Sussex	0.6	0.0	0.6	0.0	0.8	0.4	0.3	0.3	2.3	0.7
Petworth	0.6	0.3	1.9	0.6	0.6	0.8	0.3	0.0	3.4	1.7
Greater London	0.6	0.3	1.9	0.6	0.6	0.3	0.3	0.0	3.4	1.2
Arun	0.6	0.9	1.2	0.6	0.6	0.3	0.3	0.3	2.8	2.1
East Hampshire	0.3	0.3	1.2	0.0	0.4	1.6	0.0	0.3	1.9	2.3
Chichester City	0.3	0.0	0.0	0.0	0.5	0.0	0.3	0.0	1.1	0.0
Havant	0.0	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.4
Surrey	0.6	0.3	0.6	0.0	0.8	0.0	0.3	0.0	2.3	0.3
Adur	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.3
Haslemere	0.0	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.4
Northeast of Four Villages	0.0	0.0	1.2	0.0	0.1	0.5	0.0	0.0	1.4	0.5
Northwest of Four Villages	0.6	0.0	2.5	0.0	0.6	0.4	0.3	0.0	4.0	0.4
Southeast of Four Villages	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.7	0.0
Southwest of Four Villages	0.3	0.0	1.9	0.6	0.5	0.1	0.0	0.0	2.7	0.7
Total	24.3	7.8	69.6	21.1	34.2	11.4	13.4	3.7	141.5	44.1

Scenario 4-PM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	2.0	4.3	4.3	9.3	1.3	2.4	0.5	1.0	8.1	17.1
Billingshurst	0.6	1.2	1.2	2.5	0.3	2.1	0.0	0.3	2.1	6.1
North Horsham District	2.3	4.0	5.0	8.7	1.3	3.6	0.4	1.4	9.0	17.7
South Horsham District	2.0	2.3	4.3	5.0	1.8	2.0	0.3	0.7	8.5	10.0
Waverley	1.4	2.9	6.2	9.9	1.9	4.5	0.7	2.0	10.3	19.4
Guildford	0.6	3.8	1.2	9.3	1.0	5.2	0.5	1.7	3.3	19.9
Midhurst	0.6	0.3	0.6	1.9	1.5	0.1	0.2	0.0	2.9	2.3
Crawley	0.0	0.3	0.6	0.0	0.0	0.1	0.1	1.0	0.7	1.4
Mole Valley	0.3	1.2	0.0	1.9	0.1	1.5	0.1	0.7	0.5	5.2
Mid Sussex	0.3	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.7	0.3
Petworth	0.3	0.9	0.0	2.5	0.9	1.3	0.5	0.3	1.7	4.9
Greater London	0.3	1.2	3.1	1.2	0.3	0.5	0.2	0.3	3.8	3.2
Arun	1.2	0.6	0.6	0.6	0.4	0.5	0.3	0.3	2.5	2.0
East Hampshire	0.6	0.6	1.9	0.6	1.0	0.8	0.6	0.3	4.1	2.3
Chichester City	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.7
Havant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Surrey	0.3	0.3	0.0	1.2	0.0	0.9	0.0	0.0	0.3	2.4
Adur	0.0	0.3	0.0	0.0	0.3	0.4	0.0	0.0	0.3	0.7
Haslemere	0.3	0.3	0.0	0.0	0.3	0.8	0.3	0.3	0.9	1.4
Northeast of Four Villages	0.3	0.6	0.0	1.2	0.1	0.3	0.0	0.0	0.4	2.1
Northwest of Four Villages	0.0	0.9	0.0	1.2	0.3	0.5	0.3	0.7	0.6	3.3
Southeast of Four Villages	0.6	0.3	1.2	0.6	0.8	1.0	0.7	0.0	3.3	1.9
Southwest of Four Villages	0.3	0.3	1.2	0.0	0.9	0.4	0.0	0.3	2.4	1.0
Total	14.2	26.9	31.7	57.8	14.5	29.2	5.9	11.5	66.2	125.4

Scenario 5-AM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	3.6	0.5	9.9	5.4	3.9	1.3	2.7	1.4	20.2	8.5
Billingshurst	1.4	0.0	9.9	4.5	1.3	0.1	0.9	0.0	13.5	4.6
North Horsham District	2.7	1.8	18.0	7.2	2.9	1.4	2.0	0.7	25.7	11.1
South Horsham District	4.1	0.0	10.8	4.5	4.1	1.2	2.8	1.4	21.8	7.0
Waverley	8.2	3.6	16.2	3.6	8.5	1.9	6.1	1.4	39.0	10.5
Guildford	5.0	1.4	11.7	0.9	5.4	1.0	3.4	0.7	25.5	4.0
Midhurst	2.3	0.5	2.7	0.0	2.6	0.9	2.0	0.0	9.6	1.3
Crawley	2.3	0.0	0.9	0.9	2.2	0.0	1.4	0.0	6.7	0.9
Mole Valley	1.4	0.0	1.8	0.0	1.3	0.1	0.7	0.0	5.1	0.1
Mid Sussex	0.9	0.0	0.9	0.0	0.9	0.4	0.7	0.7	3.4	1.1
Petworth	0.9	0.5	2.7	0.9	0.7	0.9	0.7	0.0	5.0	2.2
Greater London	0.9	0.5	2.7	0.9	0.7	0.3	0.7	0.0	5.0	1.6
Arun	0.9	1.4	1.8	0.9	0.7	0.3	0.7	0.7	4.1	3.2
East Hampshire	0.5	0.5	1.8	0.0	0.4	1.9	0.0	0.7	2.7	3.0
Chichester City	0.5	0.0	0.0	0.0	0.6	0.0	0.7	0.0	1.7	0.0
Havant	0.0	0.5	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.6
Surrey	0.9	0.5	0.9	0.0	0.9	0.0	0.7	0.0	3.4	0.5
Adur	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.5
Haslemere	0.0	0.5	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.6
Northeast of Four Villages	0.0	0.0	1.8	0.0	0.1	0.6	0.0	0.0	1.9	0.6
Northwest of Four Villages	0.9	0.0	3.6	0.0	0.7	0.4	0.7	0.0	5.9	0.4
Southeast of Four Villages	0.5	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.9	0.0
Southwest of Four Villages	0.5	0.0	2.7	0.9	0.6	0.1	0.0	0.0	3.7	1.0
Total	38.2	12.3	100.9	30.6	39.3	13.2	26.8	7.5	205.2	63.5

Scenario 5-PM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	3.2	6.8	6.3	13.5	1.4	2.7	1.0	2.0	11.9	25.1
Billingshurst	0.9	1.8	1.8	3.6	0.3	2.5	0.0	0.7	3.0	8.6
North Horsham District	3.6	6.4	7.2	12.6	1.4	4.2	0.9	2.7	13.2	25.9
South Horsham District	3.2	3.6	6.3	7.2	2.0	2.3	0.7	1.4	12.2	14.5
Waverley	2.3	4.5	9.0	14.4	2.2	5.2	1.4	4.1	14.9	28.2
Guildford	0.9	5.9	1.8	13.5	1.2	5.9	1.0	3.4	4.9	28.7
Midhurst	0.9	0.5	0.9	2.7	1.7	0.1	0.3	0.0	3.9	3.3
Crawley	0.0	0.5	0.9	0.0	0.0	0.1	0.1	2.0	1.0	2.6
Mole Valley	0.5	1.8	0.0	2.7	0.1	1.7	0.1	1.4	0.7	7.6
Mid Sussex	0.5	0.5	0.0	0.0	0.4	0.0	0.1	0.0	1.0	0.5
Petworth	0.5	1.4	0.0	3.6	1.0	1.4	1.0	0.7	2.5	7.1
Greater London	0.5	1.8	4.5	1.8	0.3	0.6	0.4	0.7	5.7	4.9
Arun	1.8	0.9	0.9	0.9	0.4	0.6	0.7	0.7	3.8	3.1
East Hampshire	0.9	0.9	2.7	0.9	1.2	0.9	1.2	0.7	6.0	3.4
Chichester City	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.9
Havant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Surrey	0.5	0.5	0.0	1.8	0.0	1.0	0.0	0.0	0.5	3.3
Adur	0.0	0.5	0.0	0.0	0.3	0.4	0.0	0.0	0.3	0.9
Haslemere	0.5	0.5	0.0	0.0	0.3	0.9	0.7	0.7	1.4	2.0
Northeast of Four Villages	0.5	0.9	0.0	1.8	0.1	0.3	0.0	0.0	0.6	3.0
Northwest of Four Villages	0.0	1.4	0.0	1.8	0.3	0.6	0.7	1.4	1.0	5.1
Southeast of Four Villages	0.9	0.5	1.8	0.9	0.9	1.2	1.4	0.0	4.9	2.5
Southwest of Four Villages	0.5	0.5	1.8	0.0	1.0	0.4	0.0	0.7	3.3	1.6
Total	22.3	42.3	45.9	83.8	16.6	33.6	11.7	23.1	96.6	182.6

Scenario 6-AM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	3.6	0.5	9.9	5.4	24.3	8.1	2.7	1.4	40.5	15.3
Billingshurst	1.4	0.0	9.9	4.5	8.1	0.9	0.9	0.0	20.2	5.4
North Horsham District	2.7	1.8	18.0	7.2	18.0	9.0	2.0	0.7	40.8	18.7
South Horsham District	4.1	0.0	10.8	4.5	25.2	7.2	2.8	1.4	42.9	13.1
Waverley	8.2	3.6	16.2	3.6	53.1	11.7	6.1	1.4	83.6	20.3
Guildford	5.0	1.4	11.7	0.9	33.3	6.3	3.4	0.7	53.4	9.2
Midhurst	2.3	0.5	2.7	0.0	16.2	5.4	2.0	0.0	23.2	5.9
Crawley	2.3	0.0	0.9	0.9	13.5	0.0	1.4	0.0	18.0	0.9
Mole Valley	1.4	0.0	1.8	0.0	8.1	0.9	0.7	0.0	11.9	0.9
Mid Sussex	0.9	0.0	0.9	0.0	5.4	2.7	0.7	0.7	7.9	3.4
Petworth	0.9	0.5	2.7	0.9	4.5	5.4	0.7	0.0	8.8	6.8
Greater London	0.9	0.5	2.7	0.9	4.5	1.8	0.7	0.0	8.8	3.2
Arun	0.9	1.4	1.8	0.9	4.5	1.8	0.7	0.7	7.9	4.7
East Hampshire	0.5	0.5	1.8	0.0	2.7	11.7	0.0	0.7	5.0	12.8
Chichester City	0.5	0.0	0.0	0.0	3.6	0.0	0.7	0.0	4.7	0.0
Havant	0.0	0.5	0.0	0.0	0.9	0.9	0.0	0.0	0.9	1.4
Surrey	0.9	0.5	0.9	0.0	5.4	0.0	0.7	0.0	7.9	0.5
Adur	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.0	0.9	0.5
Haslemere	0.0	0.5	0.0	0.0	0.9	0.9	0.0	0.0	0.9	1.4
Northeast of Four Villages	0.0	0.0	1.8	0.0	0.9	3.6	0.0	0.0	2.7	3.6
Northwest of Four Villages	0.9	0.0	3.6	0.0	4.5	2.7	0.7	0.0	9.7	2.7
Southeast of Four Villages	0.5	0.0	0.0	0.0	2.7	0.0	0.0	0.0	3.2	0.0
Southwest of Four Villages	0.5	0.0	2.7	0.9	3.6	0.9	0.0	0.0	6.8	1.8
Total	38.2	12.3	100.9	30.6	244.6	81.8	26.8	7.5	410.5	132.2

Scenario 6-PM

Zones	Kirdford		Loxwood		Plaistow		Wisborough Green		Total	
	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.	Origin	Dest.
Horsham	3.2	6.8	6.3	13.5	9.0	17.1	1.0	2.0	19.5	39.4
Billingshurst	0.9	1.8	1.8	3.6	1.8	15.3	0.0	0.7	4.5	21.4
North Horsham District	3.6	6.4	7.2	12.6	9.0	26.1	0.9	2.7	20.7	47.8
South Horsham District	3.2	3.6	6.3	7.2	12.6	14.4	0.7	1.4	22.8	26.6
Waverley	2.3	4.5	9.0	14.4	13.5	32.4	1.4	4.1	26.2	55.4
Guildford	0.9	5.9	1.8	13.5	7.2	36.9	1.0	3.4	10.9	59.7
Midhurst	0.9	0.5	0.9	2.7	10.8	0.9	0.3	0.0	12.9	4.1
Crawley	0.0	0.5	0.9	0.0	0.0	0.9	0.1	2.0	1.0	3.4
Mole Valley	0.5	1.8	0.0	2.7	0.9	10.8	0.1	1.4	1.5	16.7
Mid Sussex	0.5	0.5	0.0	0.0	2.7	0.0	0.1	0.0	3.2	0.5
Petworth	0.5	1.4	0.0	3.6	6.3	9.0	1.0	0.7	7.8	14.6
Greater London	0.5	1.8	4.5	1.8	1.8	3.6	0.4	0.7	7.2	7.9
Arun	1.8	0.9	0.9	0.9	2.7	3.6	0.7	0.7	6.1	6.1
East Hampshire	0.9	0.9	2.7	0.9	7.2	5.4	1.2	0.7	12.0	7.9
Chichester City	0.0	0.5	0.0	0.0	0.0	2.7	0.0	0.0	0.0	3.2
Havant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Surrey	0.5	0.5	0.0	1.8	0.0	6.3	0.0	0.0	0.5	8.6
Adur	0.0	0.5	0.0	0.0	1.8	2.7	0.0	0.0	1.8	3.2
Haslemere	0.5	0.5	0.0	0.0	1.8	5.4	0.7	0.7	2.9	6.5
Northeast of Four Villages	0.5	0.9	0.0	1.8	0.9	1.8	0.0	0.0	1.4	4.5
Northwest of Four Villages	0.0	1.4	0.0	1.8	1.8	3.6	0.7	1.4	2.5	8.1
Southeast of Four Villages	0.9	0.5	1.8	0.9	5.4	7.2	1.4	0.0	9.5	8.6
Southwest of Four Villages	0.5	0.5	1.8	0.0	6.3	2.7	0.0	0.7	8.6	3.8
Total	22.3	42.3	45.9	83.8	103.4	208.7	11.7	23.1	183.4	357.7

Appendix C -Traffic route assignment between Northern Sites and selected key zones

Northern Sites	Key Destinations	Routing
Kirdford	Horsham	Kirdford Rd-Billinghurst Rd/A272-Stane Street-A264-A24-A281-Albion Way
Loxwood		Loxwood Rd-A281-Billinghurst Rd-A281-Albion Way
Plaistow & Iford		Loxwood Rd-A281-Billinghurst Rd-A281-Albion Way
Wisborough Green		Billinghurst Rd/A272-Stane Street-A264-A24-A281-Albion Way
Kirdford	Waverley	Village Rd-Kirdford Rd-B2133-Alfold Bypass-Dunsfold Rd-B2130
Loxwood		B2133/Loxwood Rd-Alfold By-Pass/Horsham Rd-Dunsfold Rd/B2130
Plaistow & Iford		The St-Shillinglee Rd-A283/ Cripplecrutch Hill-Lane End-Malthouse Ln-Hambledon Rd-Home Farm Rd-B2130
Wisborough Green		Durbans Rd-B2133-Loxwood Rd-Alfold Bypass-Dunsfold Rd-B2130
Kirdford	Guildford	Kirdford Rd-Skiff Ln-Vicarage Hill/B2133-Loxwood Rd-Alfold Bypass-A281-Millbrook-High Street
Loxwood		B2133-Loxwood Rd-Alfold Bypass-A281-Millbrook-High Street
Plaistow & Iford		The St-Dunsfold Rd-Plaistow Rd-Wrotham Hill-Dunsfold Common Rd-Godalming Rd-B2130-Brighton Rd-A3100-Portsmouth Rd-A322
Wisborough Green		B2133-Vicarage Hill-Loxwood Rd-Alfold Bypass-A281-Millbrook-A322
Kirdford	Midhurst	Village Rd-Balls Cross-Gunter's Bridge-North St-East St-New St-Pound St-Tillington Rd/A272
Loxwood		Vicarage Hill/B2133-Durbans Rd-A272-Easebourne Ln
Plaistow & Iford		The St-Shillinglee Rd-Jobsons Ln-Highstead Ln-Easebourne St-A286
Wisborough Green		A272/Horsham Rd-A286
Kirdford	Crawley	Kirdford Rd-A272-Stane St-A264-A24-Horsham Rd
Loxwood		Loxwood Rd-A281-A264/A24-A264-Horsham Rd-Goffs Park Rd-Malthouse Rd
Plaistow & Iford		Loxwood Rd-B2133-A272-Coneyhurst Rd-A272-A23-Brighton Rd
Wisborough Green		A272-Stane St-A264/A24-Horsham Rd
Kirdford	Mole Valley	Plaistow Rd-Rickman's Ln-Shillingless Rd-A283-Guildford and Godalming Bypass-Puttenham Heath Rd-A31-A331-M3-A339-A33
Loxwood		B2133-Alfold Bypass-Horsham Rd-A281-Farnham Rd/A31-A331-M3-A339-A33
Plaistow & Iford		Shillinglee Rd-A283-A3/Guildford and Godalming Bypass-Puttenham Heath Rd-A31-A331-M3
Wisborough Green		B2133-Alfold Bypass-Horsham Rd-A281-Farnham Rd/A31-A331-M3-A339-A33
Kirdford	Mid Sussex	Kirdford Rd-A272-B2036-Ardingly Rd-Hanlye Ln-Borde Hill Ln
Loxwood		B2133-A272-B2036-Ardingly Rd-Hanlye Ln-Borde Hill Ln

Plaistow & Iford		Plaistow Rd-B2133-A272-B2036-Ardingly Rd-Hanlye Ln-Borde Hill Ln
Wisborough Green		A272-B2036-Ardingly Rd-Hanlye Ln-Borde Hill Ln
Kirdford	Petworth	Village Rd-A283-North St-A272-Park Rd
Loxwood		High St-Vicarage Hill-B2133-Durbans Rd-A272-North St-Park Rd
Plaistow & Iford		Rickman's Ln-Plaistow Rd-Village Rd-A283-North St/A272
Wisborough Green		A272-North St/A272-Park Rd
Kirdford	Greater London	Kirdford Rd-A272-Stane St-A264-A24-A264-M23-Brighton Rd-Purley Way-A232-A212-Grange Rd-Beulah Hill-Hermitage Rd-Salter's Hill-Gipsy Rd-St Gothard Rd
Loxwood		Loxwood Rd-A281-Bognor Rd-Stane St-Beare Green Rd-Ockley Rd-A24-Reigate Rd-B2032-Brighton Rd-Winkworth Rd-Croydon Ln-Woodmansterne Ln-Woodcote Grn-Sandy Ln S-Stafford Rd-A232-A212-Hermitage Rd-A214-Salter's Hill-Gipsy Rd-St Gothard Rd
Plaistow & Iford		Loxwood Rd-A281-Bongor Rd-Stane St-Beare Green Rd-A24-Reigate Rd-B2032-Brighton Rd-Croydon Ln-A232-A212-Grange Rd-St Gothard Rd
Wisborough Green		A272-Stane St-A281-Bognor Rd-Stane St-A24-Reigate Rd-B2032-Brighton Rd-Croydon Ln-A232-A212-Grange Rd-St Gothard Rd
Kirdford	Arun	Village Rd-A272-Kingspit Ln-A283-B2138-A29-A284-Ford Rd-Station Rd
Loxwood		B2133-A272-Kingspit Ln-A283-B2138-A29-A284-Ford Rd-Station Rd
Plaistow & Iford		Rickman's Ln-Plaistow Rd-Village Rd-Linfold Rd-A272-Kingspit Ln-A283-B2138-A29-A284-Ford Rd-Station Rd
Wisborough Green		A272-Kingspit Ln-A283-B2138-Bury Rd/A29-A284-Ford Rd-Station Rd
Kirdford	East Hampshire	A272-A283-Petworth Rd/B2131-A287-Woolmer Hill Rd-A3-A325
Loxwood		Vicarage Hill-Loxwood Rd-Shillinglee Rd-A283-Rodgate Ln-B2131-A286-A287-B2131-Hastemere Rd-Headley Rd-B3004-Hollywater Rd-Liphook Rd-A325
Plaistow & Iford		The St-Dunsfold Rd-Shillinglee Rd-A283-Rodgate Ln-B2131-A286-A287-B2131-Hastemere Rd-Headley Rd-B3004-Hollywater Rd-Liphook Rd-A325
Wisborough Green		A272-A283-Petworth Rd-A287-A3-A325
Kirdford	Chichester City	Village Rd-Station Rd-A285-A27-A285
Loxwood		B2133-A272-B2133-Lordings's Rd-Stane St-London Rd-Bury Hill-A29-A27-A285
Plaistow & Iford		Rickman's Ln-Plaistow Rd-Village Rd-North St-Station Rd-A285-A27-A285
Wisborough Green		A272-Kingspit Ln-A283-A285-A27-A285
Kirdford	Havant	Village Rd-A283-North St-Station Rd-A285-A27-A286-A259-A27-Park Rd

Loxwood		Loxwood Rd-Shillinglee Rd-A283-Rodgate Ln-Petworth Rd-Woolmer Hill Rd-A3-Bedhampton Rd-New Rd
Plaistow & Iford		The St-Shillinglee Rd-A283-Rodgate Ln-B2131-Woolmer Hill Rd-A3-Bedhampton Rd-New Rd
Wisborough Green		A272-Kingspit Ln-A283-Haslingbourne Ln-Station Rd-A285-A27-A286-A259-A27

Appendix D- Summary of expected additional trips on key routes for other scenarios

Scenario 1

Local Authority	Key Routes	AM			PM			AADT
		Origin	Destination	Two-Way	Origin	Destination	Two-Way	
Horsham Local Authority	A272-West of Billingshurst (between A29 bypass & B2133 Lordings Road)	29.1	6.9	35.9	8.5	19.7	28.2	310.7
	A29, North of Morrisons, Billingshurst	10.9	3.6	14.5	4.9	12.1	17.0	153.9
	A264 Five Oaks Rd	10.9	3.6	14.5	4.9	12.1	17.0	153.9
	A281 East of Rudgwick	4.5	1.9	6.4	2.3	3.9	6.1	60.9
	Loxwood Rd	4.5	1.9	6.4	2.3	3.9	6.1	60.9
Waverley Local Authority	B2130, Hascombe	12.9	3.3	16.2	4.0	8.5	12.5	138.9
	A281, Grafham	8.4	1.4	9.8	1.8	9.1	10.9	100.8
	B2133 Alford	5.5	1.6	7.1	2.1	4.0	6.1	64.4
Chichester Local Authority	A272 North Street (north of one-way system), Petworth	1.9	5.0	6.9	2.9	3.1	6.0	63.4
	A272-Strood Green	1.0	0.5	1.5	0.6	1.0	1.6	15.2
	A27- West of Fishbourne Rbt	0.5	0.8	1.3	0.2	0.6	0.7	9.8
	A27- West of Stockbridge Rbt	0.5	0.8	1.3	0.2	0.6	0.7	9.8
	A285-Temple Bar	0.3	0.6	0.8	0.1	0.6	0.6	7.3
	A27-North of Portfield Rbt	0.3	0.6	0.8	0.1	0.6	0.6	7.3
	Westhampnett Rd	0.3	0.6	0.8	0.1	0.6	0.6	7.3
	A286-Orchard St	0.3	0.6	0.8	0.1	0.6	0.6	7.3

Scenario 3

Local Authority	Key Routes	AM			PM			AADT
		Origin	Destination	Two-Way	Origin	Destination	Two-Way	
Horsham Local Authority	A272-West of Billingshurst (between A29 bypass & B2133 Lordings Road)	39.3	9.3	48.6	11.5	26.6	38.1	419.8
	A29, North of Morrisons, Billingshurst	14.7	4.9	19.6	6.6	16.4	23.0	207.9
	A264 Five Oaks Rd	14.7	4.9	19.6	6.6	16.4	23.0	207.9
	A281 East of Rudgwick	6.1	2.5	8.6	3.0	5.2	8.3	82.3
	Loxwood Rd	6.1	2.5	8.6	3.0	5.2	8.3	82.3
Waverely Local Authority	B2130, Hascombe	17.4	4.4	21.8	5.4	11.5	16.9	187.7
	A281, Grafham	11.3	1.9	13.2	2.4	12.4	14.7	136.2
	B2133 Alford	7.4	2.2	9.6	2.9	5.4	8.3	87.0
Chichester Local Authority	A272 North Street (north of one-way system), Petworth	2.5	6.8	9.3	3.9	4.2	8.1	85.7
	A272-Strood Green	1.4	0.7	2.0	0.8	1.4	2.2	20.6
	A27- West of Fishbourne Rbt	0.7	1.0	1.7	0.2	0.7	1.0	13.3
	A27- West of Stockbridge Rbt	0.7	1.0	1.7	0.2	0.7	1.0	13.3
	A285-Temple Bar	0.4	0.8	1.1	0.1	0.7	0.8	9.9
	A27-North of Portfield Rbt	0.4	0.8	1.1	0.1	0.7	0.8	9.9
	Westhampnett Rd	0.4	0.8	1.1	0.1	0.7	0.8	9.9
	A286-Orchard St	0.4	0.8	1.1	0.1	0.7	0.8	9.9

Scenario 4

Local Authority	Key Routes	AM			PM			AADT
		Origin	Destination	Two-Way	Origin	Destination	Two-Way	
Horsham Local Authority	A272-West of Billingshurst (between A29 bypass & B2133 Lordings Road)	64.4	15.3	79.7	18.9	43.6	62.5	688.5
	A29, North of Morrisons, Billingshurst	24.2	8.1	32.2	10.8	26.9	37.8	341.0
	A264 Five Oaks Rd	24.2	8.1	32.2	10.8	26.9	37.8	341.0
	A281 East of Rudgwick	10.0	4.2	14.2	5.0	8.6	13.6	134.9
	Loxwood Rd	10.0	4.2	14.2	5.0	8.6	13.6	134.9
Waverley Local Authority	B2130, Hascombe	28.6	7.2	35.8	8.9	18.9	27.8	307.9
	A281, Grafham	18.6	3.1	21.7	3.9	20.3	24.2	223.4
	B2133 Alford	12.2	3.6	15.8	4.7	8.9	13.6	142.7
Chichester Local Authority	A272 North Street (north of one-way system), Petworth	4.2	11.1	15.3	6.4	6.9	13.3	140.5
	A272-Strood Green	2.2	1.1	3.3	1.4	2.2	3.6	33.8
	A27- West of Fishbourne Rbt	1.1	1.7	2.8	0.4	1.2	1.6	21.8
	A27- West of Stockbridge Rbt	1.1	1.7	2.8	0.4	1.2	1.6	21.8
	A285-Temple Bar	0.6	1.3	1.9	0.2	1.2	1.4	16.2
	A27-North of Portfield Rbt	0.6	1.3	1.9	0.2	1.2	1.4	16.2
	Westhampnett Rd	0.6	1.3	1.9	0.2	1.2	1.4	16.2
	A286-Orchard St	0.6	1.3	1.9	0.2	1.2	1.4	16.2

Scenario 5

Local Authority	Key Routes	AM			PM			AADT
		Origin	Destination	Two-Way	Origin	Destination	Two-Way	
Horsham Local Authority	A272-West of Billingshurst (between A29 bypass & B2133 Lordings Road)	93.5	22.2	115.6	27.4	63.2	90.6	999.2
	A29, North of Morrisons, Billingshurst	35.0	11.7	46.7	15.7	39.1	54.8	494.9
	A264 Five Oaks Rd	35.0	11.7	46.7	15.7	39.1	54.8	494.9
	A281 East of Rudgwick	14.5	6.0	20.5	7.3	12.5	19.7	195.8
	Loxwood Rd	14.5	6.0	20.5	7.3	12.5	19.7	195.8
Waverely Local Authority	B2130, Hascombe	41.5	10.5	52.0	12.9	27.4	40.3	446.8
	A281, Grafham	27.0	4.4	31.4	5.6	29.4	35.0	324.2
	B2133 Alford	17.7	5.2	23.0	6.8	12.9	19.7	207.0
Chichester Local Authority	A272 North Street (north of one-way system), Petworth	6.0	16.1	22.2	9.3	10.1	19.3	204.0
	A272-Strood Green	3.2	1.6	4.8	2.0	3.2	5.2	49.0
	A27- West of Fishbourne Rbt	1.6	2.5	4.1	0.6	1.8	2.4	31.6
	A27- West of Stockbridge Rbt	1.6	2.5	4.1	0.6	1.8	2.4	31.6
	A285-Temple Bar	0.9	1.8	2.7	0.2	1.8	2.0	23.5
	A27-North of Portfield Rbt	0.9	1.8	2.7	0.2	1.8	2.0	23.5
	Westhampnett Rd	0.9	1.8	2.7	0.2	1.8	2.0	23.5
	A286-Orchard St	0.9	1.8	2.7	0.2	1.8	2.0	23.5

Scenario 6

Local Authority	Key Routes	AM			PM			AADT
		Origin	Destination	Two-Way	Origin	Destination	Two-Way	
Horsham Local Authority	A272-West of Billingshurst (between A29 bypass & B2133 Lordings Road)	187.7	44.5	232.2	55.0	127.0	182.0	2006.7
	A29, North of Morrisons, Billingshurst	70.4	23.5	93.9	31.6	78.5	110.0	993.9
	A264 Five Oaks Rd	70.4	23.5	93.9	31.6	78.5	110.0	993.9
	A281 East of Rudgwick	29.1	12.1	41.3	14.6	25.1	39.6	393.3
	Loxwood Rd	29.1	12.1	41.3	14.6	25.1	39.6	393.3
Waverely Local Authority	B2130, Hascombe	83.3	21.0	104.4	25.9	55.0	80.9	897.3
	A281, Grafham	54.2	8.9	63.1	11.3	59.1	70.4	651.1
	B2133 Alford	35.6	10.5	46.1	13.8	25.9	39.6	415.8
Chichester Local Authority	A272 North Street (north of one-way system), Petworth	12.1	32.4	44.5	18.6	20.2	38.8	409.6
	A272-Strood Green	6.5	3.2	9.7	4.0	6.5	10.5	98.5
	A27- West of Fishbourne Rbt	3.1	5.0	8.1	1.2	3.6	4.7	63.4
	A27- West of Stockbridge Rbt	3.1	5.0	8.1	1.2	3.6	4.7	63.4
	A285-Temple Bar	1.7	3.7	5.5	0.5	3.6	4.1	47.2
	A27-North of Portfield Rbt	1.7	3.7	5.5	0.5	3.6	4.1	47.2
	Westhampnett Rd	1.7	3.7	5.5	0.5	3.6	4.1	47.2
	A286-Orchard St	1.7	3.7	5.5	0.5	3.6	4.1	47.2

Chichester Area Transport Model

Local Model Validation Report

On behalf of **Chichester District Council**

Project Ref: 43682 | Rev: 03 | Date: August 2018

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Appendix B Calibration Counts

Appendix C Flow Validation

Appendix D Turn Flow Validation

Appendix E Journey Time Validation

Glossary

AADT: Annual Average Daily Traffic, 12
ATC: Automatic Traffic Count, 12, 13
Buffer: Buffer network is a simplified version of the simulation network for away from our area of interest, 8
Built trees: A tool to create possible trip routes between an origin and a destination zone, 18
CATM: Chichester Area Transport Model, 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 24, 26, 29, 36, 39, 42, 44, 45
Centroid connectors: Are an imaginary roadway network links that connects the zone centroid to the roadway network at nodes, 9
Chi-squared: A chi-squared test, also written as χ2 test, is any statistical hypothesis test where the sampling distribution of the test statistic is a chi-squared distribution when the null hypothesis is true. Without other qualification, 'chi-squared test' often is used as short for Pearson's chi-squared test, 22
Convergence: The seek for network stability (Wardrop's First Principle of Traffic Equilibrium or User Equilibrium), 4, 39, 44
Delta statistic or % gap: The difference between the costs along the chosen routes and those along the minimum cost routes, summed across the whole network, and expressed as a percentage of the minimum costs, usually known as 'Delta' or the '%GAP., 39
DfT: Department for Transport, 12, 13, 15
DIADEM: Dynamic Intergrated Assignment and Demand Modelling, 2, 5
GEH: Geoffrey E. Havers statistic formula, 22, 23, 26, 27, 36, 38
HE: Highways England, 2, 5, 9, 10, 12, 13, 15, 17, 18, 36, 41, 45
HGV: Heavy Goods Vehicle, 2, 6, 18, 36
IP: Inter Peak, 6, 18, 28, 32, 34, 40, 43, 45
JTDB: Journey Time Database, 12
JTS: Journey Time Survey, 12
LGV: Light Goods Vehicle, 2, 6, 18, 26, 36, 38
Link based: Geometrical details of a link, 8
Link Flow: Number of PCU/hr, 22, 23, 27, 34, 35, 36
LMVR: Local Model Validation Report, 15, 36
Matrix estimation: Refine estimates of movements which have been synthesised, 4, 17, 21, 27, 45
MCC: Manual Classified Count, 12
MCTC: Manual Classified Turning Count, 12
ME: Matrix Estimation, 17,18,19
MIDAS: Motorway Incident Detection and Automatic Signalling, 13
MTU: Modelling Traffic Units, 13
OD: Origin / Destination, 5, 17, 19
Origin/destination matrix: Is a matrix which is each cell represent the number of trips from origin (row) to the destination (column), 4, 5, 17, 21, 22, 27, 45
P1X: SATURN Network Plotting Tool, 19
PCU: Passenger Car Unit, 6, 9, 31, 32, 33
PIJA: An input file used in the SATME2 matrix estimation program,19
PPK: Price per Kilometre, 18
PPM: Price per Minute, 18
SATME2:Program in SATURN used to improve the fit between modelled and observed flows,19

1 Introduction

1.1 Purpose

1.1.1 The Chichester Area Transport Model (CATM) has been updated by PBA to investigate travel patterns in and around the Chichester area with a view to considering the changes that may occur to those patterns in response to the policies and strategy of the adopted Chichester Local Plan: Key Policies 2014-2029.

1.2 Background

1.2.1 PBA has been commissioned to undertake transport assessment to inform the preparation of the Chichester Local Plan Review: 2016-2035. The Local Plan Review will review the policies and strategy of the adopted Chichester Local Plan: Key Policies 2014-2029 whilst also seeking to meet the latest identified needs of the Plan Area through to 2035. Although the Council adopted the Chichester Local Plan 2014-2029, the examination concluded that the Plan fell short of meeting the full housing needs of the District outside of the South Downs National Park (the 'Plan Area'). The Inspector required that the Council commit to a review of the Local Plan within 5 years with the objective to ensure that housing needs are fully met. This work informs this review, to test the impact of the additional development needs (including housing) of the Plan Area.

1.2.2 The Local Model Validation Report (LMVR) is the first in a series of three reports, through which the preparation of the Chichester Local Plan Review:2016-2035 will be informed. The second report will be the Forecast Modelling 2035 Report which will compare the existing Local Plan to the proposed Local Plan developments. Last step is the creation of the Junction Mitigation Report, which will identify what junctions require mitigation and propose solutions.

1.3 Adopted Local Plan

1.3.1 The Chichester Local Plan: Key Policies 2014-2029 was adopted on 14th July 2015. The Plan sets out an overarching framework for the future of the plan area to 2029 and comprises a long term spatial vision, strategic objectives and spatial strategy. It also contains strategies for the settlement hubs and strategic and local development management policies, along with a monitoring framework.

1.3.2 The adopted Local Plan makes provision to deliver 7,388 homes over the period 2012 – 2029 equating to an average delivery of approximately 435 homes per year. A significant element of this housing is already identified through outstanding planning permissions with allowance also made for 'windfall' housing likely to come forward in small developments of less than 6 dwellings.

1.3.3 The remaining provision will be met through 4,750 homes of which:

- The bulk of 3,250 will be at the Strategic Development Locations (SDLs) at West of Chichester, Shopwyke, Westhampnett/North East Chichester and Tangmere (see Policies 15 – 18)
- 630 homes on strategic sites at the settlement hubs of East Wittering/ Bracklesham, Selsey and Southbourne (Policies 20, 23 and 24)
- 860 homes to be brought forward on parish housing sites (Policy 5)

1.4 Local Plan Review

1.4.1 The Chichester Local Plan: Key Policies 2014-2029 was subject to examination by an independent Inspector appointed by the Secretary of State. Although the Local Plan was found sound and was subsequently adopted, the Inspector required the Council to undertake a review within 5 years to ensure sufficient housing would be planned to meet the longer term needs of the area. As such, there is a requirement to review the current adopted Local Plan to provide a new policy framework for planning and development in the Plan Area up to 2035. This will form the Chichester Local Plan Review 2016-2035.

1.4.2 In addition to the strategic sites provided for in the adopted Chichester Local Plan 2014-2029, a number of further strategic development locations are being considered. Combined with updated information about the development pipeline (to include windfalls and greenfield sites not allocated in the adopted Local Plan) these will be the subject of this transport assessment. The majority of the strategic growth envisaged is in the east-west corridor through the Plan Area (including significant growth at Southbourne), with more moderate development in the Manhood Peninsula including at Selsey and East Wittering.

1.5 Current Model Overview

1.5.1 The key modelling assessment tool will be the Highways England (HE) SATURN highway model known as the Chichester Area Transport Model (CATM). This model has been validated to a 2014 base year and consists of a SATURN (V11.3.10E) highway model and a DIADEM V 5.0 demand model. The key objective behind development of CATM 2014 model was to understand the impact of identified options to relieve congestion on A27 Chichester bypass. Full details of the model development and validation are provided in the *A27 Chichester Local Model Validation Report, Highways England, July 2016*.

1.5.2 A previous version of CATM, which was validated to a 2009 base year was used to provide the transport evidence for the adopted local plan up to 2029. More information on this model and the outputs from that study are provided in *Chichester District Council – Local Plan Transport Study of Strategic Development Options and Sustainable Transport Measures, Jacobs, March 2013*.

1.5.3 A proportionate approach to modelling will be undertaken and this will utilise the SATURN highway model only. Further detail on the existing model and the modelling approach to assess the new allocations, is provided in the following sections of this report.

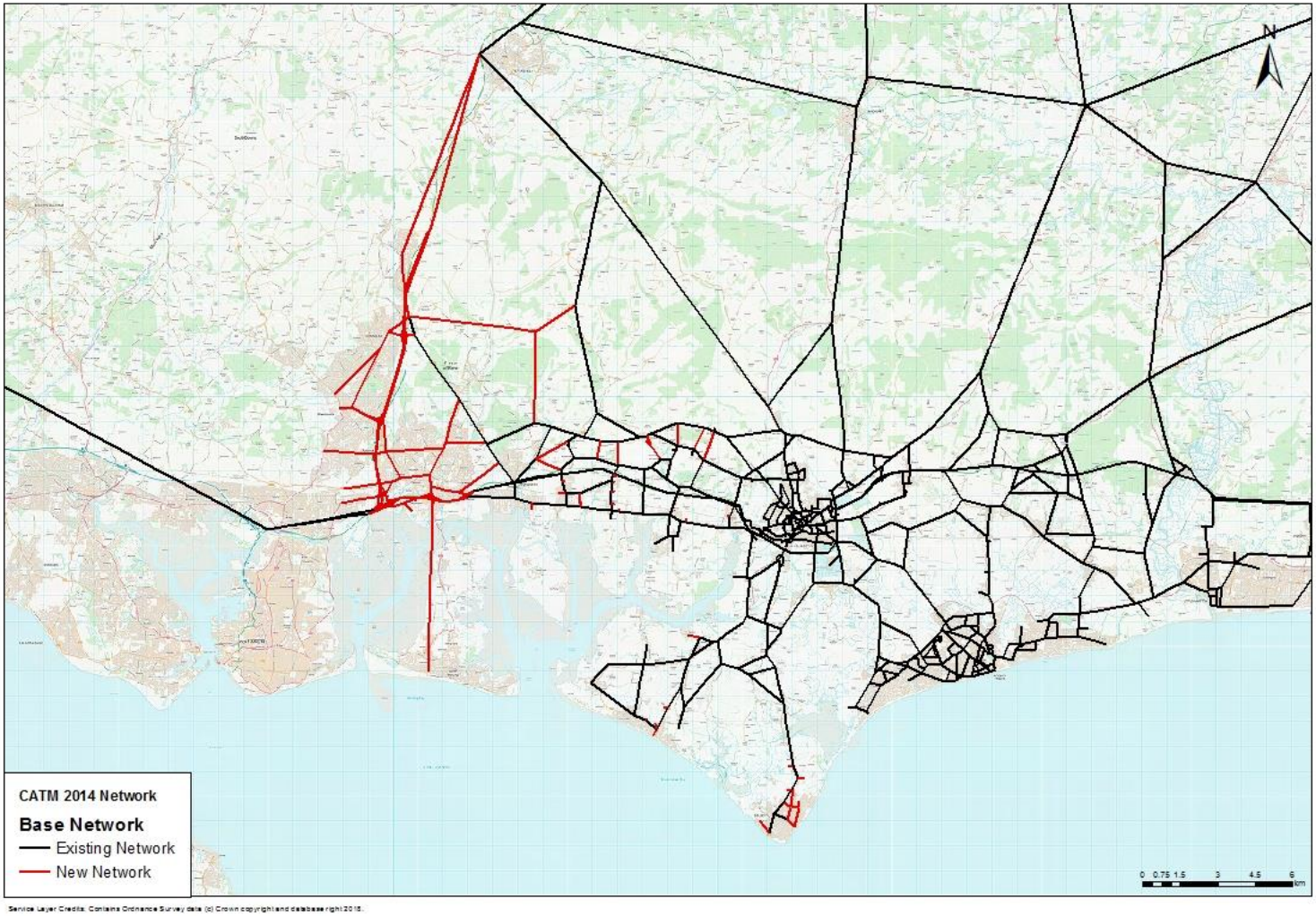
1.6 Model Area

1.6.1 The area covered by the model is shown in **Figure 1.1**. The updated model covers the same area with the previous CATM 2014 model but with a more detailed network along the A3(M) (highlighted in red), a detailed version of the A3(M)/A27 junction (highlighted in red), detailed network north of the A27, detailed network between the A27 and the A259 and detailed network south of Chichester at the wide area of West and East Wittering and Selsey.

1.6.2 CATM original highway network model and its updated version were developed using the established SATURN software. The model consists of an AM peak hour model (08:00 to 09:00), an average Inter Peak hour model (10:00 to 16:00) and a PM peak hour model (17:00 to 18:00). The model will consist of five user classes comprising car commute, car employer business, car other, Light Goods Vehicles (LGV) and Heavy Goods Vehicles (HGV). The peak hour model periods and vehicle classification was retained from the original HE CATM model.

1.6.3 We have extended the network in the areas highlighted red in **Figure 1.1** in order to include the network extents to take into account of the future strategic Local Plan developments, both employment and residential.

Figure 1.1 – CATM 2014 Network



1.7 Future Model Applications

1.7.1 When considering the use of the CATM for future work the following should be considered:

- Although it may appear to be desirable for the models to reflect the day to day variations, in practice models are tools with limited ability to capture all the intricate sensitivities inherent in a network like Chichester. The model represents average weekday conditions, and therefore it is not possible to replicate the day to day variability of route choices even though it may not be possible to match in every case, actual flows and journey times for specific competing routes. The model has therefore validated to replicate cordon and screenline flows by direction over individual link flows for example. The stability of the model is demonstrated through achieving acceptable convergence criteria demonstrating its robustness; and

- Considering the compliance of the CATM with WebTAG validation criteria and guidelines, it is important to understand the purpose for which the model is required. Guidance notes on validation acceptability are provided in TAG Unit M3.1. As stated in the guidance, this doesn't guarantee that a model is 'fit for purpose' and likewise a failure to meet the specified validation standards, does not mean that a model is not 'fit for purpose'. A model that meets the specified validation standards may not be fit for the purposes and conversely, a model that fails to meet to some degree the validation standards may be useable for certain applications. On this basis, the validation of the CATM prioritises areas of the network at which interventions and developments are proposed. The use of matrix estimation, select link analysis matrices and manual matrix manipulation has been minimised to alter the prior and post matrices to meet calibration and validation standards. It should be noted that the model has been created to test schemes that are currently known and consideration to the suitability of the model for testing all future schemes should be taken before any new scheme is tested. The model may need to be updated and/or therefore be subject to local area reviews before testing each scheme and/or development proposal.

1.8 Report Structure

1.8.1 Following this introduction, this report is presented with the following structure:

- Section 2 provides an overview of the highway assignment model;
- Section 3 summarises the traffic data used in the model development;
- Section 4 details the matrix development;
- Section 5 outlines the assignment, calibration and validation procedures;
- Section 6 outlines the calibration results;
- Section 7 outlines the model validation results; and
- Section 8 provides an overall summary.

2 Model Overview

2.1 Introduction

2.1.1 The CATM has been developed using SATURN version 11.4.06D. This software is suitable for developing the network and assignment of the matrix. The matrix building process has been carried out in Excel, with the final matrices output to SATURN format for assignment to the network.

2.1.2 One of the main benefits of using SATURN for the assignment process is that it is applicable to both urban and rural networks and can model peak hour congestion in sufficient detail. As a combined simulation and assignment model, SATURN also has the advantage that it enables detailed junction modelling.

2.1.3 The model in question is a highway assignment model only and does not include any multimodal or demand modelling. This is a proportionate and robust approach and represents the worst case scenario.

2.1.4 The assignment model predicts routes that drivers will choose and the way that traffic demand interacts with the available road capacity. The underlying principle used in the adopted assignment algorithm is Wardrop's First Principle of Traffic Equilibrium. Wardrop's First Principle states that:

"Traffic arranges itself on networks such that the cost of travel on all routes used between each OD pair is equal to the minimum cost of travel and all unused routes have equal or greater cost".

2.1.5 The aim of the assignment model is to reach equilibrium such that costs and flows are in balance under the assumption that individual users will seek to minimise their costs of travel through the network.

2.2 Previous Models

2.2.1 The key modelling assessment tool will be the Highways England (HE) SATURN highway model knows as the Chichester Area Transport Model (CATM). This model has been validated to a 2014 base year and consists of a SATURN (version 11.3.10E) highway model and a DIADEM v 5.0 demand model. The key objective behind development of CATM 2014 model was to understand the impact of identified options to relieve congestion on A27 Chichester bypass. Full details of the model development and validation are provided in *the A27 Chichester Local Model Validation Report, Highways England, July 2016.*

2.2.2 The highway model has a 2014 base year, having been calibrated and validated using count and journey time data from that year. The matrix development was predominantly informed by Mobile Phone data (collected for weeks commencing 7th and 14th July 2014), with checks made against other more traditional data sources including Census Travel to Work Data. The Traffic Volume Calibration and the Journey Time Validation was checked against data collected in June and November of 2014.

2.2.3 A previous version of CATM, which was validated to a 2009 base year was used to provide the transport evidence for the adopted local plan up to 2029. More information on this model and the outputs from that study are provided in *Chichester District Council – Local Plan Transport Study of Strategic Development Options and Sustainable Transport Measures, Jacobs, March 2013*.

2.3 Model Year and Time periods

2.3.1 This updated model has been developed with a base year of 2014 (based on the existing).

2.3.2 Three time periods have been represented within the model:

- Weekday AM peak hour (0800-0900);
- Weekday IP (inter-peak) hour (average hour 1000-1600); and
- Weekday PM peak hour (1700-1800).

2.4 Vehicle Types (UC & VC) and Travel Purposes

2.4.1 The model has 5 user classes as follows:

- UC1: Cars for commuting;
- UC2: Cars for Employer's Business;
- UC3: Cars for Other purposes;
- UC4: Light Goods Vehicles (LGVs); and
- UC5: Heavy Goods Vehicles (HGVs).

2.4.2 The model aggregates the user classes into "vehicle classes" for use in reporting. The results of the Base Year model will be reported by these vehicle classes, which can be summarised as:

- Vehicle Class 1 (VC1): Cars;
- Vehicle Class 2 (VC2): Light Goods Vehicles (LGVs); and
- Vehicle Class 3 (VC3): Heavy Goods Vehicles (HGVs).

PCU Factors

2.4.3 Passenger Car Units (PCU) is used as the standard unit for demand and capacity within the model. This allows for the impact of large vehicles which take up more road space and take longer to clear junctions to be accounted for. The factors used within the CATM are:

- Car – 1.0;
- Light Goods Vehicle (LGV) – 1.0; and
- Heavy Goods Vehicle (HGV) – 2.3.

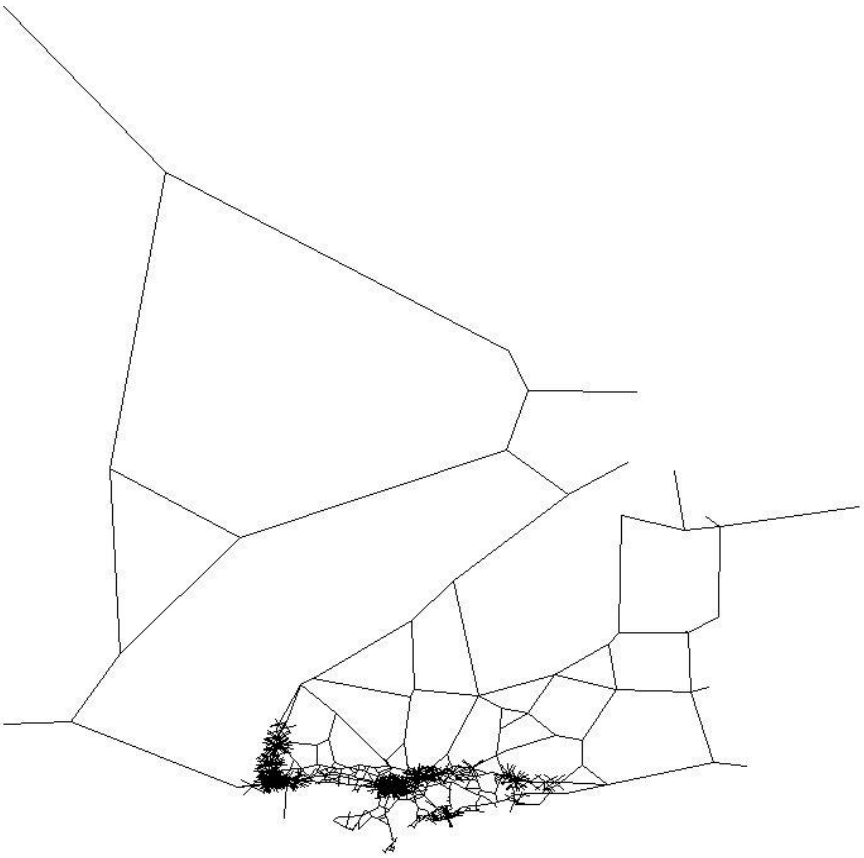
2.5 Network Development

Network Extent

2.5.1 The extent of the detailed highway network is shown in **Figure 2.1** and the wider modelled network is shown in **Figure 2.2**.

Figure 2.1 – Detailed Highway Network

Figure 2.2 – Wider Highway Network



Network Structure

2.5.2 The network within the detailed modelled area was coded in simulation, while the area covered by the wider model was coded in buffer.

2.5.3 In the simulation area, junctions are modelled in detail and this allows the effects of junction delays to be represented more realistically. In the buffer area, junctions are not explicitly modelled. Routeings and assignment of trips in the buffer network are determined by link based attributes and speed/flow relationships.

2.5.4 In developing the highway network, key highway link characteristics were included in the network coding. This includes attributes such as:

- Link length;
- Link type;
- Link capacity;
- Link cruise speed in kilometres per hour (Kph) initial coded as speed limits before being modified as necessary during the calibration/validation process;
- Speed/flow relationship;
- One way or two-way link operation as appropriate;
- Bus lanes; and
- Bus routes and frequencies – using scheduled bus timetables from local services.

Junction Types and Saturation Flows

2.5.5 The CATM consists of various types of junctions including priority junctions, roundabouts and signal controlled junctions. **Table 2.1** summarises the default turn saturation flows and **Table 2.2** the range of the turn saturation flow values that have been assumed in the CATM subject to amendment as part of the calibration process. In order to maintain consistency with the HE CATM model, the same saturation flows were used.

2.5.6 Within the simulated urban area, the main delays to a journey predominantly result from traffic interaction at junctions. In between junctions within the simulation network, traffic is assumed to travel at uniform speeds.

2.5.7 During the process of model calibration, some junctions were revisited in order to improve the model performance but were kept within the bounds of the values detailed in **Table 2.2**.

Table 2.1 – Default Turn Saturation Flows assumed (PCU/lane/hr)

Movement	Saturation Flow Left	Saturation Flow Ahead	Saturation Flow Right
Major Arm – Unopposed movement without flare	1650	2000	1650
Major Arm – Opposed movement without flare		1250	1200
Minor Arm – Give way link without flare	1200	950	875
Major Arm – Unopposed movement with flare	1681	2038	1681
Major Arm – Opposed movement with flare		1274	1223
Minor Arm – Give way link with flare	1223	968	892

Table 2.2 – Range Value Turn Saturation Flows assumed (PCU/lane/hr)

Movement	Saturation Flow Left	Saturation Flow Ahead	Saturation Flow Right
Major Arm – Unopposed movement without flare	1400 to 1900	1700 to 2300	1400 to 1900
Major Arm – Opposed movement without flare		1050 to 1450	1000 to 1400
Minor Arm – Give way link without flare	1000 to 1400	800 to 1100	750 to 1000
Major Arm – Unopposed movement with flare	1450 to 1950	1750 to 2350	1450 to 1950
Major Arm – Opposed movement with flare		1100 to 1450	1050 to 1400
Minor Arm – Give way link with flare	1050 to 1400	800 to 1100	750 to 1050

Speed Flow Curves

2.5.8 Speed flow curves were used to model the flow delay relationships. The speed/flow relationships were derived from the TAG Unit M3.1 Appendix D, but adjusted to give values in PCUs, which, as mentioned before, is the traffic unit that SATURN uses. Speed/flow curves have also been used on the A3(M) and A27. For the update of CATM the same speed flow curve values have been used as in the original HE CATM model.

Zone Centroid Connectors

2.5.9 Centroid connectors enable the zones to be linked to the highway network. These are coded where possible using specific entry/exit junctions from local access roads onto the main road network from self-contained residential areas, business parks, retail areas and car parks for example.

2.5.10 Judgement is used to determine the number of centroid connectors required from each zone to represent locations where the traffic from the zones was likely to load.

2.6 Zoning System

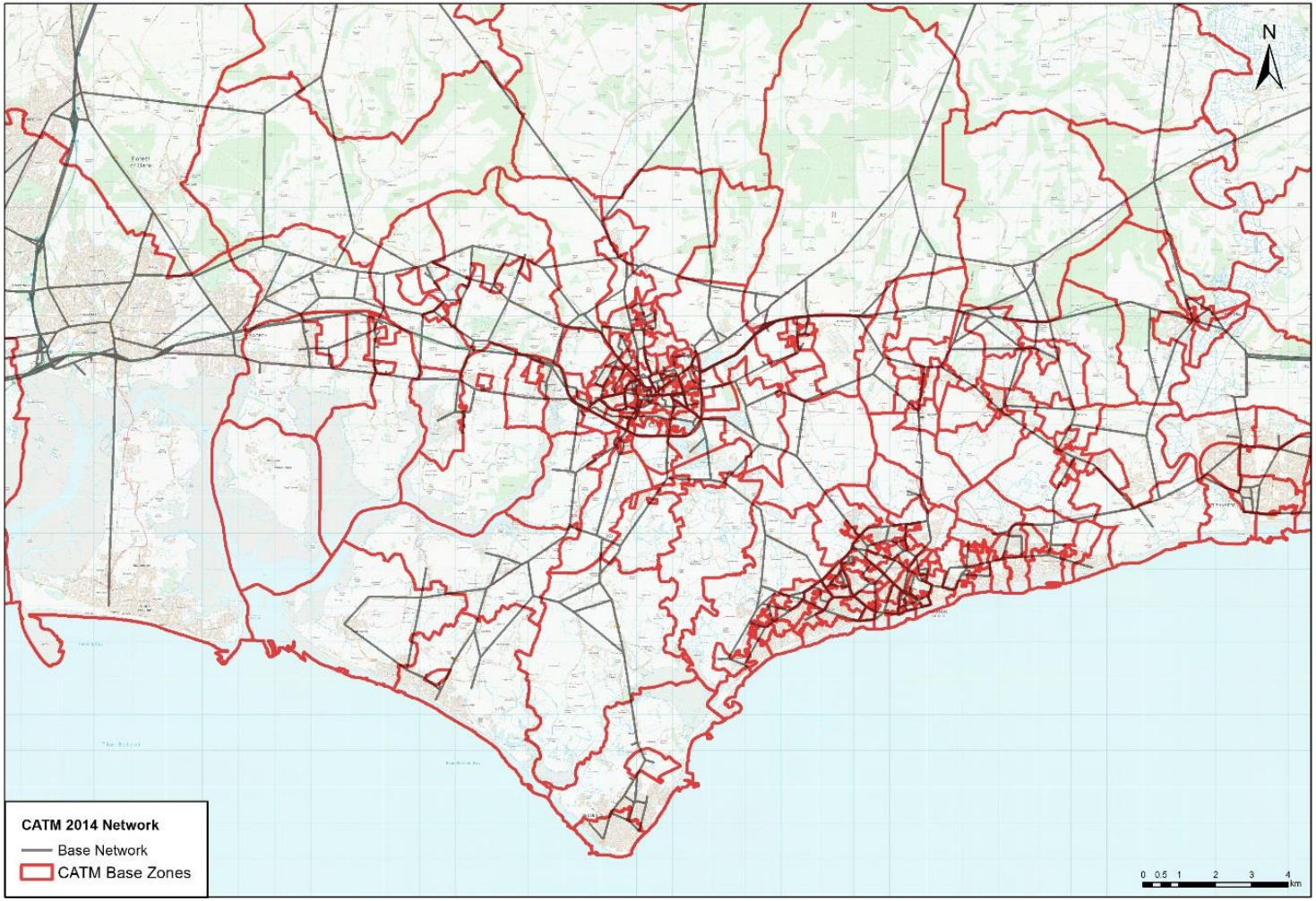
2.6.1 The zoning system used for the CATM is based on 2011 Census geography with consistency between Census Output Areas, Districts and Counties maintained where possible. The zoning system has largely been retained from the HE CATM model which has included 257 zones. In anticipation of future Local Plan development zones, PBA has coded in eleven additional zones to accommodate future Local Plan trips, thus taking the number of zones in the updated model to 268. The future Local Plan zones have no trips in the base year.

2.6.2 The benefit of using a zoning system based on the 2011 Census geography is the ease of use and comparison with planning data, such as population and employment estimates in both the development of the base model and for model forecasting onwards.

2.6.3 The CATM comprises 257 zones of which Zones 1 to 212 represent the study area zones of Chichester and Arun District, 213 to 252 are External Zones and 253 to 268 are for future development. To better replicate trip distribution in the western area of the model, a comparison between the existing zone structure in CATM and those in SERTM was undertaken. This resulted in the combination of some SERTM zones and trips from these zones, were subsequently used to replace or add trips onto existing zones. As such this involved maintaining the matrices within the existing simulation network area so not to affect the overall validation in the area within Chichester.

2.6.4 The zoning system is shown in **Figure 2.3**.

Figure 2.3 – CATM Simulation Area Zoning System



3 Survey Data

3.1 Overview

3.1.1 This section provides an overview of the data sources that has been used to update the CATM and includes both existing data and new data that has been collected. The types of existing and new collected data comprise:

- Automatic Traffic Counts (ATC);
- Manual Classified Turning Counts (MCTC);
- Manual Classified Counts (MCC);
- Journey Time Surveys (JTS);
- Journey Time data (TrafficMaster and Bluetooth); and
- Anonymised Mobile Phone Data;

3.2 2014 CATM Existing Data

3.2.1 The data described below can be found in the Highways England A27 Chichester Bypass Local Model Validation Report, July 2016.

3.2.2 The validated existing 2014 HE CATM obtained information from the following sources, namely:

- Highways England (HE);
- West Sussex County Council (WSCC); and
- Department for Transport (DfT).

3.2.3 The information obtained included:

- Permanent WSCC Automatic Traffic Counts (ATC);
- Highways England TRADS Automatic Traffic Counts (ATC);
- DfT Traffic Count Database Annual Daily Traffic (AADT); and
- Highways England Journey Time Database (JTDB) data.

3.3 2014 CATM New Data

3.3.1 For the expansion of the simulation network and the implementation of the future development areas new datasets were used.

3.3.2 The new data derived from:

- Highways England (HE);
- West Sussex County Council (WSCC); and

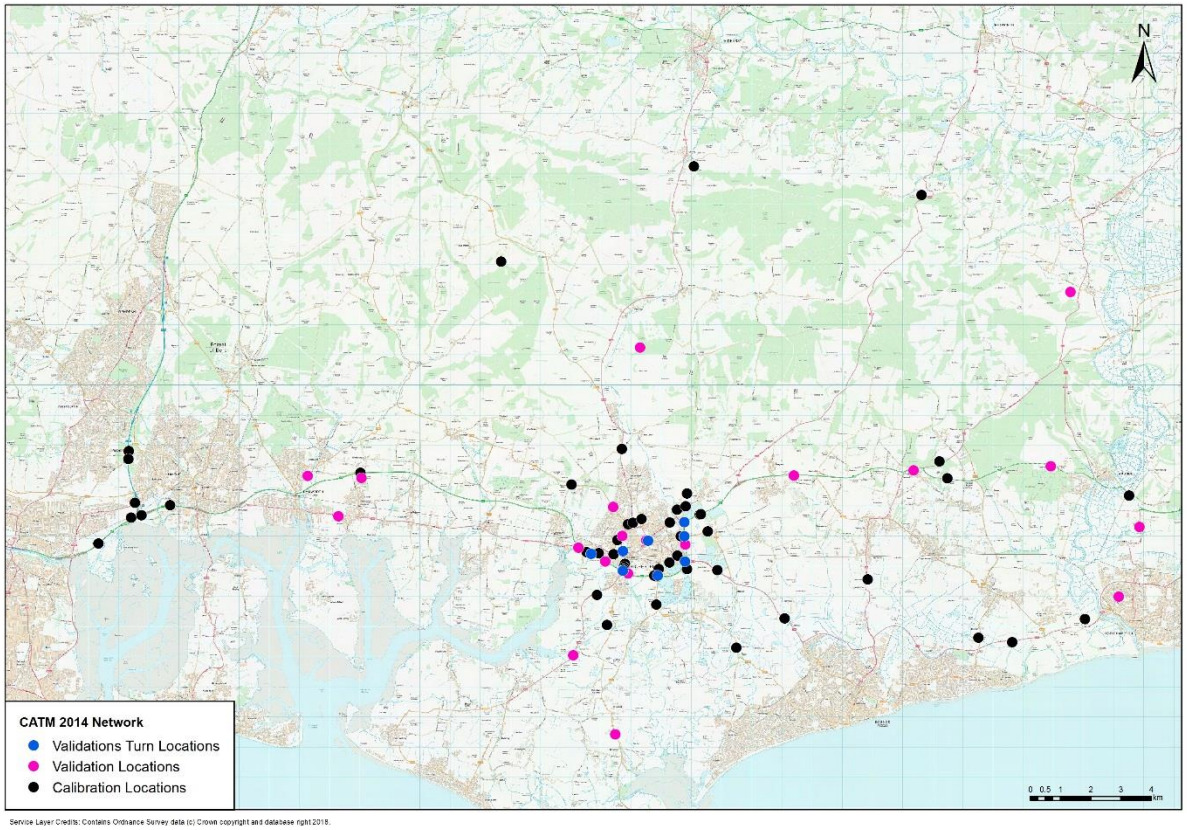
- Department of Transport (DfT).

3.3.3 The information obtained included:

- Highways England Motorway Incident Detection and Automatic Signalling Counts (MIDAS);
- Highways England Traffic Monitoring Units Counts (MTU);
- Highways England Traffic Appraisal, Modelling and Economics Counts (TAME);
- Permanent WSCC Automatic Traffic Counts (ATC); and
- TrafficMaster Journey Time Database.

3.3.4 The location of the counts used for the update process, (both 2014 HE CATM Existing data and 2014 CATM New Data) of the CATM is shown in **Figure 3.1**.

Figure 3.1 – Position of counts for the CATM



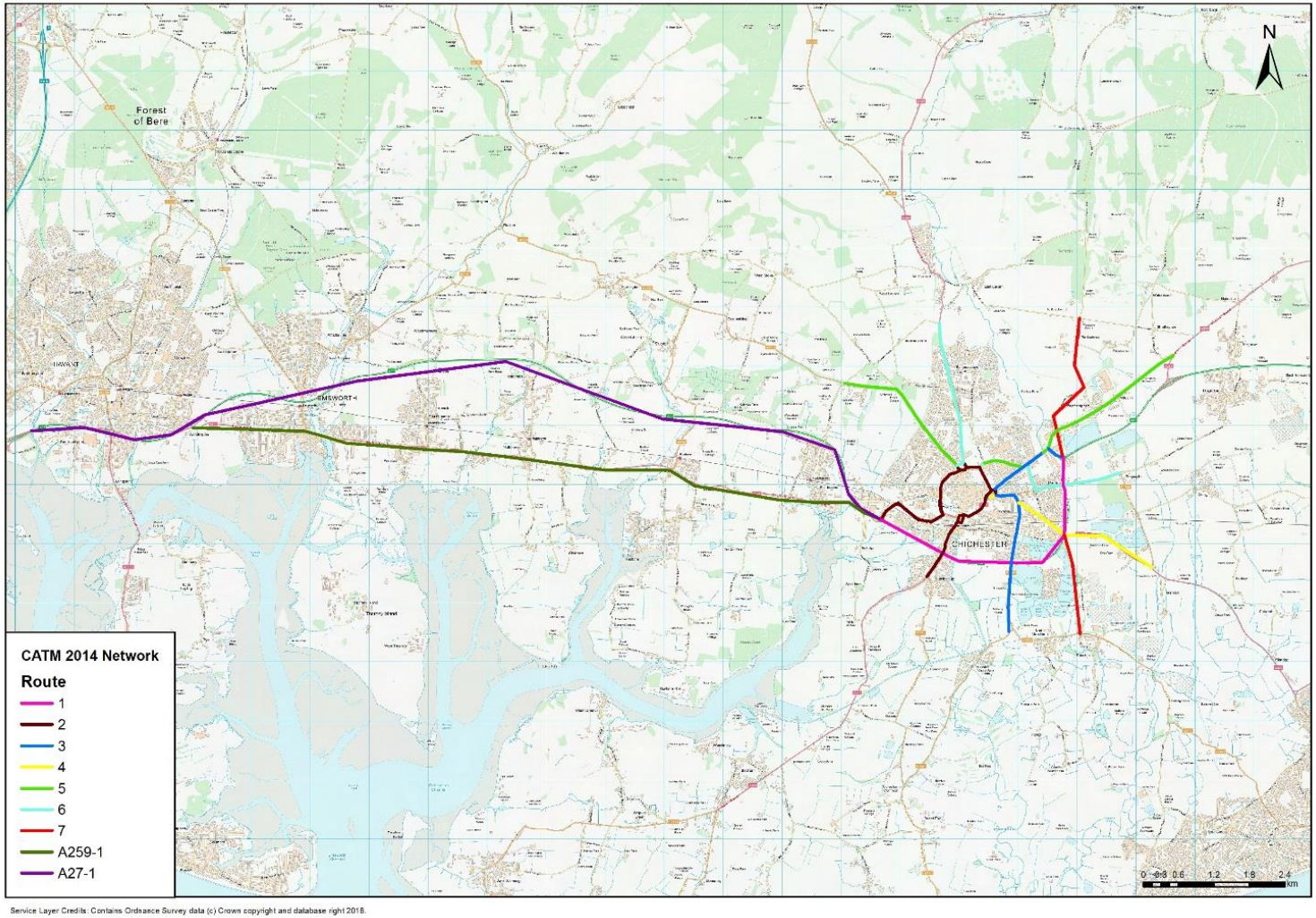
3.4 2014 CATM New Journey Time Data

3.4.1 The Journey time data for the model update was sourced from the Traffic Master Data via Department of Transport (DfT) covering the period of June and November 2014.

3.4.2 Journey Time routes for validation were defined and the relevant time data for the AM peak hour (08:00 to 09:00), Inter Peak average hour (10:00 to 16:00) and PM peak hour (17:00 to 18:00) extracted from the full data for the study area. The data used was for the neutral weekdays Tuesday to Thursday.

3.4.3 The journey time routes 1 to 7 are from the original HE CATM LMVR and routes A27 and A259 are new routes included in the updated model to cover the corridor west from Chichester to Emsworth and Havant. All journey time routes are shown in **Figure 3.2**. As part of the calibration process, thorough sense checks of free flow speeds against posted limits were undertaken. This gave comfort that for those routes across the network for where journey time data was not readily available, reasonable and proportionate checks had been made.

Figure 3.2 – Journey time routes for the CATM update



4 Matrix Development

4.1 Introduction

4.1.1 This section explains the methods used to develop the revised origin and destination (OD) demand matrices prior to them being assigned to the network. The approach taken is a pragmatic and proportionate approach, given the limited area over which the model requires extending and the purpose of the model update, to inform the Local Plan.

4.1.2 The matrices in the model have largely been retained from the original 2014 base year HE CATM model. The objective in the model update was to freeze or retain the HE CATM model matrices as far as possible, with effort concentrated on improving the matrices in the model extension areas to the west and south of Chichester.

4.1.3 To help support the extension of the western area, cordoned post matrix estimation matrices from the SERTM model were provided to PBA by HE's consultants of the model. For the purposes of extending the model to the west, these were assumed to inform the prior matrices. Whilst this approach is not a standard approach, it was felt that this was considered a proportionate approach given that the geographic scope of the extension to the west is very limited and the model is to be used for Local Plan testing only.

4.1.4 The original HE CATM model matrix building was largely informed by INRIX mobile phone data and hence the model update continues to be underpinned by this data. This section therefore concentrates on reporting the matrix update in the extended areas of the model including on the matrix estimation undertaken.

4.2 Overview

4.2.1 Having undertaken the extension of the network to the south and west, an initial check of model flows against observed flows at suitable locations of the extended model was undertaken. This identified that the existing volume of trips in the current matrices was underrepresented in order to achieve acceptable flow validation in the extended areas of the model.

4.2.2 Checks on trip distribution was also undertaken, initially using census travel to work data. These checks indicated that there were some issues of distribution from zones within the Southbourne area, for trips travelling west in particular.

4.2.3 To better replicate trip distribution in the western area of the model, a comparison between the existing zone structure/locations in CATM and those in SERTM was undertaken, this resulted in the combination of some SERTM zones and were subsequently used to replace or add trips onto existing zones for the western areas of the model only. As such, this involved maintaining the matrices within the existing simulation network area so not to affect the overall validation in the area within Chichester. The trips from the SERTM model were only used to improve the prior matrix in the western extended area of the model with the rest of the trips being retained from the original HE CATM model.

4.2.4 The SERTM matrices provided, are average hour for the peak period, therefore to maintain consistency with the time periods modelled and represented in the CATM, which are peak hour matrices, it has been necessary to factor up the SERTM peak period model. To do this, local ATC data has been interrogated to determine a peak period to peak hour factor for the AM and PM peak periods. This indicates that a factor of 1.07 applies to both periods, to represent peak hour. The inter peak SERTM matrices are average hour, which is consistent with the CATM model, therefore no further adjustments for this period were necessary.

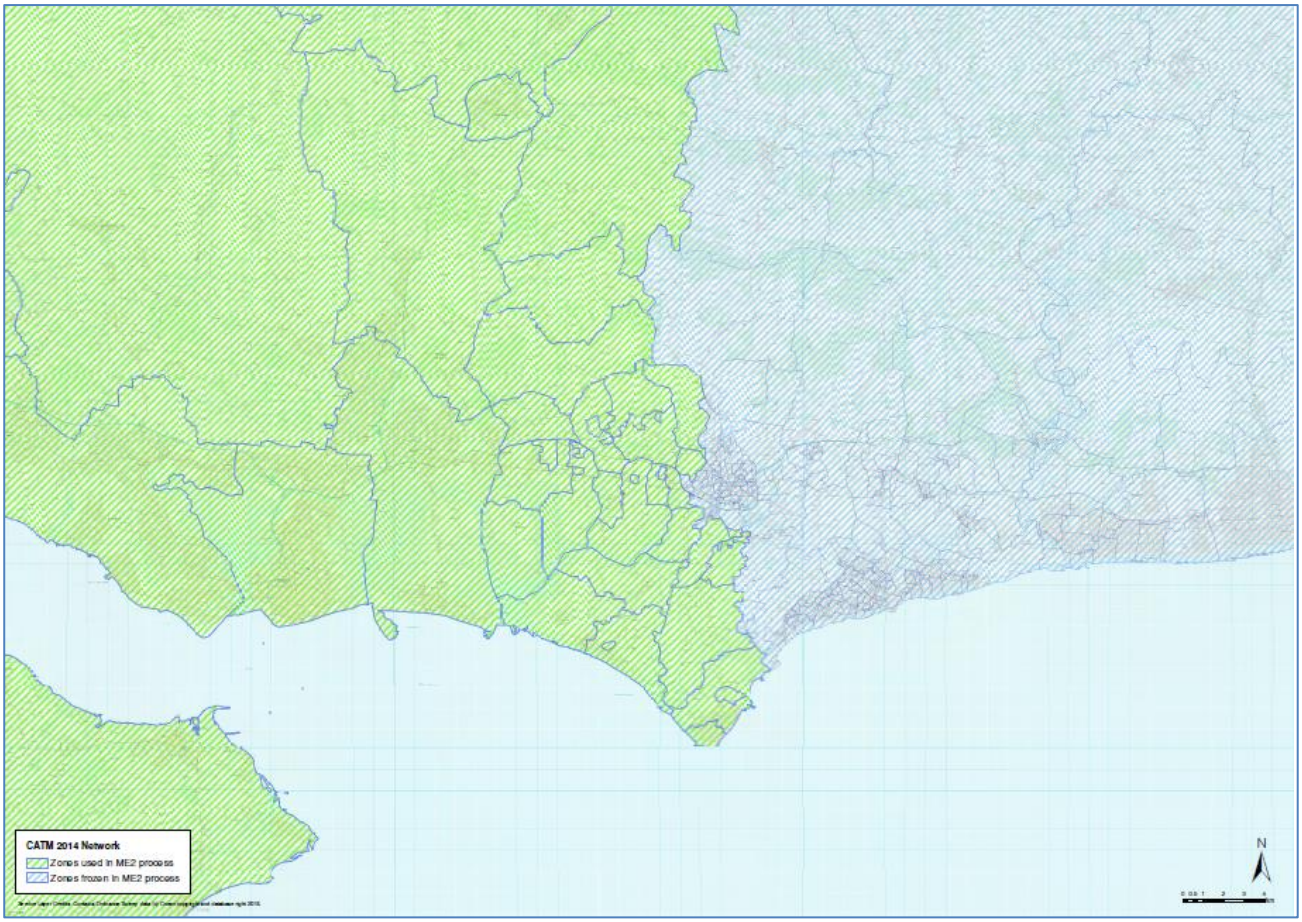
4.2.5 Having created an amended matrix based on the additional zones, matrix estimation (ME) was undertaken to further refine the matrices in the extended model area based on the calibration counts.

4.3 Matrix Estimation

4.3.1 Once the prior matrix was complete it was necessary to undertake Matrix Estimation to obtain a better matrix fit to the observed traffic counts and a new post matrix fit for purpose in the extended model area. As part of this process some OD movements, specifically within the region of Chichester City Centre were 'frozen' so not to effect sections of the matrices that the HE calibration and flow validation achieved in the previous HE CATM and where possible improved. The frozen sections of the prior matrices also included zones to the east and north of Chichester for which network changes were not required as the HE CATM was deemed adequate in these areas for the purposes of testing the additional Local Plan development sites that are the subject of this model update. Figure 4-1 illustrates the areas that were frozen in the ME process and those areas that were subject to ME. The area shown in blues indicates where zones were frozen.

4.3.2 The frozen parts of the matrix during matrix estimation refers to all cells in the rows and columns related to the 'frozen' zones. This means that any cell that has an origin or destination zone or both zones labelled as frozen, was fixed to its prior matrix cell value.

Figure 4.1 – Frozen Areas of Matrices in Matrix Estimation



4.3.3 In line with good practice guide, the matrix estimation was only undertaken after thorough checks of the network coding, to avoid potential network errors from distorting the matrix estimation process.

4.3.4 The SATURN manual also advises that the prior matrix gives total flows across the counted links which are broadly correct; i.e. within ±10% is deemed a good target before matrix estimation is undertaken. These fundamental checks were undertaken before the ME process was undertaken.

4.3.5 The matrix estimation process itself was undertaken using SATURN's SATME2 program. The SATME2 module uses the best estimate of trip movements as contained in the prior matrices. The process adjusts the pattern of trip distribution and trip numbers to match a file of input traffic counts informing the ME process. SATME2 requires a 'PIJA' file each element of representing the proportion of trips (P) between a particular OD pair (ij) which uses the counted link (A). The PIJA data are obtained through SATURN's SATPIJA program following an assignment using the SAVEIT option. The SAVEIT parameter in SATURN allows link costs as used in the assignment tree build to be saved for subsequent analysis. The matrix estimation was undertaken using separate counts for cars, LGV and HGV's. The primary input to the calibration process were the traffic flows used as target counts for the matrix estimation process.

4.3.6 The following section summarises the model assignment, calibration and validation of the network and matrices of the revised model. Given the purpose of the model update as a tool to test the impacts of the Local Plan, a proportionate approach has been taken in reporting the outcome of the matrix estimation. This has been based predominantly by looking at the trip length distribution (TLD) between the prior and post ME matrices. The TLD is a key measure of assessing the impacts of ME and is included as a key check within WebTAG Unit M3.1 on Highway Assignment Modelling. The TLD results are reported in Section 7.3 as part of the model calibration results.

4.3.7 In addition to the TLD, Tables 4.1 and 4.2 below provide a summary on the matrix zonal cell values and matrix total trip ends (slope, intercept and R squared) in line with Table 5 of WebTAG Unit M3.1. A green tick indicates where the guidance is met and an orange cross indicates where it is not. In most cases, the guidance is met. Where it is not, it is generally just outside the required envelope. It is considered that the provided outputs adequately demonstrate that the matrix estimation process is not overly changing the prior matrices.

Table 4.1 – Linear Regression results of matrix estimation checks

Measure	Significance Criteria	AM	IP	PM
Matrix Zonal Cell Values	Slope within 0.98 and 1.02	1.04	1.01	0.99
	Intercept near zero	0.00	0.00	0.00
	R squared in excess of 0.95	0.94	0.98	0.98
Matrix Zonal Trip Ends (Rows)	Slope within 0.98 and 1.02	1.02	1.00	0.98
	Intercept near zero	0.66	0.89	1.08
	R squared in excess of 0.95	0.98	0.99	0.99
Matrix Zonal Trip Ends (Columns)	Slope within 0.98 and 1.02	1.08	1.06	1.00
	Intercept near zero	-9.52	-5.72	0.59
	R squared in excess of 0.95	0.99	0.99	0.99

Table 4.2 – Linear Regression results -indication of WebTAG compliance

Measure	Significance Criteria	AM	IP	PM
Matrix Zonal Cell Values	Slope within 0.98 and 1.02	x	√	√
	Intercept near zero	√	√	√
	R squared in excess of 0.95	x	√	√
Matrix Zonal Trip Ends (Rows)	Slope within 0.98 and 1.02	√	√	√
	Intercept near zero	√	√	√
	R squared in excess of 0.95	√	√	√
Matrix Zonal Trip Ends (Columns)	Slope within 0.98 and 1.02	x	x	√
	Intercept near zero	√	√	√
	R squared in excess of 0.95	√	√	√

5 Model Assignment, Calibration and Validation Procedures

5.1 Introduction

5.1.1 Calibration of the network and matrices was undertaken to demonstrate that the model outputs provide a reasonable representation of observed traffic flows and behaviours in the updated model. The calibration process involved the refinement of the network detail to check that link lengths, link speeds and junction behaviour/operation are well represented. Junction parameters reviewed and amended as part of the calibration process include turn saturation flows and signal timings as appropriate.

5.2 Generalised Cost Parameters

5.2.1 Generalised cost parameters are used in the model network to determine the minimum cost routes by which traffic is assigned onto the network. Within SATURN, generalised cost parameters or coefficients are input by user class. The two parameters required are pence per minute (PPM) and pence per kilometre (PPK). TAG Unit M3-1, 2.8.1 provides the formula for the calculation. For the purposes of this model update, the parameters used in the HE CATM have been retained. These are shown in **Table 5.1**.

Table 5.1 – Generalised Cost Parameters for 2014 in 2010 prices

User Class	Class Type	AM		IP		PM	
		PPM	PPK	PPM	PPK	PPM	PPK
1	Car Commute	13.52	6.73	13.42	6.73	13.23	6.73
2	Car Employer-Business	45.84	12.51	44.78	12.51	44.07	12.51
3	Car Other	17.25	6.73	17.93	6.73	18.45	6.73
4	LGV	21.84	15.23	21.84	15.23	21.84	15.23
5	HGV	41.8	39.45	41.80	39.45	41.80	39.45

5.3 Network Calibration

5.3.1 In order to verify that the modelled network represents correctly the existing situation, a number of checks were undertaken as part of the calibration process. These include the following:

- Checks to verify that loading of zone connectors were reasonable;
- Link lengths checks including verifying that directional distances were matched and where different, that the differences were reasonable;
- Routeing checks through the network by using SATURN's 'built trees' facility;
- Verifying that lane designation at junction were correctly coded;
- Verifying of turn saturation flows at key junctions; and
- Checks of free flow speeds against posted speed limits.

5.3.2 An examination of the SATURN network has confirmed that each zone centroid has been loaded onto an appropriate link. Link length checks also confirmed that link lengths had been coded correctly.

5.3.3 The modelled routeing of traffic throughout the network has been checked. **Appendix B** shows P1X plots of the routing calibration checks for all three modelled time periods.

5.3.4 The routings have been checked using SATURN's P1X module. Routes between a wide range of Origin and Destination pairs across the whole network were checked to verify that route choice in the model was reasonable. This included checks for north to south and south to north key movements; checks for east to west and west to east movements.

5.3.5 Major urban areas covered by the network were identified, and routes between them checked against local knowledge, common sense, and also routes suggested by Google Maps. The urban areas identified are listed below:

- Chichester;
- Havant;
- Cosham;
- Purbrook;
- Selsey;
- West Wittering;
- Bognor Regis;
- Littlehampton;
- Emsworth;
- Petworth;
- Arundel; and
- Worthing.

5.3.6 In accordance to TAG M3.1 guidance, the number of routes that should be checked is defined by:

*Number of OD Pairs = ((Number of Zones) ^ 0.25) * (Number of User Classes)*

5.3.7 With 268 zones and 5 user classes, a minimum of 21 OD pairs should be checked. Using combinations of the above-mentioned locations, 22 OD combinations were identified, and checked directional, a total of 44 routes ensuring a robust network. The routes selected meet advised criteria as they:

- Relate to significant number of trips;
- Are of significant length;
- Pass through areas of interest;
- Include both directions of travel;

- Link different compass areas; and
- Coincide with journey time routes as appropriate.

5.3.8 The routes checked for AM, IP and PM Peak are the following:

- 1. Chichester to Arundel (Zones 31 to 210)
- 2. Arundel to Chichester (Zones 210 to 31)
- 3. Chichester to Bognor Regis (Zones 31 to 133)
- 4. Bognor Regis to Chichester (Zones 133 to 31)
- 5. Chichester to Southbourne/Emsworth (Zones 31 to 77)
- 6. Southbourne/Emsworth to Chichester (Zones 77 to 31)
- 7. Chichester to Littlehampton (Zones 31 to 198)
- 8. Littlehampton to Chichester (Zones 198 to 31)
- 9. Chichester to Petworth (Zones 31 to 227)
- 10. Petworth to Chichester (Zones 227 to 31)
- 11. Chichester to Worthing (Zones 31 to 244)
- 12. Worthing to Chichester (Zones 244 to 31)
- 13. Southbourne/Emsworth to Arundel (Zones 77 to 210)
- 14. Arundel to Southbourne/Emsworth (Zones 210 to 77)
- 15. Southbourne/Emsworth to Bognor Regis (Zones 77 to 133)
- 16. Bognor Regis to Southbourne/Emsworth (Zones 133 to 77)
- 17. Southbourne/Emsworth to Littlehampton (Zones 77 to 198)
- 18. Littlehampton to Southbourne/Emsworth (Zones 198 to 77)
- 19. Southbourne/Emsworth to Petworth (Zones 77 to 227)
- 20. Petworth to Southbourne/Emsworth (Zones 227 to 77)
- 21. Southbourne/Emsworth to Worthing (Zones 77 to 244)
- 22. Worthing to Southbourne/Emsworth (Zones 244 to 77)
- 23. Purbrook to Chichester (Zones 221 to 31)
- 24. Chichester to Purbrook (Zones 31 to 221)
- 25. Cosham to Chichester (Zones 215 to 31)
- 26. Chichester to Cosham (Zones 31 to 215)
- 27. Purbrook to Selsey (Zones 221 to 67)
- 28. Selsey to Purbrook (Zones 67 to 221)

- 29. Cosham to Selsey (Zones 215 to 67)
- 30. Selsey to Cosham (Zones 67 to 215)
- 31. Purbrook to West Wittering (Zones 221 to 66)
- 32. West Wittering to Purbrook (Zones 66 to 221)
- 33. Cosham to West Wittering (Zones 215 to 66)
- 34. West Wittering to Cosham (Zones 66 to 215)
- 35. Bognor Regis to Littlehampton (Zones 133 to 198)
- 36. Littlehampton to Bognor Regis (Zones 198 to 133)
- 37. Bognor Regis to Petworth (Zones 133 to 227)
- 38. Petworth to Bognor Regis (Zones 227 to 133)
- 39. Havant to Chichester (Zones 258 to 31)
- 40. Chichester to Havant (Zones 31 to 258)
- 41. Havant to Purbrook (Zones 258 to 221)
- 42. Purbrook to Havant (Zones 221 to 258)
- 43. Havant to Cosham (Zones 258 to 215)
- 44. Cosham to Havant (Zones 215 to 258)

5.3.9 The ability of the model to robustly represent route choice within the network depends on:

- Correct zone sizing and definition, network structure and the realism of the zone centroid connectors to the modelled network;
- Accuracy of the network coding;
- Accuracy with which delays at junctions and cruise speeds on links are modelled; and
- Accuracy of the trip matrices.

5.4 Matrix Calibration

5.4.1 The matrix calibration involved assigning the prior matrices onto the network and checking that observed flows were reasonably replicated. The prior matrix was developed as described in **Section 4**.

5.4.2 Where necessary, selective factoring of matrices was also undertaken so that modelled flows were more consistent with observed flows. These matrix processes were only undertaken after the network checks had been made and applied prior to carrying out the matrix estimation process.

The results of the flow calibration following the matrix estimation process are reported in **Section 7**.

6 Flow and Journey Time Validation and Calibration Criteria and Acceptability Guidelines

6.1 Introduction

6.1.1 The criteria and guidelines apply to models created both for general purposes and those created to address specific interventions. In respect of the latter, it is expected that greater attention should be paid to validation quality in the vicinity of the interventions.

6.2 Trip Matrix Validation

6.2.1 For trip matrix validation, the measure is the percentage differences between modelled flows and counts. Comparisons at screenline level provide information of the quality of the matrices. The validation criterion and acceptability guideline for screenline flows are defined in **Table 6.1**.

Table 6.1 – Trip Matrix Screenline Validation

Screenline Flow Validation Criterion and Acceptability Guideline	
Criteria	**Acceptability Guideline**
Differences between modelled flows and counts should be less than 5% of the counts	All or nearly all screenlines

* TAG Unit M3.1, Section 3.2.5, Table 1

6.3 Link Flow Validation and Calibration

6.3.1 For link flow validation/calibration, the measures which should be used are:

- The absolute and percentage differences between modelled flows and counts; and
- The GEH statistic, which is a form of the Chi-squared statistic that incorporates both relative and absolute errors, and is defined as follows:

$$GEH = \sqrt{\frac{(M-C)^2}{\frac{(M+C)}{2}}}$$

* TAG Unit M3.1, Section 3.2.7

Where: GEH is the GEH Statistic

M is the modelled flow; and

C is the observed flow

6.3.2 The validation criteria and acceptability guidelines for link flows are defined in **Table 6.2**.

Table 6.2 – Link Flow Validation/Calibration

Link Flow and Turning Movement Validation/Calibration Criteria and Acceptability Guidelines		
Criteria		**Acceptability Guideline**
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	> 85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

* TAG Unit M3.1, Section 3.2.8, Table 2

6.4 Journey Time Validation

6.4.1 For the journey time validation, the measure that is used is the percentage difference between modelled and observed journey times, subject to an absolute maximum difference. The validation criterion and acceptability guideline for journey times are defined in **Table 6.3**.

Table 6.3 – Journey Time Validation

Journey Time Validation Criterion and Acceptability Guideline	
Criteria	**Acceptability Guideline**
Modelled times along routes would be within 15% of surveyed times (or 1 minute, if higher than 15%)	> 85% of routes

* TAG Unit M3.1, Section 3.2.10, Table 3

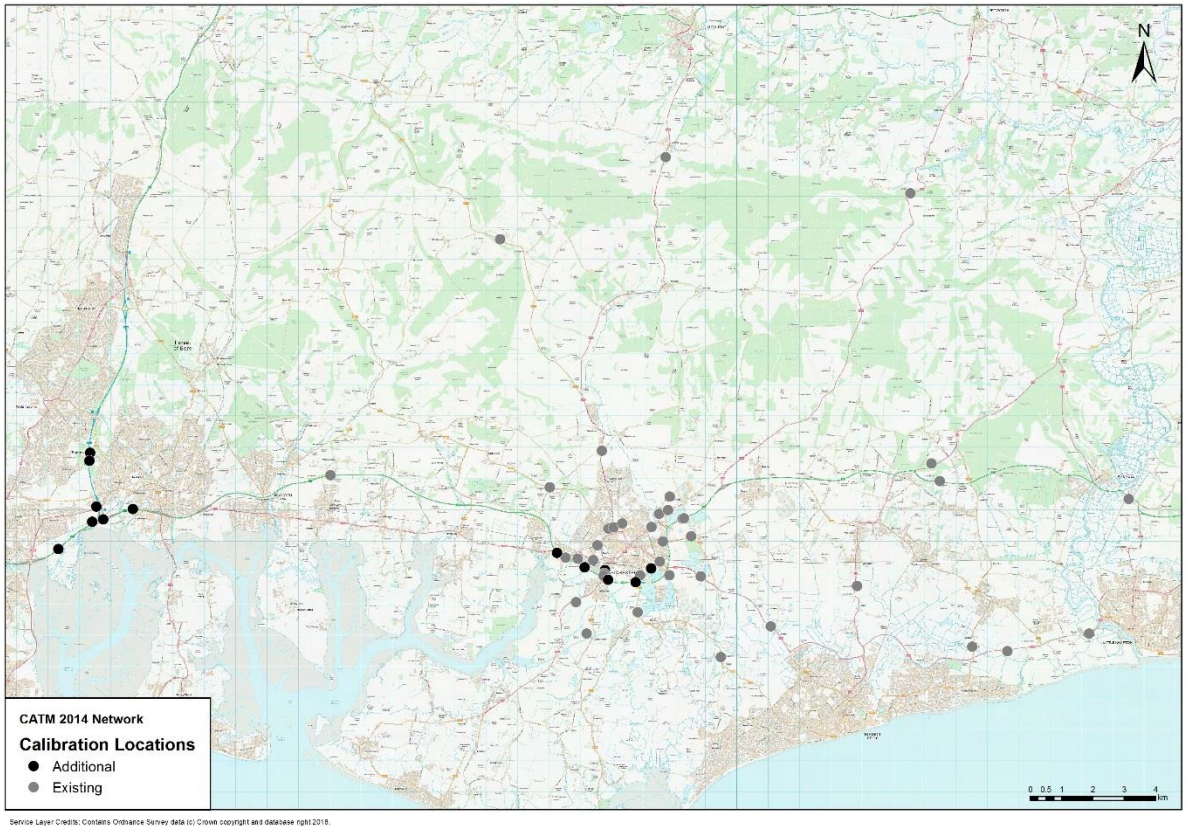
7 Model Calibration Results

7.1 Introduction

7.1.1 This section reports on the flow calibration. The calibration of the network and matrices were undertaken to seek to achieve an accurate representation of observed traffic flows and behaviours in the updated model. This section reports on the results of the flow calibration in the CATM for all three-time period undertaken for key locations.

7.1.2 **Figure 7.1** shows us the location of the calibration counts.

Figure 7.1 – Calibration Counts Location



7.1.3 The CATM flow calibration consists of up to 93 records in each time period. This underlines the extensive coverage of the calibration with a view to developing a model that is reasonably robust across the network.

7.2 Flow Calibration Results

7.2.1 The summary of the calibration results is shown in **Table 7.1** with the full analysis attached in **Appendix C**. Out of the total of 93 survey locations, 87 of them are classified counts.

Table 7.1 – Calibration Counts Summary

Criteria	All Vehicles					
	AM Peak		Inter Peak		PM Peak	
No of links meeting Acceptability criteria (hourly flow)	83	89%	90	97%	80	86%
No of links meeting Acceptability criteria (GEH)	84	90%	89	96%	77	83%
No of links meeting Acceptability criteria (hourly flow or GEH)	**84**	**90%**	**90**	**97%**	**80**	**86%**
Total Number of links	93		93		93	
Criteria	**Cars**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	79	91%	84	97%	79	91%
No of links meeting Acceptability criteria (GEH)	77	89%	84	97%	76	87%
No of links meeting Acceptability criteria (hourly flow or GEH)	**79**	**91%**	**84**	**97%**	**79**	**91%**
Total Number of links	87		87		87	
Criteria	**LGVs**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	84	97%	87	100%	85	98%
No of links meeting Acceptability criteria (GEH)	82	94%	86	99%	84	97%
No of links meeting Acceptability criteria (hourly flow or GEH)	**84**	**97%**	**87**	**100%**	**85**	**98%**
Total Number of links	87		87		87	
Criteria	**Lights (Cars + LGV)**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	77	89%	84	97%	77	89%
No of links meeting Acceptability criteria (GEH)	78	90%	84	97%	74	85%
No of links meeting Acceptability criteria (hourly flow or GEH)	**78**	**90%**	**84**	**97%**	**77**	**89%**
Total Number of links	87		87		87	
Criteria	**HGVs**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	85	98%	87	100%	87	100%
No of links meeting Acceptability criteria (GEH)	85	98%	86	99%	86	99%
No of links meeting Acceptability criteria (hourly flow or GEH)	**85**	**98%**	**87**	**100%**	**87**	**100%**
Total Number of links	87		87		87	

7.2.2 Overall the Link Calibration of the network is shown to be good, achieving higher percentages than the 85% of the guideline.

7.2.3 The calibration analysis was based on the GEH statistic and the Link Flow Criteria. The GEH statistic is a formula used in traffic modelling to compare two sets of traffic volumes and assess the fit between the observed and modelled flows. It takes account of the fact that when traffic flows are low, the percentage difference between observed and modelled flows may be high but the significance of this difference is small.

7.2.4 A GEH of less than 5.0 is considered to represent a good match between the modelled and observed hourly flows. A GEH value greater than 10 indicates that the match between observed and modelled flows is poor and closer attention is required. The guideline is to aim for 85% of counts with a GEH below 5.

7.3 Trip Length Distribution Calibration Results

7.3.1 Trip length distribution pre and post matrix estimation has been checked. This is to check that the trip matrix estimation process does not materially alter the trip making patterns in the prior matrices. Matrix estimation can have the tendency to increase short distance trips at the expense of long trips, which needs to be kept to a minimum.

7.3.2 The results of the trip length distribution checks are shown in **Figures 7.2** to **7.4** for each of the AM, Inter Peak and PM peaks respectively. The results show that the trip length distribution does not change too greatly pre and post matrix estimation and this demonstrates that the matrix estimation has not overly altered trip length distribution within the model.

Figure 7.2 – AM Peak TLD Comparison

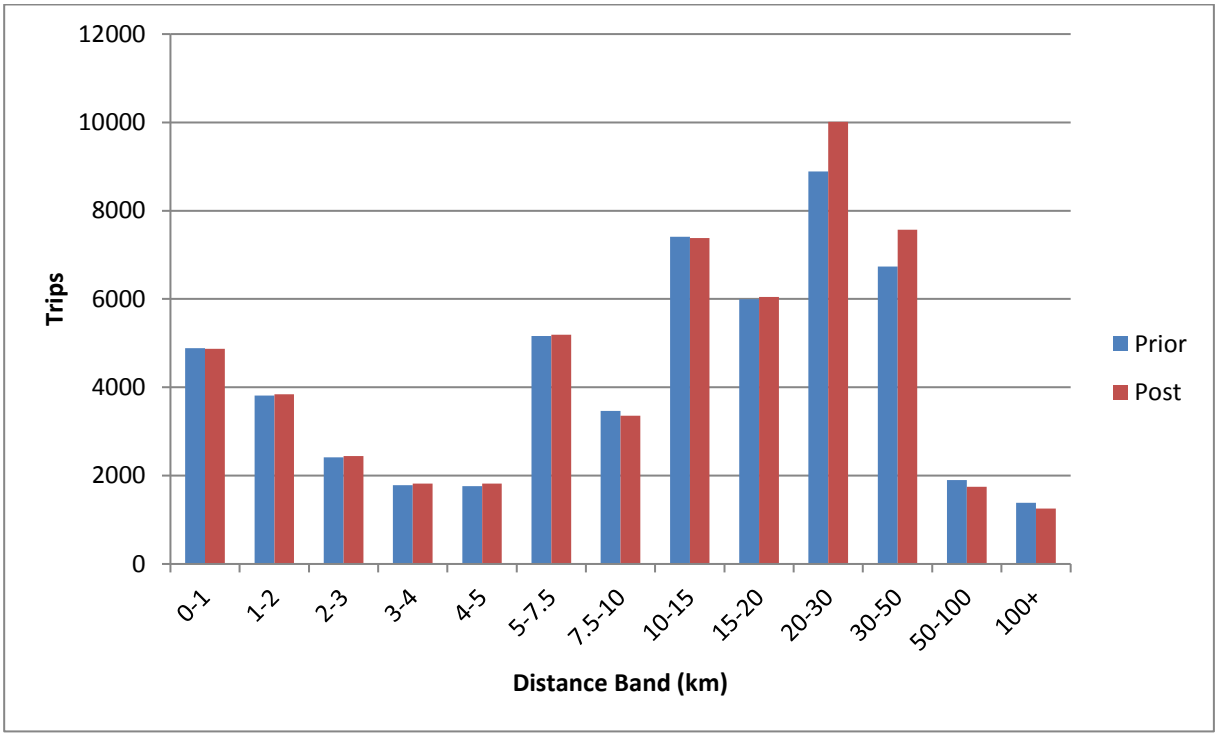


Figure 7.3 – IP Peak TLD Comparison

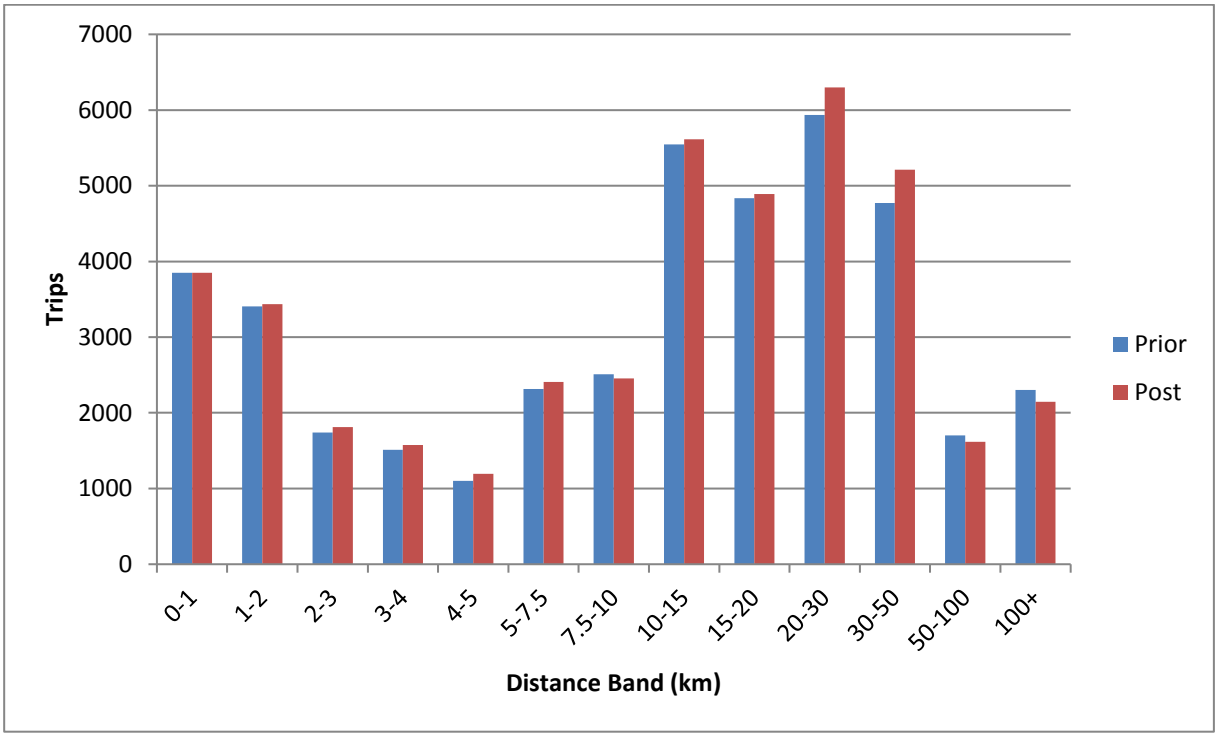
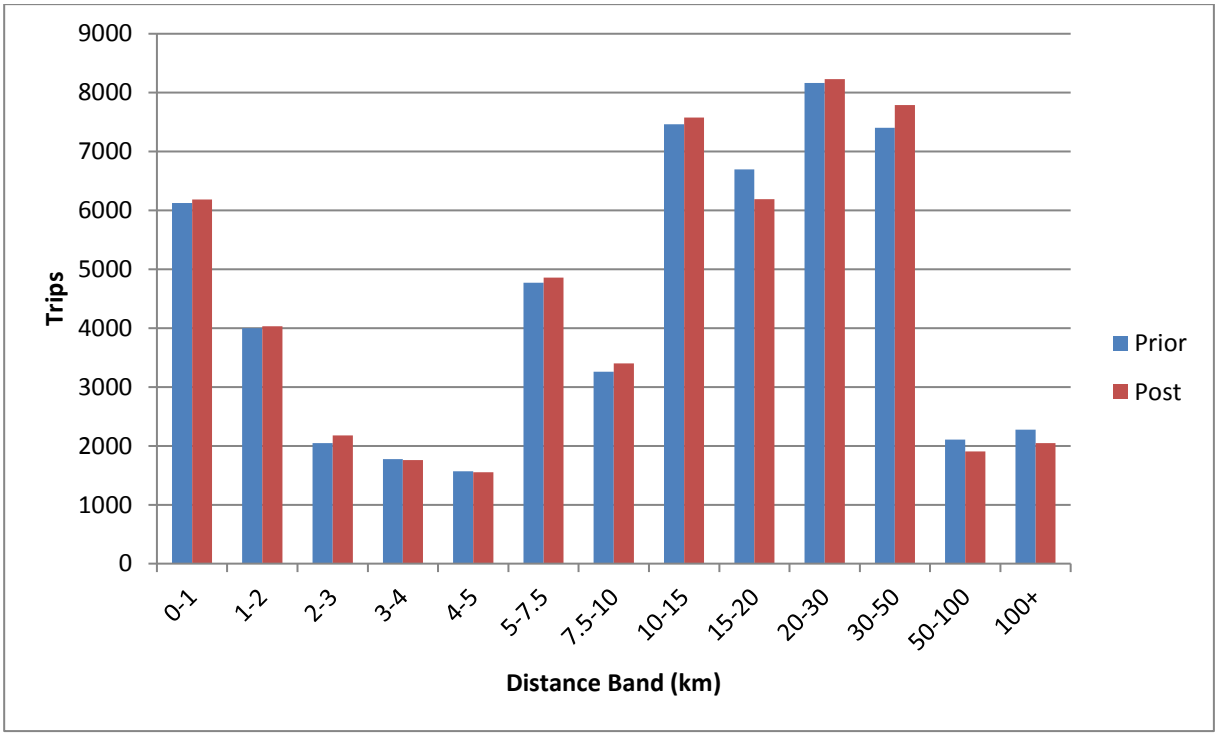


Figure 7.4 – PM Peak TLD Comparison



8 Model Validation Results

8.1 Introduction

8.1.1 This section reports on the flow and journey time validation achieved by CATM. The results have been considered with respect to validation criteria and acceptability guidelines contained in Section 3 of TAG Unit M3.1 (Highway Assignment Modelling). The guidance notes that any adjustments to the model intended to reduce the differences between the modelled and observed data should be regarded as calibration. Validation simply involves comparing modelled and observed data that is independent from that used in the calibration.

8.1.2 The main comparisons required for the validation of a highway assignment model as noted in the guidance are listed below:

- A check on the quality of the trip matrices – this requires a comparison of assigned flows and count totalled for each screenline or cordon;
- A check on the quality of the assignment – this is demonstrated by comparing flows and counts on individual links and turning movements at junctions; and
- A check on the quality of the network and assignment – this is demonstrated by comparing modelled and observed journey times along routes.

8.2 Screenline Validation Results

8.2.1 Flow validation has been undertaken on seven screenlines within the model. The screenlines are shown in **Figure 8.1**. The results of the flow validation are presented by time period below.

Figure 8.1 - Screenlines

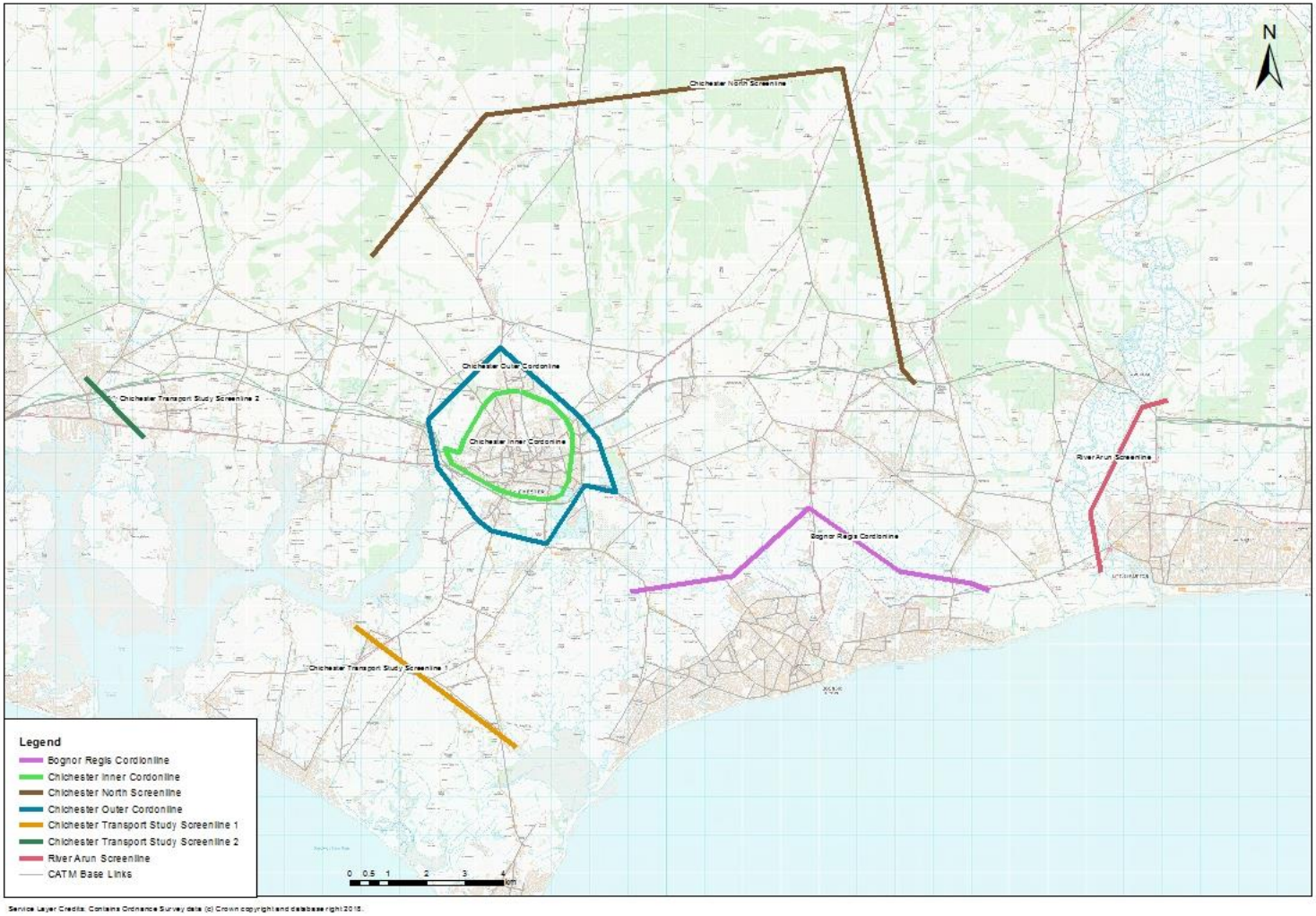


Table 8.1 – AM Peak Flow Validation (PCU/hr)

Screenline Name	No. of Links	AM				
		Observed	Modelled	% Diff.	Pass?	% of Links Compliant
Chichester Inner Cordon - Inbound	12	6,139	6,131	0%	Pass	100%
Chichester Inner Cordon - Outbound	12	3,900	3,965	2%	Pass	100%
Chichester Outer Cordon - Inbound	13	9,334	9,327	0%	Pass	85%
Chichester Outer Cordon - Outbound	13	6,841	6,900	1%	Pass	92%
Northern Screenline -SB	5	2,799	2,841	1%	Pass	100%
Northern Screenline - NB	5	2,344	2,306	-2%	Pass	100%
Bognor Regis Screenline - SB	5	2,172	2,230	3%	Pass	100%
Bognor Regis Screenline - NB	5	3,624	3,630	0%	Pass	100%
River Arun Screenline - EB	2	2,322	2,294	-1%	Pass	100%
River Arun Screenline - WB	2	2,444	2,343	-4%	Pass	100%
Chichester Transport Study Screenline 1 - NB	2	1,270	1,168	-8%	Fail	100%
Chichester Transport Study Screenline 1 - SB	2	980	1,008	3%	Pass	100%
Chichester Transport Study Screenline 2 - EB	3	2,298	2,180	-5%	Fail	67%
Chichester Transport Study Screenline 2 - WB	3	2,266	2,561	13%	Fail	67%

Table 8.2 – IP Peak Flow Validation (PCU/hr)

Screenline Name	No. of Links	IP				
		Observed	Modelled	% Diff.	Pass?	% of Links Compliant
Chichester Inner Cordon - Inbound	12	4,455	4,445	0%	Pass	100%
Chichester Inner Cordon - Outbound	12	4,556	4,577	0%	Pass	100%
Chichester Outer Cordon - Inbound	13	7,314	7,246	-1%	Pass	100%
Chichester Outer Cordon - Outbound	13	7,286	7,302	0%	Pass	100%
Northern Screenline -SB	5	2,126	2,099	-1%	Pass	100%
Northern Screenline - NB	5	1,964	1,886	-4%	Pass	100%
Bognor Regis Screenline - SB	5	2,532	2,532	0%	Pass	100%
Bognor Regis Screenline - NB	5	2,409	2,406	0%	Pass	100%
River Arun Screenline - EB	2	2,150	2,047	-5%	Pass	100%
River Arun Screenline - WB	2	2,161	2,065	-4%	Pass	100%
Chichester Transport Study Screenline 1 - NB	2	1,118	1,124	1%	Pass	100%
Chichester Transport Study Screenline 1 - SB	2	1,253	1,311	5%	Pass	100%
Chichester Transport Study Screenline 2 - EB	3	1,951	1,840	-6%	Fail	100%
Chichester Transport Study Screenline 2 - WB	3	1,840	1,839	0%	Pass	100%

Table 8.3 – PM Peak Flow Validation (PCU/hr)

Screenline Name	No. of Links	PM				
		Observed	Modelled	% Diff.	Pass?	% of Links Compliant
Chichester Inner Cordon - Inbound	12	4,448	4,329	-3%	Pass	100%
Chichester Inner Cordon - Outbound	12	5,949	6,042	2%	Pass	92%
Chichester Outer Cordon - Inbound	13	7,999	8,228	3%	Pass	92%
Chichester Outer Cordon - Outbound	13	10,000	9,706	-3%	Pass	69%
Northern Screenline -SB	5	2,618	2,549	-3%	Pass	100%
Northern Screenline - NB	5	2,750	2,625	-5%	Pass	80%
Bognor Regis Screenline - SB	5	4,172	4,162	0%	Pass	100%
Bognor Regis Screenline - NB	5	2,478	2,530	2%	Pass	100%
River Arun Screenline - EB	2	2,761	2,663	-4%	Pass	100%
River Arun Screenline - WB	2	2,453	2,430	-1%	Pass	100%
Chichester Transport Study Screenline 1 - NB	2	1,335	1,431	7%	Fail	50%
Chichester Transport Study Screenline 1 - SB	2	1,457	1,369	-6%	Fail	100%
Chichester Transport Study Screenline 2 - EB	3	2,544	2,622	3%	Pass	100%
Chichester Transport Study Screenline 2 - WB	3	2,466	2,630	7%	Fail	100%

8.2.2 Overall the Screenline Validation on the network is shown to be good. In the AM 11 out of 14 screenlines (78.6%) fulfil the criteria of 5% difference between observed and modelled flows, the IP, 13 out of 14 (92.9%) and in the PM, 11 out of 14 (78.6%).

8.2.3 It is important to note that the screenlines that fail the 5% criterion, are still close to this percentage without generally exceeding an 8% difference. It is also noted that individual link flows for the screenlines (column % of Links Compliant), largely achieve WebTAG validation criteria.

8.2.4 As noted, where the screenlines flows are lower than observed, none exceed an absolute difference of 8% which could be considered to be within day to day variations. The IP model shows the best fit to the observed screenline flows with 13 screenline flows out of 14 achieving WebTAG criteria. The AM and PM models also achieve good screenline validation. The IP is the least congested, and for the purposes of testing the Local Plan, focus will be on the more congested AM and PM peak periods.

8.2.5 The modelling assumes fixed trip assignment whereby route choice is the only traveller response, with variable demand not being accounted for. This means that future forecasts are likely to overestimate future demands on the highway network and hence the modelling represents a robust view of future network performance. The issues discussed above, will be borne in mind when undertaking model tests and in interpreting and understanding the impacts of proposed Local Plan development.

8.3 Link Flow Validation

8.3.1 **Table 8.4** and **Table 8.5** show the summary of the Link and Turn Flow Validation checks respectively. The analytical presentation of the results is in **Appendix D** for the Link Flow Validation and **Appendix E** for the Turn Flow Validation.

8.3.2 **Figure 8.2** shows the location of the validation counts.

Figure 8.2 – Validation Link Flow Counts Location

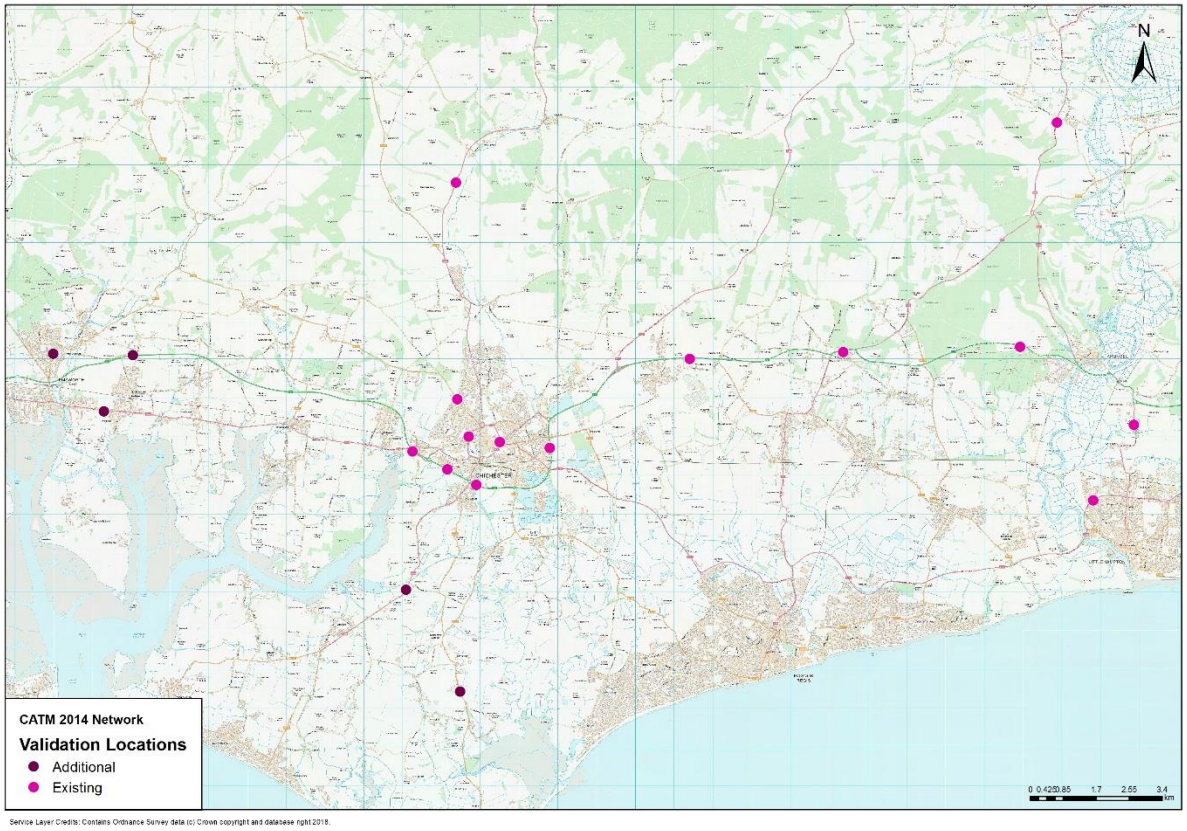


Table 8.4 – Link Flow Validation Summary

Criteria	All Vehicles					
	AM Peak		Inter Peak		PM Peak	
No of links meeting Acceptability criteria (hourly flow)	36	88%	36	88%	31	76%
No of links meeting Acceptability criteria (GEH)	36	88%	38	93%	35	85%
No of links meeting Acceptability criteria (hourly flow or GEH)	**37**	**90%**	**38**	**93%**	**37**	**90%**
Total Number of links	41		41		41	
Criteria	**Cars**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	33	89%	36	97%	31	84%
No of links meeting Acceptability criteria (GEH)	33	89%	34	92%	30	81%
No of links meeting Acceptability criteria (hourly flow or GEH)	**34**	**92%**	**36**	**97%**	**31**	**84%**
Total Number of links	37		37		37	
Criteria	**LGVs**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	35	95%	36	97%	35	95%
No of links meeting Acceptability criteria (GEH)	31	84%	33	89%	30	81%
No of links meeting Acceptability criteria (hourly flow or GEH)	**35**	**95%**	**36**	**97%**	**35**	**95%**
Total Number of links	37		37		37	
Criteria	**Lights (Cars + LGV)**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	33	89%	37	100%	28	76%
No of links meeting Acceptability criteria (GEH)	34	92%	36	97%	31	84%
No of links meeting Acceptability criteria (hourly flow or GEH)	**35**	**95%**	**37**	**100%**	**34**	**92%**
Total Number of links	37		37		37	
Criteria	**HGVs**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of links meeting Acceptability criteria (hourly flow)	37	100%	37	100%	37	100%
No of links meeting Acceptability criteria (GEH)	36	97%	35	95%	37	100%
No of links meeting Acceptability criteria (hourly flow or GEH)	**37**	**100%**	**37**	**100%**	**37**	**100%**
Total Number of links	37		37		37	

8.3.3 Overall the Link Flow Validation on the network is shown to be good, with only the cars in the PM Peak at 84% failing but still be close to the 85% guideline. Out of the total of 41 survey locations, 37 of them are classified counts.

8.4 Turn Flow Validation

8.4.1 Turn counts for key junction on A27 Chichester Bypass for all modelled periods were checked against observed flows. The data has been retained from the original HE CATM LMVR. **Figure 8.3** shows the location of the turn flow counts.

Figure 8.3 – Validation Turn Flow Counts Location

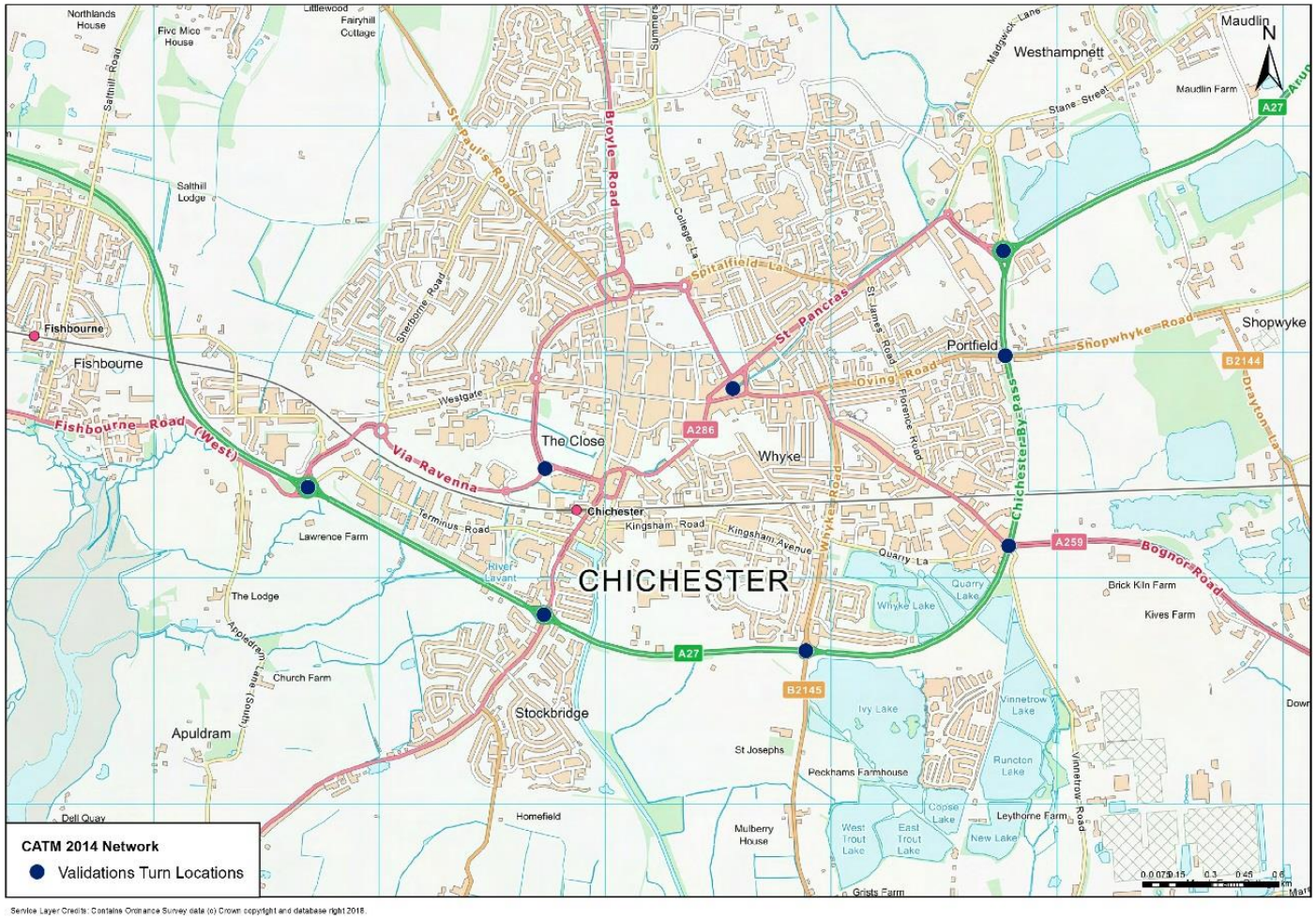


Table 8.5 – Turn Flow Validation Summary

Criteria	All Vehicles					
	AM Peak		Inter Peak		PM Peak	
No of turns meeting Acceptability criteria (hourly flow)	122	88%	125	91%	116	84%
No of turns meeting Acceptability criteria (GEH)	85	62%	96	70%	73	53%
No of turns meeting Acceptability criteria (hourly flow or GEH)	122	**88%**	125	**91%**	118	**86%**
Total Number of turns	138		138		138	
Criteria	**Cars**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of turns meeting Acceptability criteria (hourly flow)	121	88%	125	91%	117	85%
No of turns meeting Acceptability criteria (GEH)	90	65%	93	67%	81	59%
No of turns meeting Acceptability criteria (hourly flow or GEH)	124	**90%**	126	**91%**	117	**85%**
Total Number of turns	138		138		138	
Criteria	**LGVs**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of turns meeting Acceptability criteria (hourly flow)	132	96%	135	98%	130	94%
No of turns meeting Acceptability criteria (GEH)	96	70%	110	80%	96	70%
No of turns meeting Acceptability criteria (hourly flow or GEH)	132	**96%**	135	**98%**	130	**94%**
Total Number of turns	138		138		138	
Criteria	**Lights (Cars + LGV)**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of turns meeting Acceptability criteria (hourly flow)	123	89%	122	88%	112	81%
No of turns meeting Acceptability criteria (GEH)	86	62%	97	70%	73	53%
No of turns meeting Acceptability criteria (hourly flow or GEH)	123	**89%**	125	**91%**	114	**83%**
Total Number of turns	138		138		138	
Criteria	**HGVs**					
	AM Peak		**Inter Peak**		**PM Peak**	
No of turns meeting Acceptability criteria (hourly flow)	138	100%	138	100%	138	100%
No of turns meeting Acceptability criteria (GEH)	116	84%	123	89%	118	86%
No of turns meeting Acceptability criteria (hourly flow or GEH)	138	**100%**	138	**100%**	138	**100%**
Total Number of turns	138		138		138	

8.4.2 Overall the Turn Flow Validation on the network is shown to be good, with only the Cars and Lights in the PM Peak marginally failing at 85% and 83% respectively compared to the greater than 85% guideline threshold.

8.5 Model Convergence

8.5.1 WebTAG guidance notes that before the results of any traffic assignment are used to influence decisions, the stability or degree of convergence of the assignment must be confirmed at the appropriate level (TAG M3.1, paragraph 3.3).

8.5.2 The importance of achieving convergence at an appropriate level is related to the need to provide stable, consistent and robust model results. This is especially so when model outputs are used to compare 'with' and 'without' scheme scenarios in cost benefit analysis. It is important to be able to distinguish differences due to the scheme from those associated with different degrees of convergence.

8.5.3 The convergence checks have followed WebTAG guidance on the anticipated degree of model convergence and are the following:

- The main measure of the convergence is the Delta statistic or % gap which is the difference between the costs along the chosen routes and those along the minimum cost routes expressed as a percentage of the minimum costs. WebTAG recommends a guidance target for the % gap of 0.1% or less;
- The proportion of links for which changes in traffic volumes is less than 1% is at least 98% for four consecutive iterations; and
- The proportion of links for which changes in link delays is less than 1% is at least 98& for four consecutive iterations.

8.5.4 **Table 8.6** summarises the above-mentioned guidance.

Table 8.6 – Summary of Convergence Measures and Base Model Acceptable Values

Measure of Convergence	Base Model Acceptable Values
Delta and % Gap	Less than 0.1% or at least stable with convergence fully documented and all other criteria met
Percentage of links with flow change (P) < 1%	Four consecutive iterations greater than 98%
Percentage of links with cost change (P2) < 1%	Four consecutive iterations greater than 98%
Percentage change in total user costs (V)	Four consecutive iterations less than 0.1% (SUE only)

* TAG Unit M3.1, Section 3.3.17, Table 4

8.5.5 The results of convergence statistics achieved for all three periods of the CATM are shown in **Table 8.7**. This shows that all three time period models exceed the convergence criteria required and there demonstrate that the models are stable and robust.

Table 8.7 – Convergence Statistics

AM			
Iteration	% Gap/ Delta	% Flow	%Cost Delays
33	0.011	99.2	99.5
34	0.0074	99.2	99.6
35	0.01	99.1	99.4
36	0.0059	99.5	99.7
IP			
Iteration	% Gap/ Delta	% Flow	%Cost Delays
12	0.0038	99.1	99.9
13	0.0028	99.1	100
14	0.0025	99.5	99.9
15	0.0021	99.3	100.0
PM			
Iteration	% Gap/ Delta	% Flow	% Cost Delay
47	0.022	99.2	99.6
48	0.019	99.8	99.5
49	0.017	99.6	99.9
50	0.0088	99.5	99.7

8.6 Journey Time Validation

8.6.1 Journey time routes on key routes have been checked for validation. Each route has been checked for validation in both directions. The validation routes were previously shown in **Figure 3.2**.

8.6.2 Teletrac Navman journey time data (TrafficMaster) has been provided to PBA for journey time validation purposes along the A27 and A259 specifically.

8.6.3 **Table 8.9** gives a summary of the AM Peak, Inter Peak and PM Peak journey time validation. **Appendix E** gives graphical representation of the journey time validation.

8.6.4 The results show that in the AM Peak 16 out of the 18 routes (89%) fall within the 15% of the observed journey time.

8.6.5 Specifically, it was identified that the A27 Eastbound journey time route during the AM peak fails against the observed journey time data. Analysis was undertaken to review the output from Highways England WebTris data which identified that there was significant variation in travel time along this link and as such it is deemed that the modelled time, although doesn't validate against the data used, is a good replication to a general journey time across the link.

8.6.6 **Table 8.8** summarises the AM journey time data for Tuesdays, Wednesdays and Thursdays during March and June for the A27 Eastbound journey time route to provide an example of the variation between these days.

Table 8.8 – HE WebTris AM Journey Time Data for A27 Eastbound route

Date	Total Traffic Flow	AM Travel Time (sec)
04/03/2014	1,780	556
05/03/2014	2,023	899
06/03/2014	1,868	622
11/03/2014	2,028	742
12/03/2014	1,854	538
13/03/2014	1,964	898
18/03/2014	2,001	1,112
19/03/2014	1,970	758
20/03/2014	1,967	1,003
25/03/2014	1,980	1,021
26/03/2014	2,027	598
27/03/2014	1,857	753
03/06/2014	1,858	1,159
04/06/2014	1,922	824
05/06/2014	1,883	648
10/06/2014	1,982	866
11/06/2014	1,821	693
12/06/2014	1,819	864
17/06/2014	1,763	1,126
18/06/2014	1,958	847
19/06/2014	1,899	733
24/06/2014	1,966	719
25/06/2014	1,984	769
26/06/2014	2,045	1,312
Average March	**1,943**	**792**
Average June	**1,908**	**880**
Overall Average	**1,926**	**836**

8.6.7 In the Inter Peak 17 out of the 18 routes (94%) fall within the 15% of the observed journey time. In the PM Peak 16 out of the 18 routes (89%) fall within the 15% of the observed journey time. In the main, while generally lower than observed journey times, the modelled journey times are consistent with observed data across the three model time periods and adequately meet WebTAG journey time criteria.

8.6.8 The validation routes were previously shown in **Figure 3.2**, are shown again in **Figure 8.4**.

Figure 8.4 – Journey time routes for the CATM update

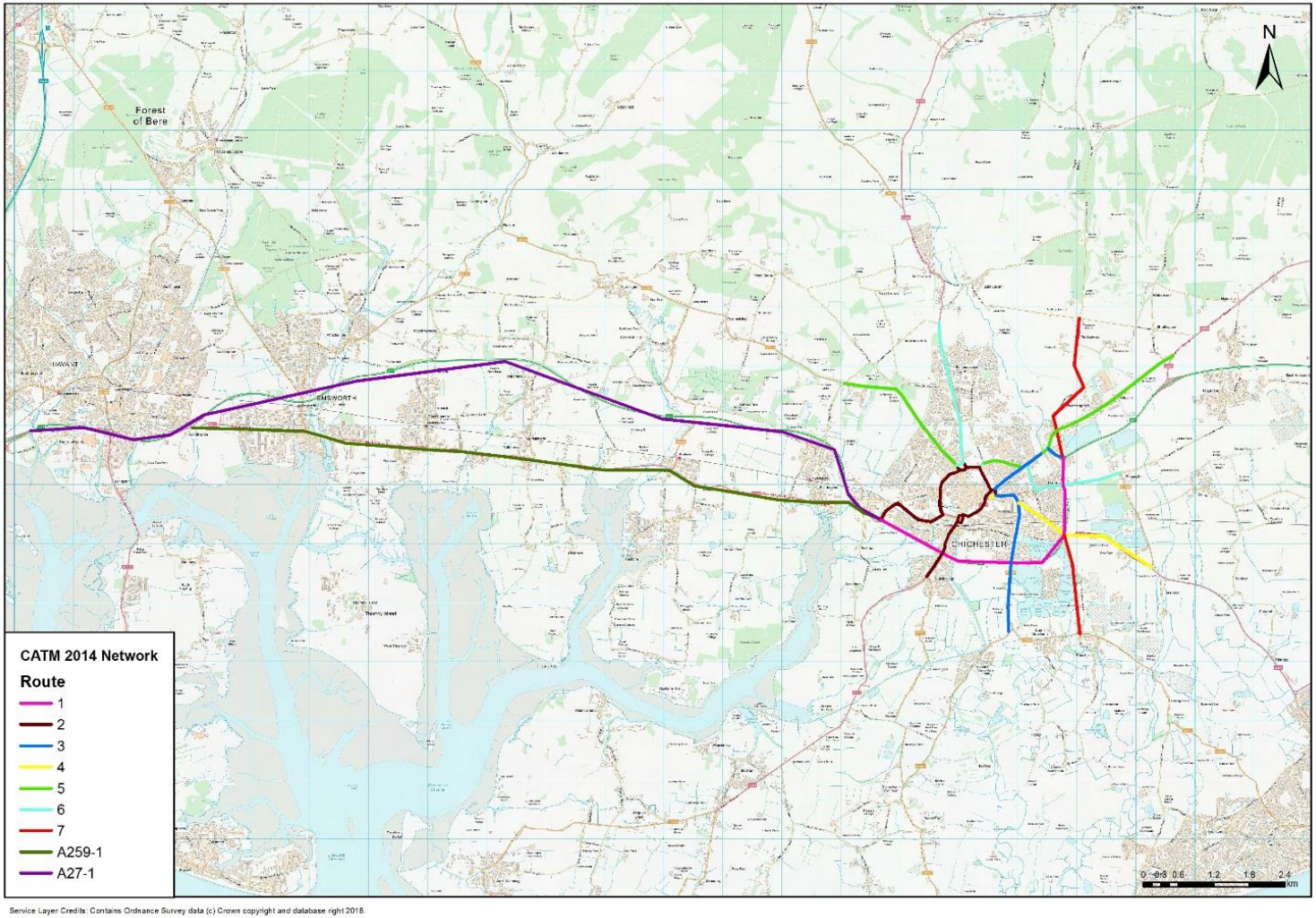


Table 8.9 – Journey Time Validation

Route	Direction	Peak	Av. Observed JT (secs)	Modelled JT (secs)	Diff (secs)	%Diff	Modelled JT within Confidence Interval?	Difference within 1 min?	Pass?
1	NB	AM	466	380	-86	-19%	No	No	**Fail**
		IP	361	342	-19	-5%	Yes	Yes	**Pass**
		PM	425	420	-5	-1%	Yes	Yes	**Pass**
	SB	AM	439	490	51	12%	Yes	Yes	**Pass**
		IP	498	350	-148	-30%	No	No	**Fail**
		PM	708	553	-155	-22%	No	No	**Fail**
2	EB	AM	593	666	73	12%	Yes	No	**Pass**
		IP	712	645	-67	-9%	Yes	No	**Pass**
		PM	817	803	-14	-2%	Yes	Yes	**Pass**
	WB	AM	670	721	51	8%	Yes	Yes	**Pass**
		IP	604	643	39	6%	Yes	Yes	**Pass**
		PM	735	743	8	1%	Yes	Yes	**Pass**
3	NB	AM	559	516	-43	-8%	Yes	Yes	**Pass**
		IP	549	483	-66	-12%	Yes	No	**Pass**
		PM	575	480	-95	-17%	No	No	**Fail**
	SB	AM	533	520	-13	-2%	Yes	Yes	**Pass**
		IP	472	477	5	1%	Yes	Yes	**Pass**
		PM	501	522	21	4%	Yes	Yes	**Pass**
4	EB	AM	254	257	3	1%	Yes	Yes	**Pass**
		IP	264	270	6	2%	Yes	Yes	**Pass**
		PM	347	365	18	5%	Yes	Yes	**Pass**
	WB	AM	409	435	26	6%	Yes	Yes	**Pass**
		IP	289	276	-13	-4%	Yes	Yes	**Pass**
		PM	271	230	-41	-15%	No	Yes	**Pass**
5	EB	AM	591	580	-11	-2%	Yes	Yes	**Pass**
		IP	601	542	-59	-10%	Yes	Yes	**Pass**
		PM	635	573	-62	-10%	Yes	No	**Pass**
	WB	AM	602	606	4	1%	Yes	Yes	**Pass**
		IP	620	573	-47	-8%	Yes	Yes	**Pass**
		PM	641	626	-15	-2%	Yes	Yes	**Pass**
6	EB	AM	583	617	34	6%	Yes	Yes	**Pass**
		IP	562	576	14	3%	Yes	Yes	**Pass**
		PM	606	653	47	8%	Yes	Yes	**Pass**
	WB	AM	614	622	8	1%	Yes	Yes	**Pass**
		IP	599	591	-8	-1%	Yes	Yes	**Pass**
		PM	624	635	11	2%	Yes	Yes	**Pass**
7	NB	AM	559	590	31	6%	Yes	Yes	**Pass**
		IP	507	433	-74	-15%	Yes	No	**Pass**
		PM	452	446	-6	-1%	Yes	Yes	**Pass**
	SB	AM	465	518	53	11%	Yes	Yes	**Pass**
		IP	498	470	-28	-6%	Yes	Yes	**Pass**
		PM	634	569	-65	-10%	Yes	No	**Pass**
A259	WB	AM	974	851	-123	-13%	Yes	No	**Pass**
		IP	923	835	-88	-10%	Yes	No	**Pass**
		PM	950	838	-112	-12%	Yes	No	**Pass**
	EB	AM	1174	1078	-96	-8%	Yes	No	**Pass**
		IP	949	871	-78	-8%	Yes	No	**Pass**
		PM	1021	931	-90	-9%	Yes	No	**Pass**
A27	WB	AM	607	688	81	13%	Yes	No	**Pass**
		IP	641	626	-15	-2%	Yes	Yes	**Pass**
		PM	648	737	89	14%	Yes	No	**Pass**
	EB	AM	1112	659	-453	-41%	No	No	**Fail**
		IP	648	643	-5	-1%	Yes	Yes	**Pass**
		PM	774	793	19	2%	Yes	Yes	**Pass**

8.7 Summary

8.7.1 This chapter has presented and discussed the flow validation and Journey Time validation of the CATM model. It has also presented convergence statistics achieved by the model. It has been concluded that the model achieves adequate validation to be considered a robust tool that can be relied upon for the purposes for which the model was commissioned. Considerable effort has been made to improve validation on key links likely to be critical to assessing schemes and development in the vicinity of the links.

9 Summary

9.1 Overview

9.1.1 PBA has been commissioned to undertake transport assessment to inform the preparation of the Chichester Local Plan Review: 2016-2035. The Local Plan Review will review the policies and strategy of the adopted Chichester Local Plan: Key Policies 2014-2029 whilst also seeking to meet the latest identified needs of the Plan Area through to 2035. Although the Council adopted the Chichester Local Plan 2014-2029, the examination concluded that the Plan fell short of meeting the full housing needs of the District outside of the South Downs National Park (the 'Plan Area') The Inspector required that the Council commit to a review the Local Plan within 5 years with the objective to ensure that housing needs are fully met. This work informs this review, to test the impact of the additional development needs (including housing) of the Plan Area. In order to provide a robust evidence base for this work, the simulation extent of the existing HE CATM base model has been extended to the west and south so that it is suitable for informing the impacts of additional proposed Local Plan development to be located in these areas. The updated CATM model has been calibrated and validated to a base year of 2014 similar to the existing HE CATM model. This has enabled the original extensive data used in the model development to be retained with complementary or additional count and journey time data also used to calibrate and validate the updated model jn the extended areas.

9.2 Conclusions

9.2.1 The revalidated CATM to 2014 base year, has been calibrated and validated using 2014 count and journey time data. The calibration and validation results in the three modelled peak hours have shown a good and acceptable fit between observed and modelled flows and journey times. The model has been validated against independent counts and shows an acceptable fit when measured against the Acceptability Guidelines in WebTAG Unit M3.1 (Highway Assignment Modelling).

9.2.2 Of the calibration counts, the AM peak achieved 90%, IP 97% and the PM peak achieved 86% respectively. These calibration results demonstrate that the model is well calibrated in respect of link flows and matches observed data very well. For all peak periods the Trip Length Distribution showed little change between the prior and post matrix estimation matrices indicating that the matrix estimation process had not fundamentally altered the trip making patterns from the prior matrices.

9.2.3 The link flow validation during the AM, IP and PM peaks were 93%, 85% and 90% respectively. With respect to turn flow validation for key A27 junctions, the model achieved 88% in the AM peak, 91% in the IP and 86% in the PM peak periods.

9.2.4 In terms of the screenlines validation, 11 out of 14 (78.6%) achieved compliance in the AM peak, 13 out of 14 (92.9%) in the IP and 11 out of 14 (78.6%) in the PM peak. It is noted that in most cases, the individual links forming the screenlines themselves achieve WebTAG flow validation. Furthermore, none but one of the modelled screenline flows exceed 8% of the observed flows underlying that the screenline flows reasonably match the observed.

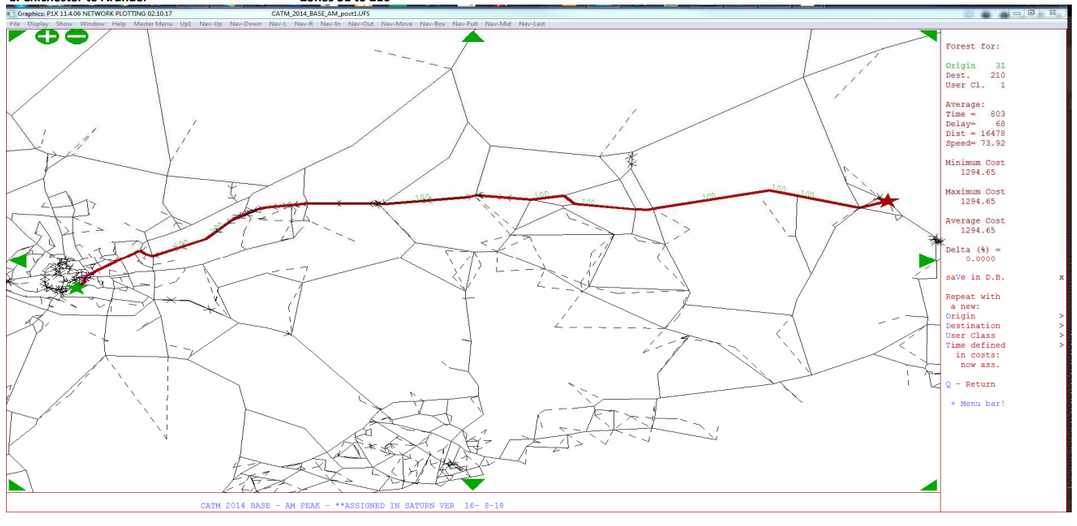
9.2.5 Journey time routes have also been validated against which resulted in a total of 89%, 94% and 89% of routes falling within the journey time validation criteria.

9.2.6 From the analysis presented within this report it is concluded that this model is fit for the purposes of informing the traffic impacts of the additional local plan strategic sites for this study.

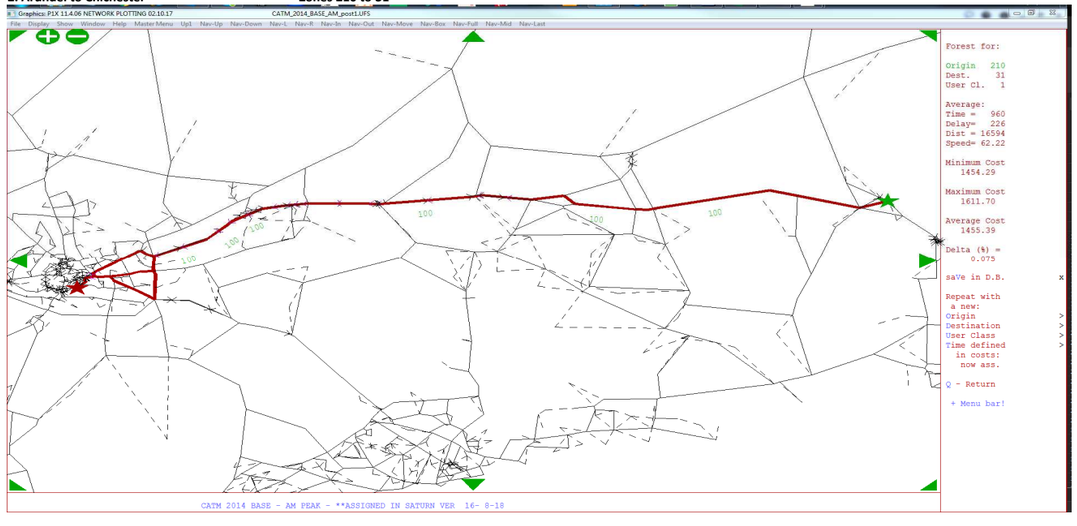
Appendix A Trip Routing Checks

AM Journey Routes Check

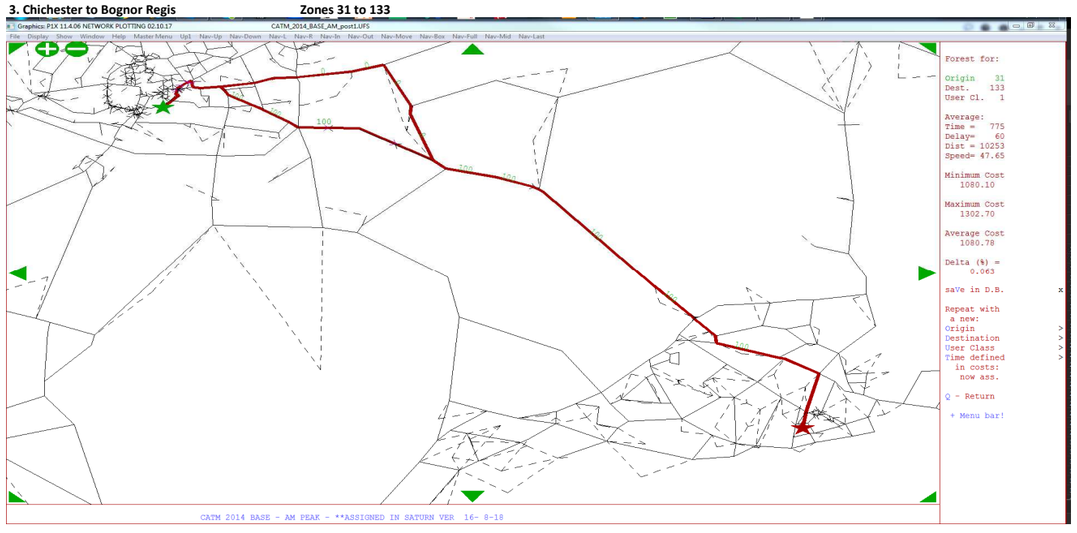
1. Chichester to Arundel — Zones 31 to 210



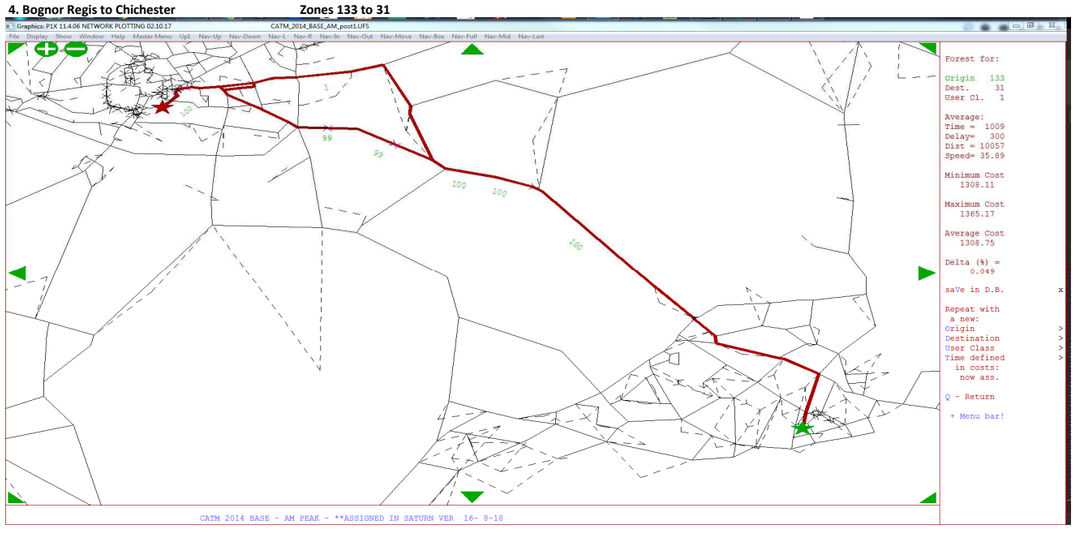
2. Arundel to Chichester — Zones 210 to 31



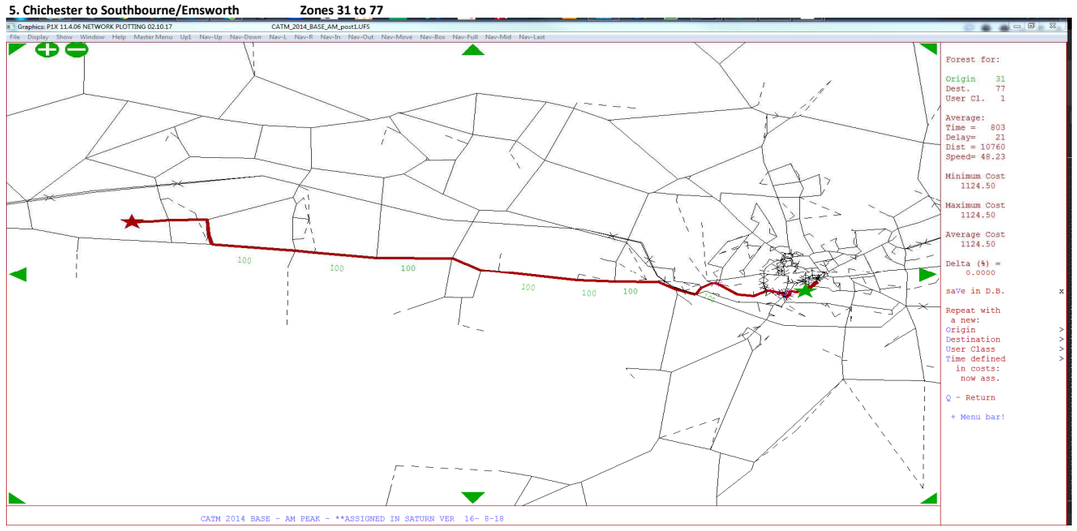
3. Chichester to Bognor Regis — Zones 31 to 133



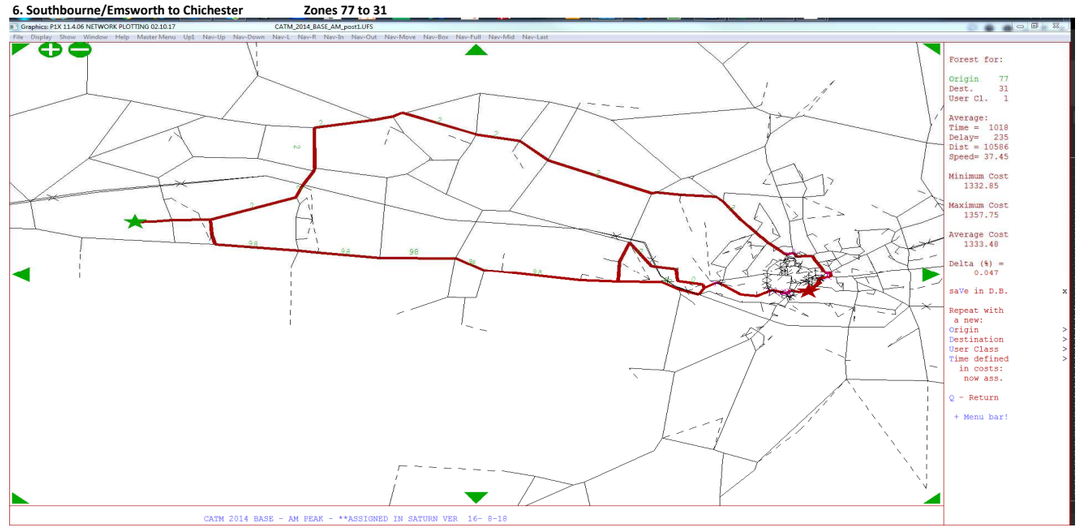
4. Bognor Regis to Chichester — Zones 133 to 31



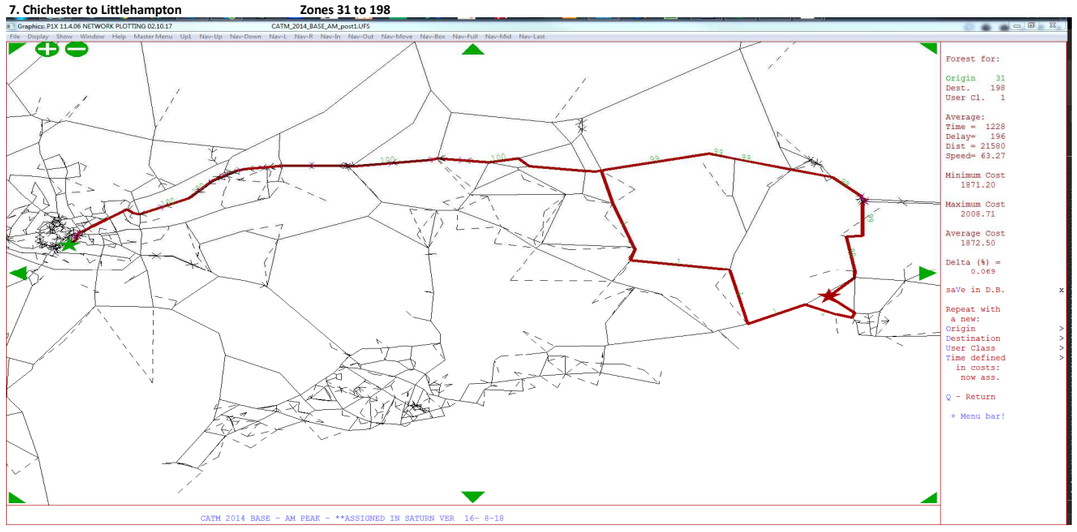
5. Chichester to Southbourne/Emsworth **Zones 31 to 77**



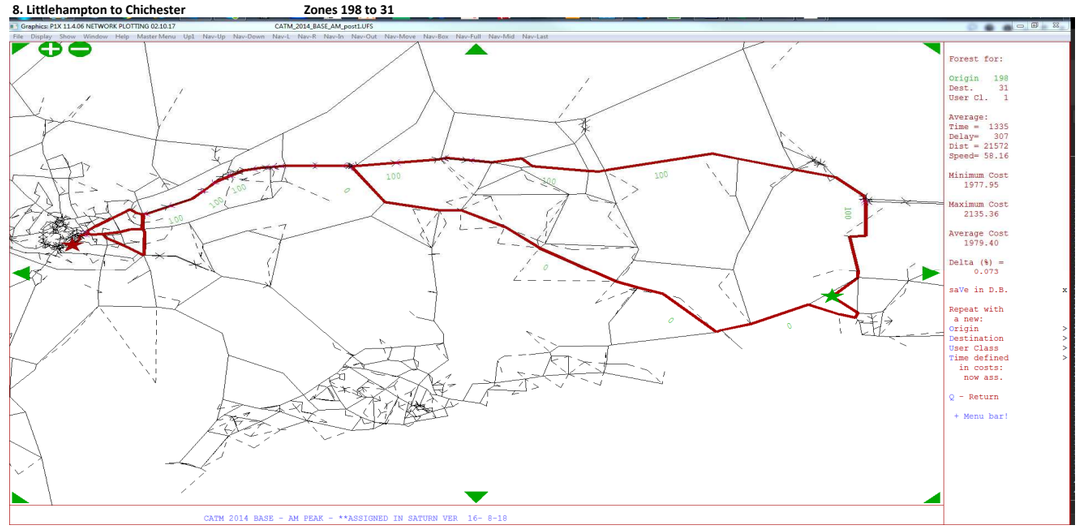
6. Southbourne/Emsworth to Chichester **Zones 77 to 31**



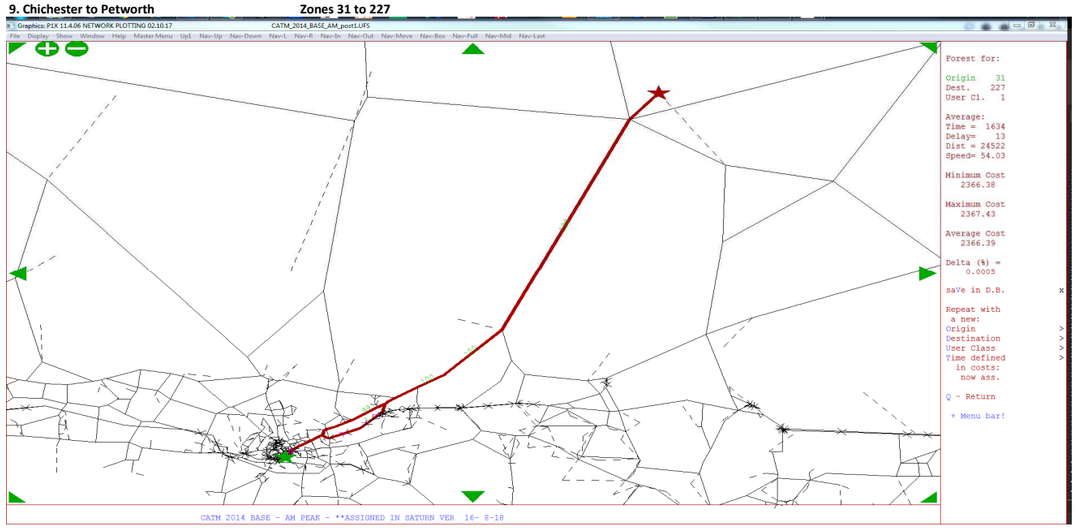
7. Chichester to Littlehampton **Zones 31 to 198**



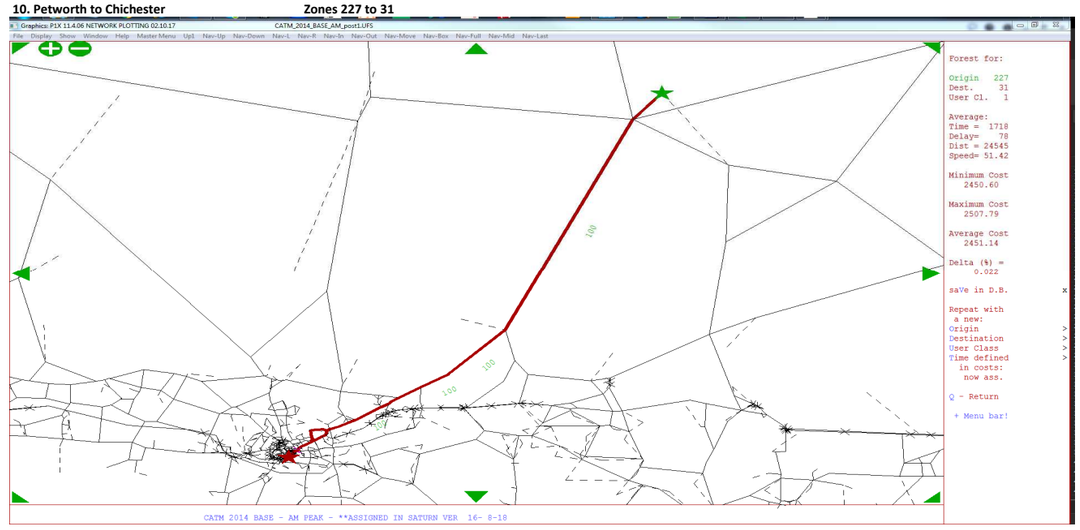
8. Littlehampton to Chichester **Zones 198 to 31**



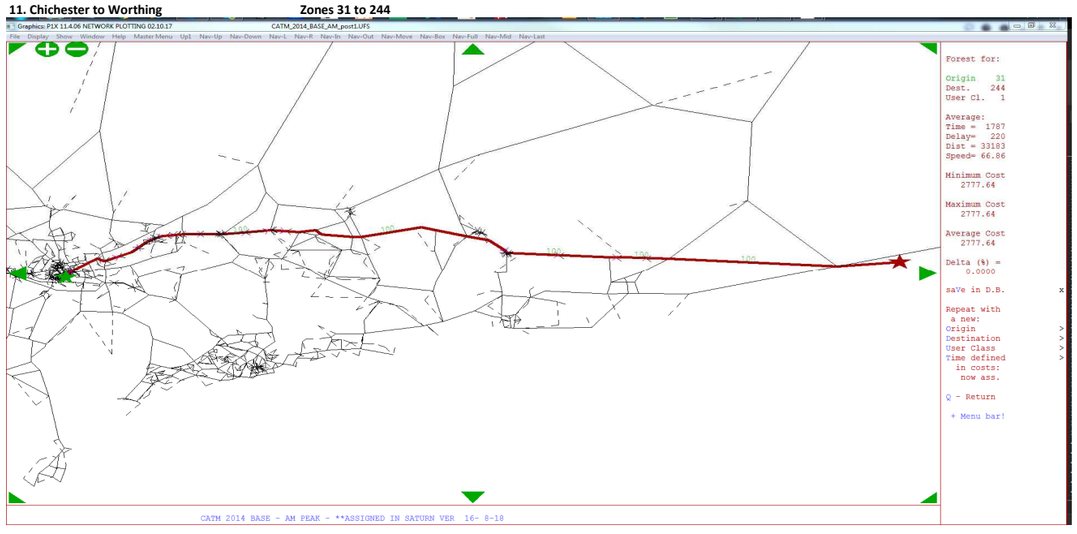
9. Chichester to Petworth **Zones 31 to 227**



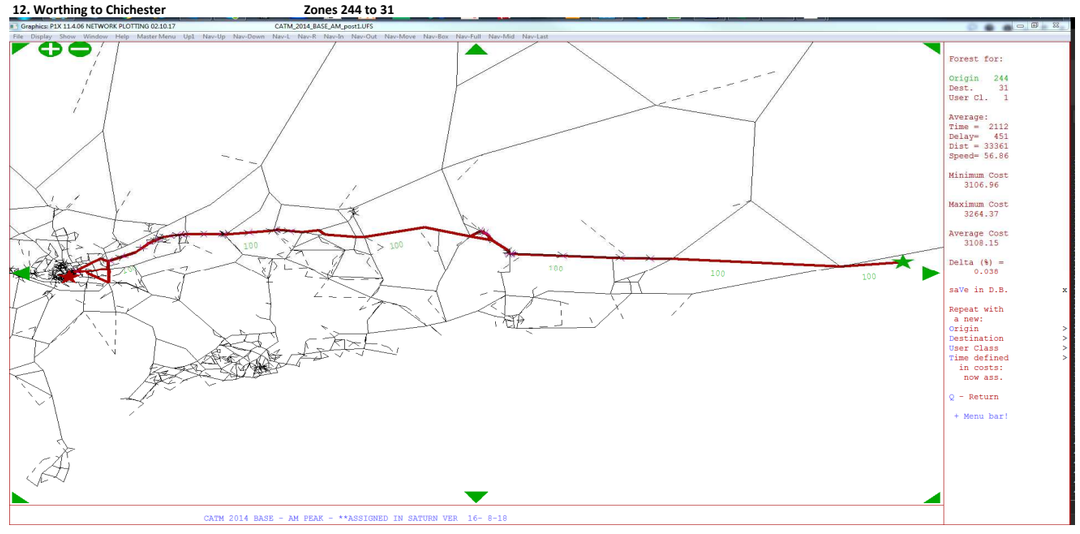
10. Petworth to Chichester **Zones 227 to 31**



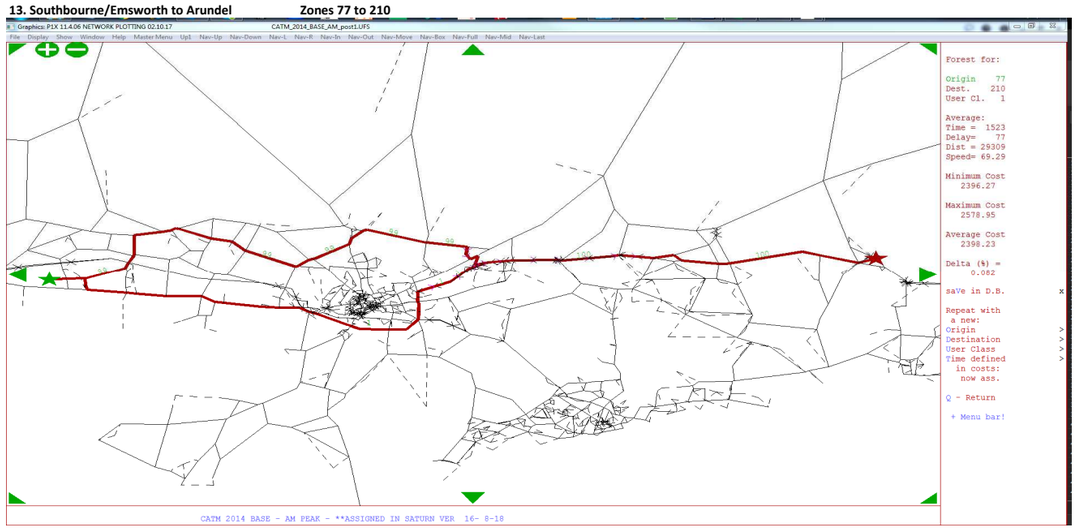
11. Chichester to Worthing **Zones 31 to 244**



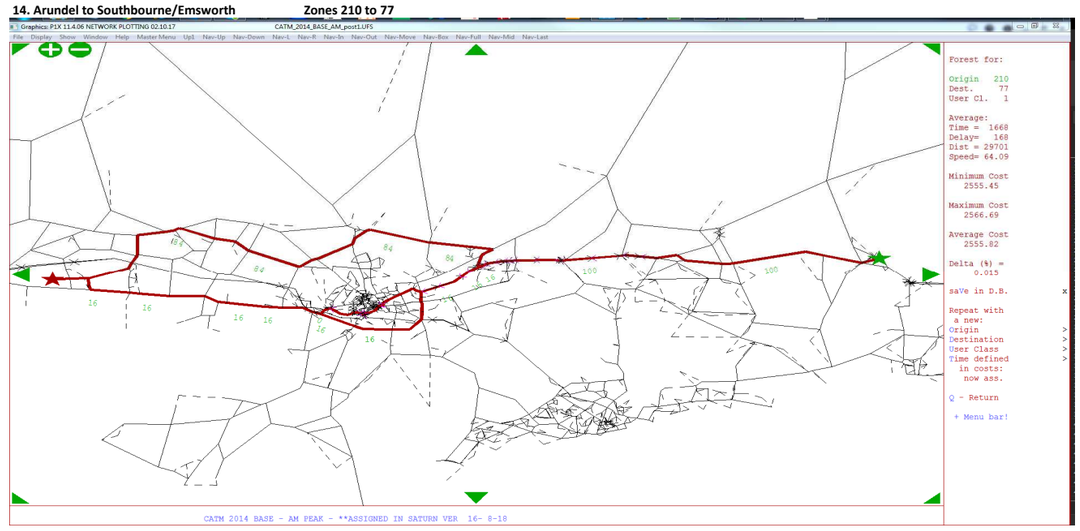
12. Worthing to Chichester **Zones 244 to 31**



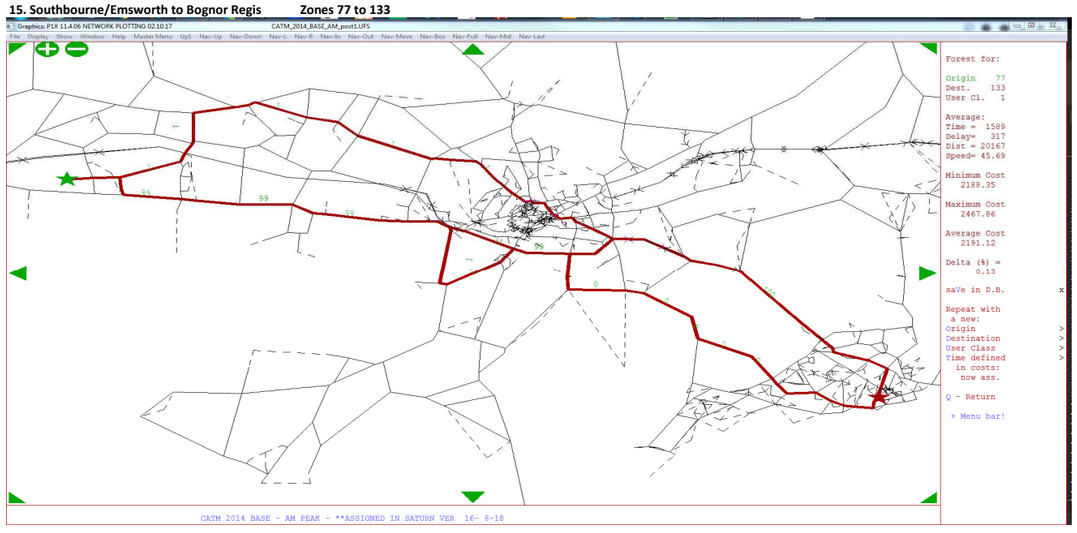
13. Southbourne/Emsworth to Arundel **Zones 77 to 210**



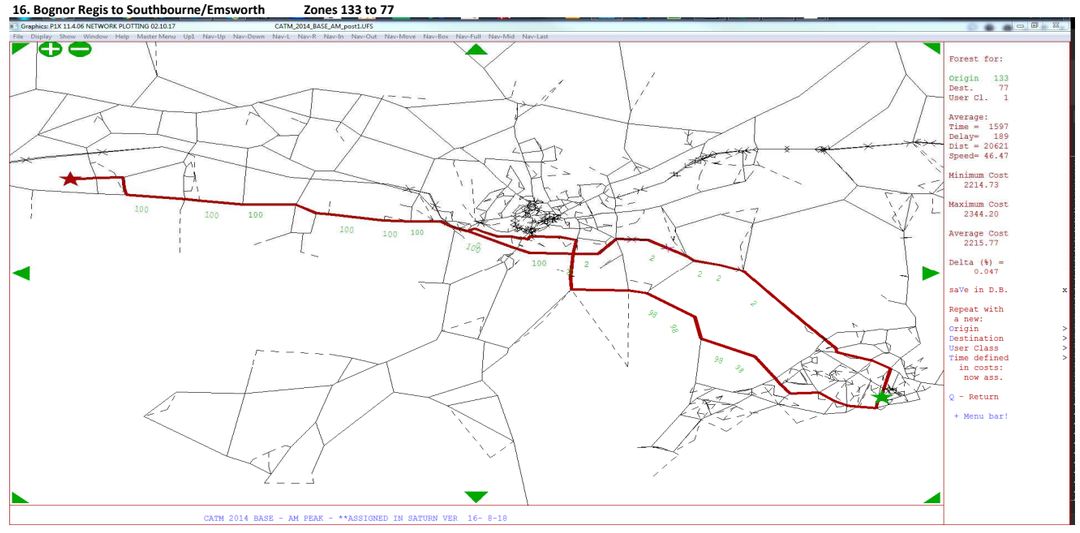
14. Arundel to Southbourne/Emsworth **Zones 210 to 77**



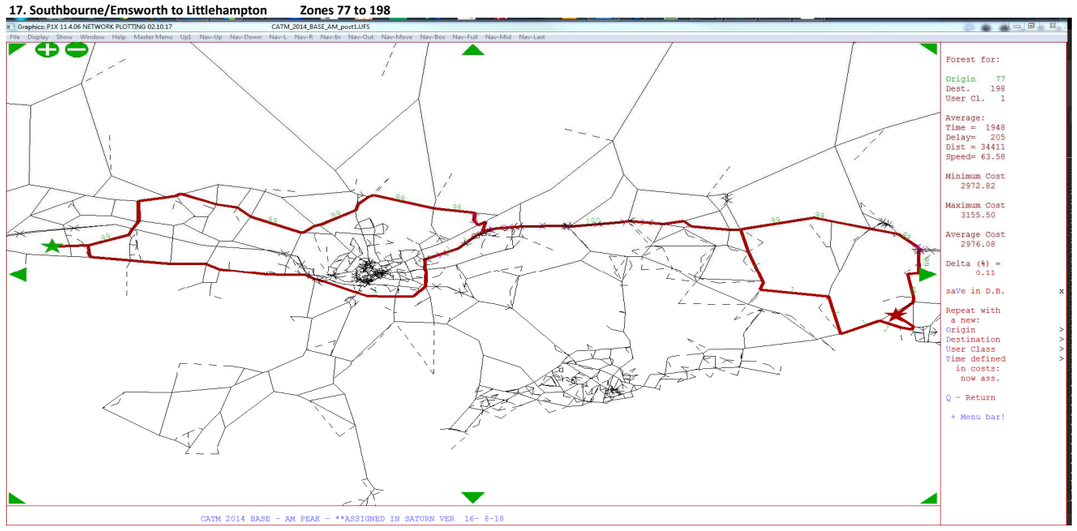
15. Southbourne/Emsworth to Bognor Regis **Zones 77 to 133**



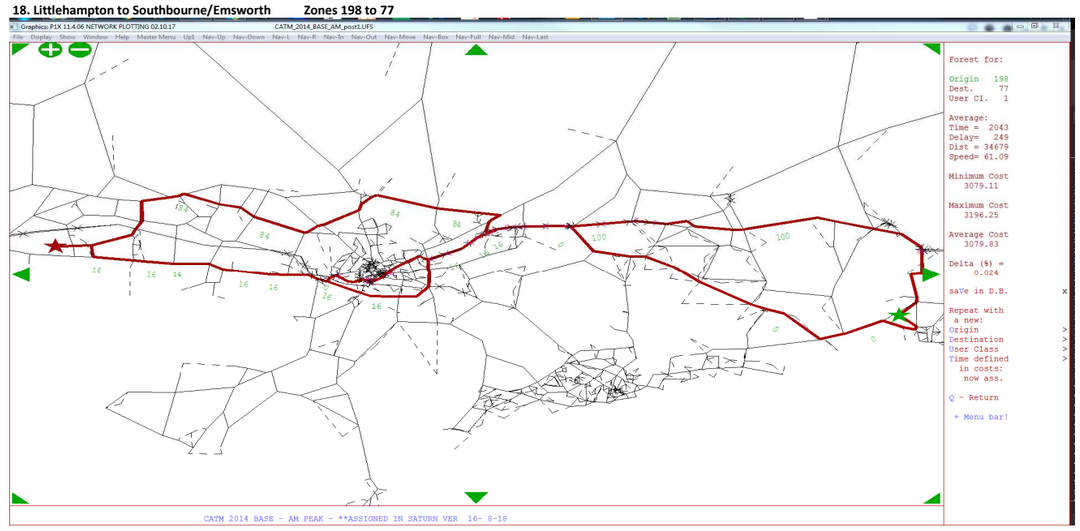
16. Bognor Regis to Southbourne/Emsworth **Zones 133 to 77**



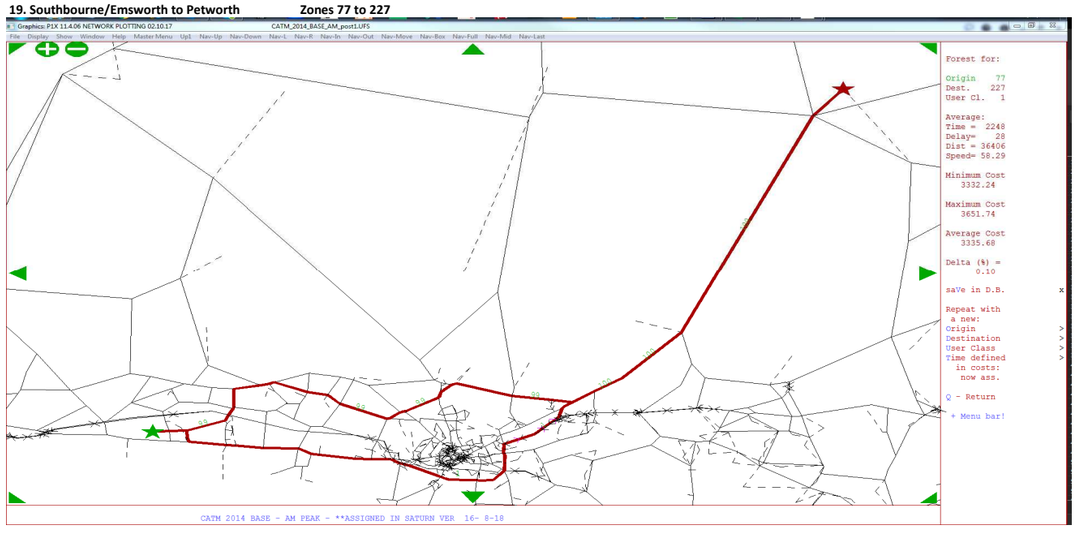
17. Southbourne/Emsworth to Littlehampton Zones 77 to 198



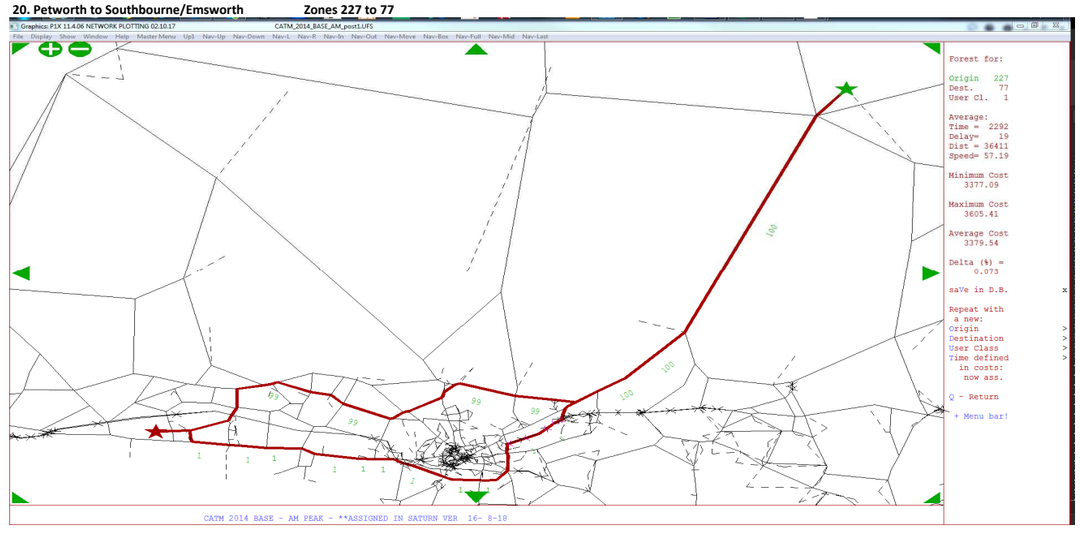
18. Littlehampton to Southbourne/Emsworth Zones 198 to 77



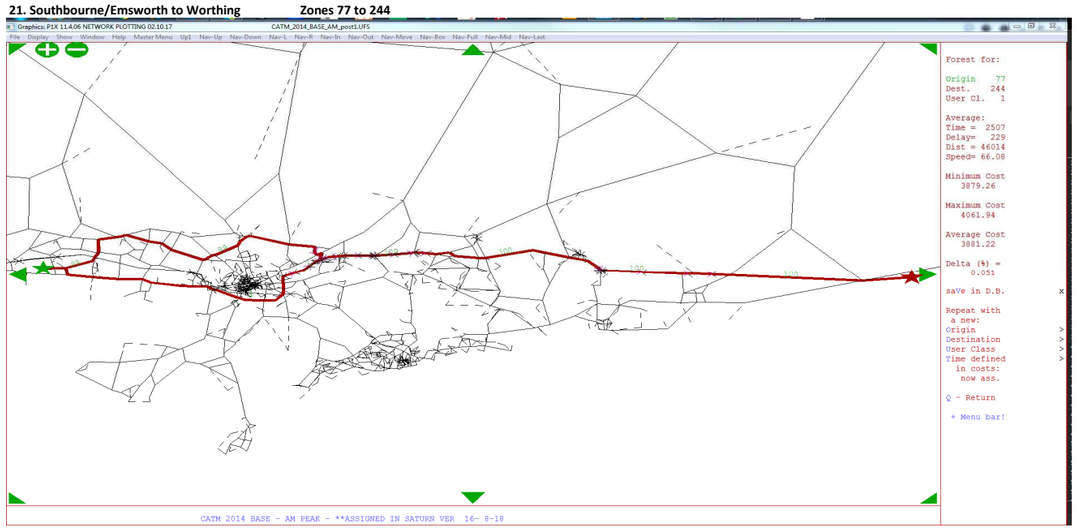
19. Southbourne/Emsworth to Petworth Zones 77 to 227



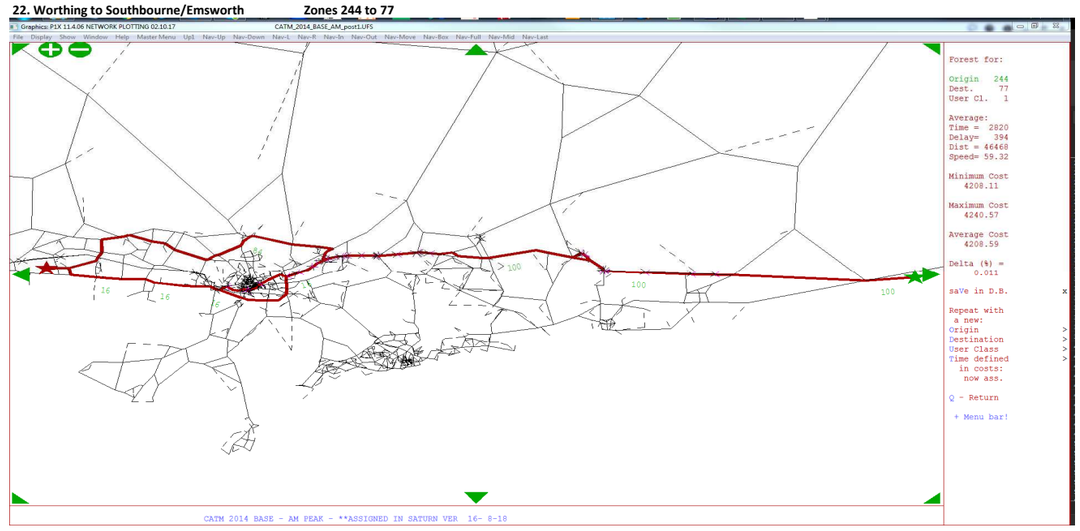
20. Petworth to Southbourne/Emsworth Zones 227 to 77



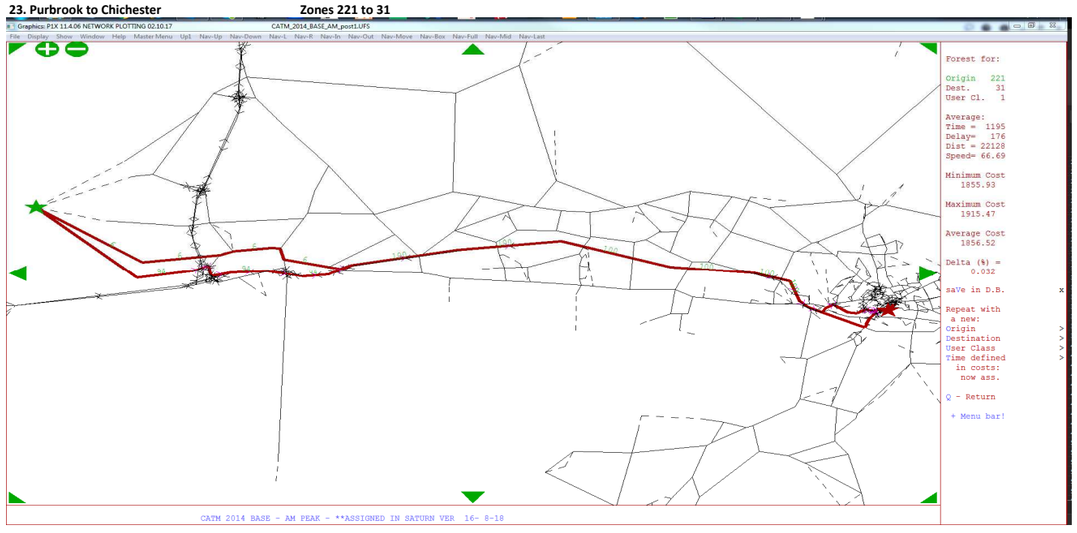
21. Southbourne/Emsworth to Worthing **Zones 77 to 244**



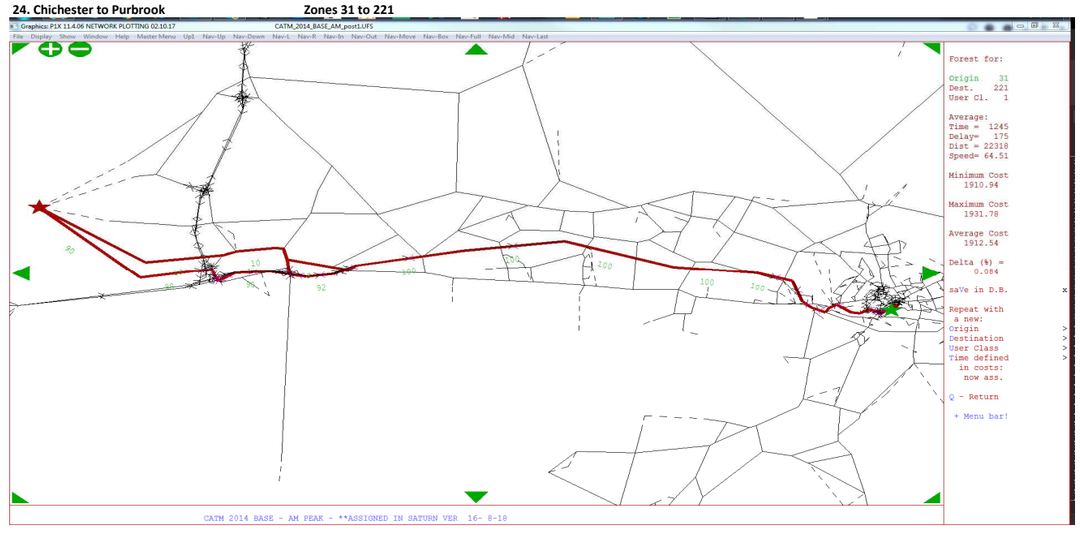
22. Worthing to Southbourne/Emsworth **Zones 244 to 77**



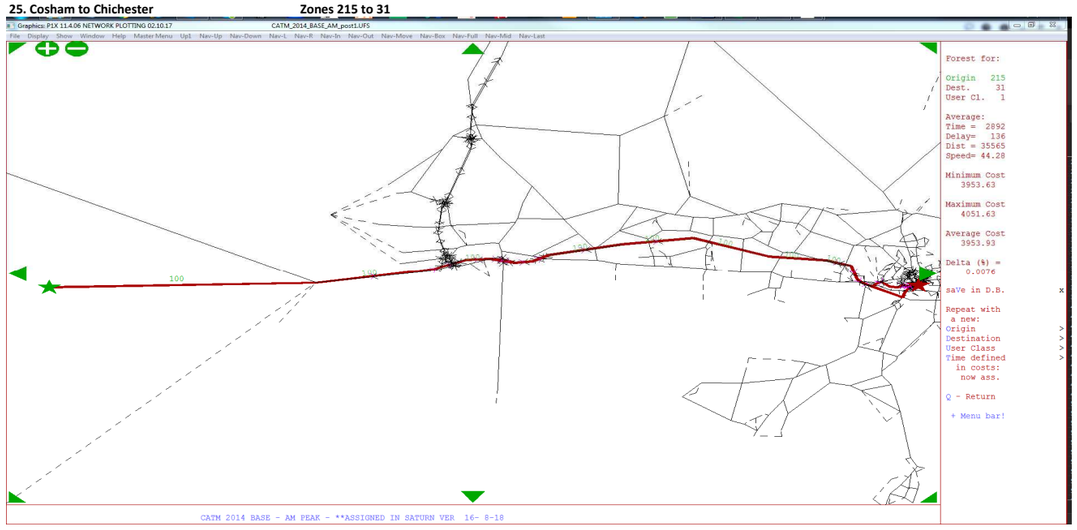
23. Purbrook to Chichester **Zones 221 to 31**



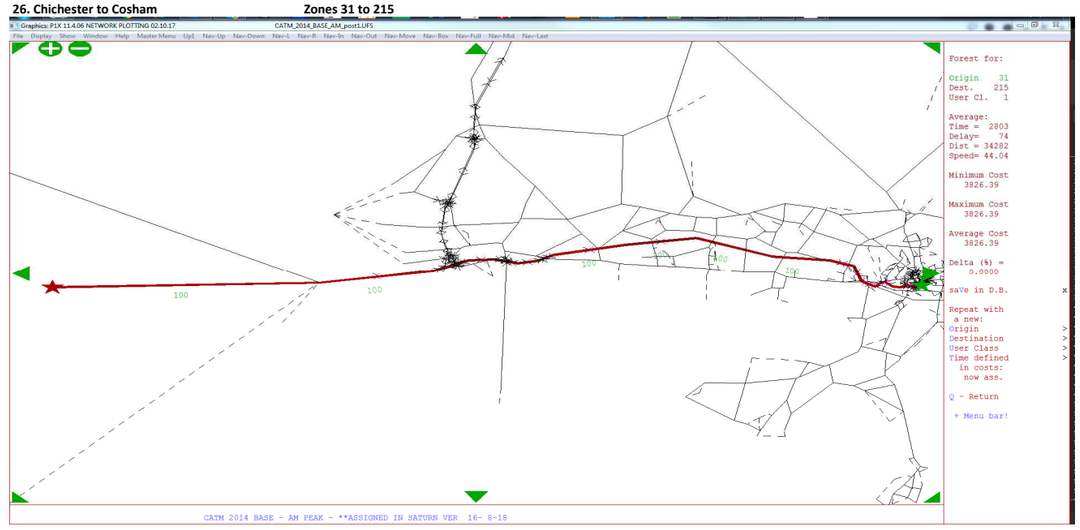
24. Chichester to Purbrook **Zones 31 to 221**



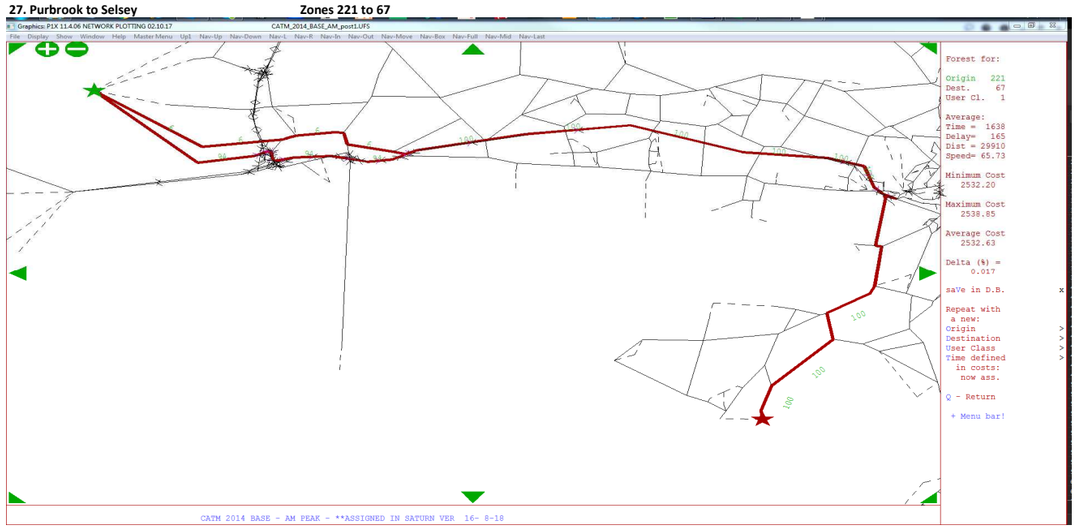
25. Cosham to Chichester **Zones 215 to 31**



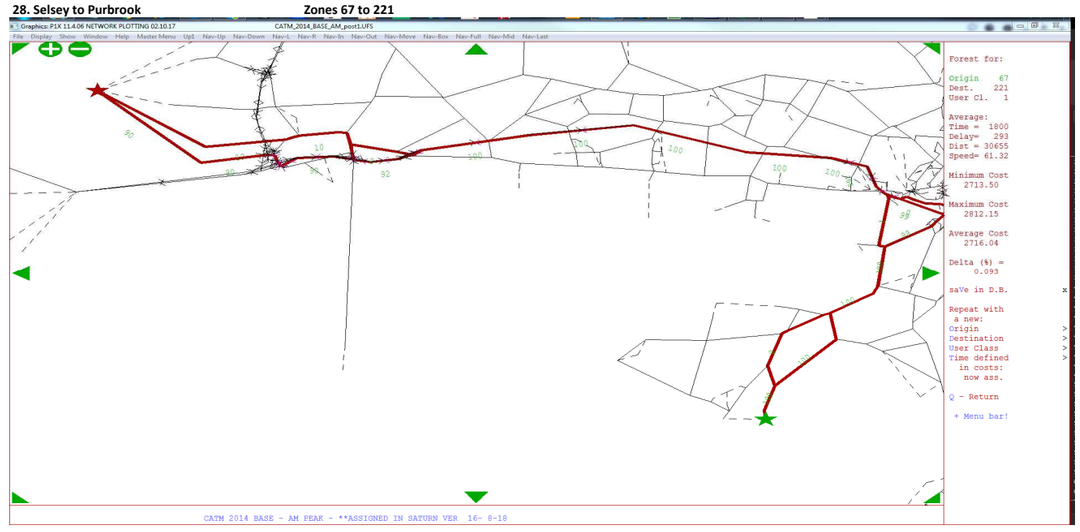
26. Chichester to Cosham **Zones 31 to 215**



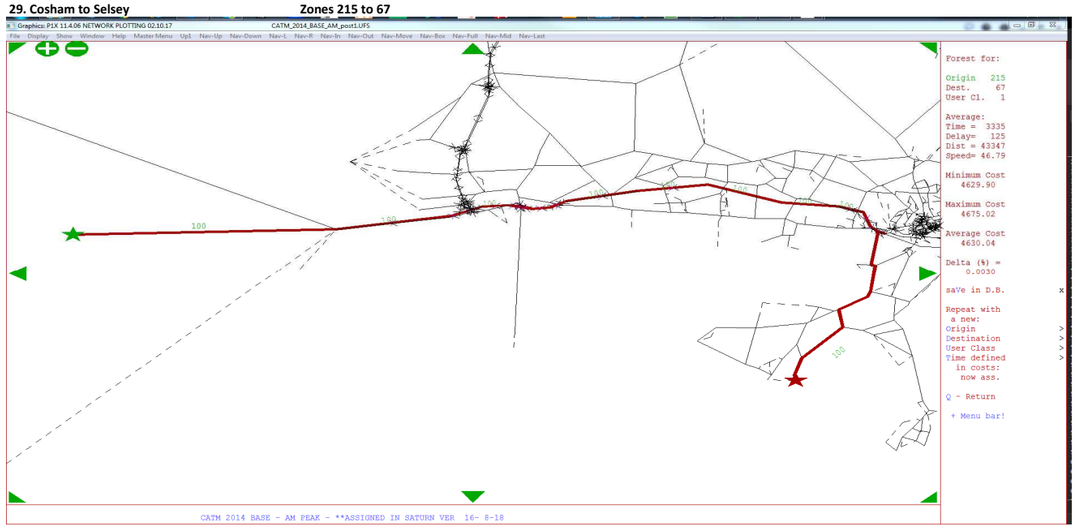
27. Purbrook to Selsey **Zones 221 to 67**



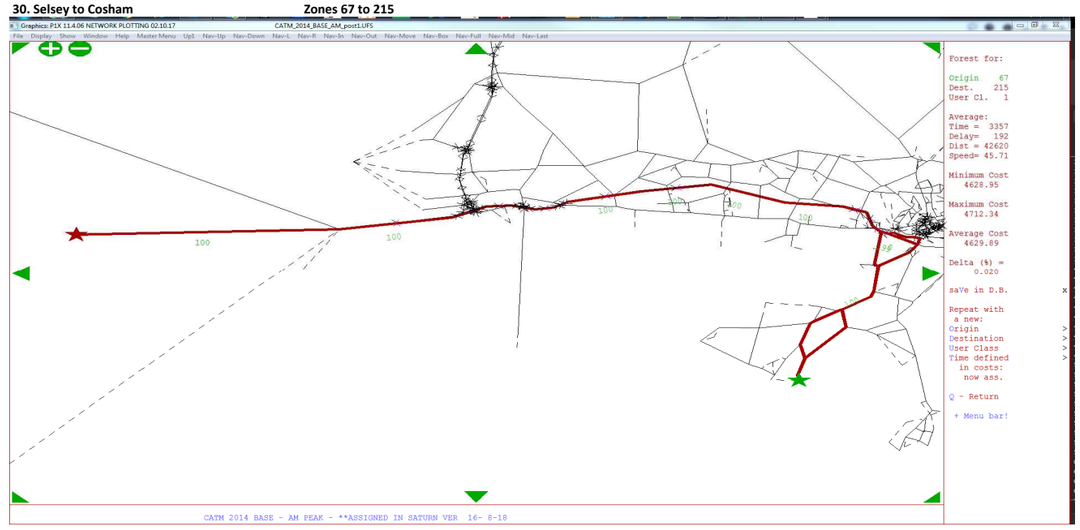
28. Selsey to Purbrook **Zones 67 to 221**



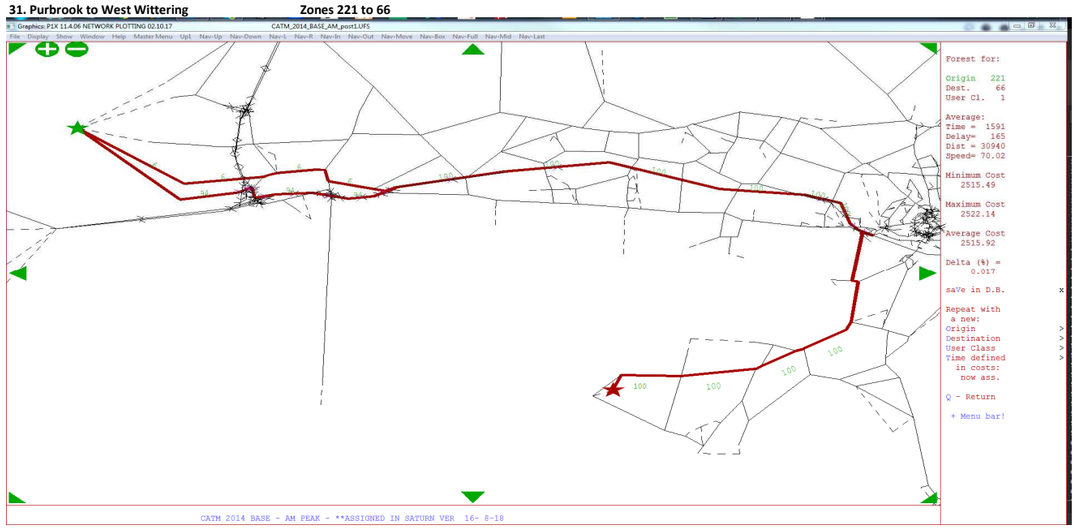
29. Cosham to Selsey **Zones 215 to 67**



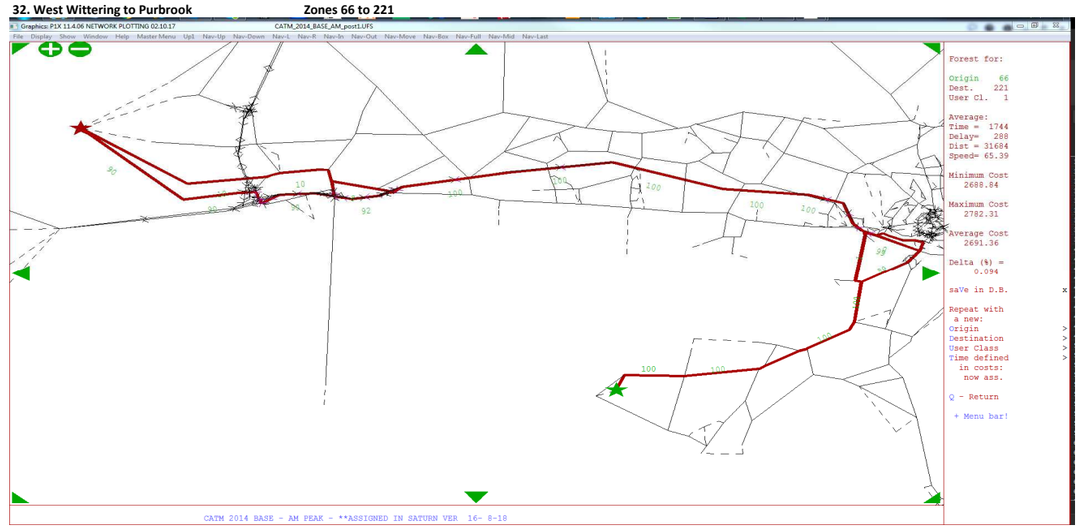
30. Selsey to Cosham **Zones 67 to 215**



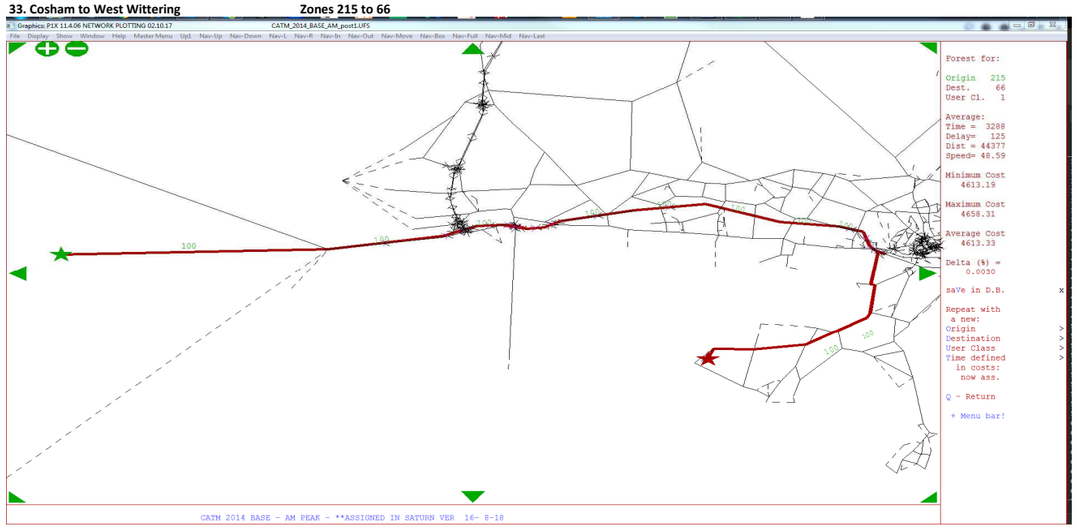
31. Purbrook to West Wittering **Zones 221 to 66**



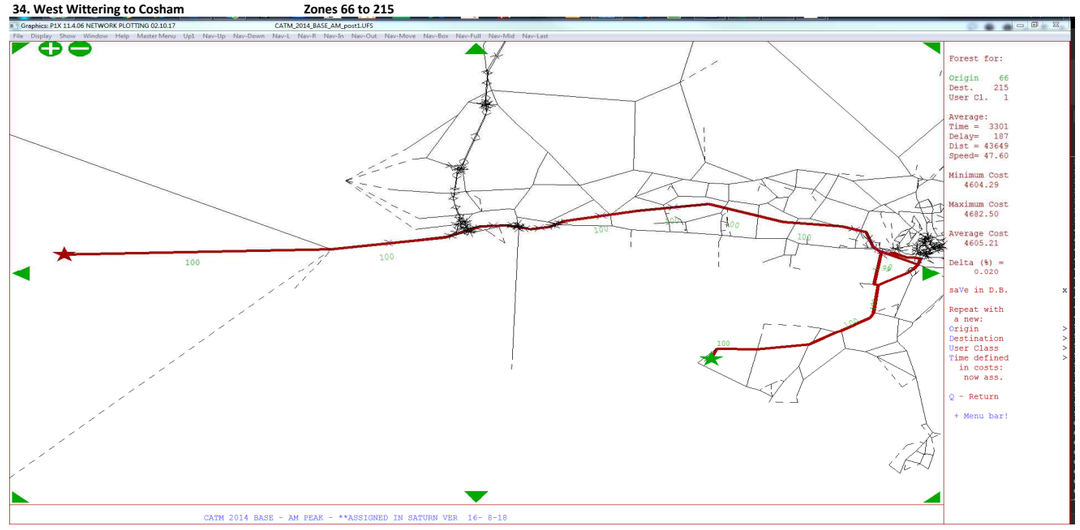
32. West Wittering to Purbrook **Zones 66 to 221**



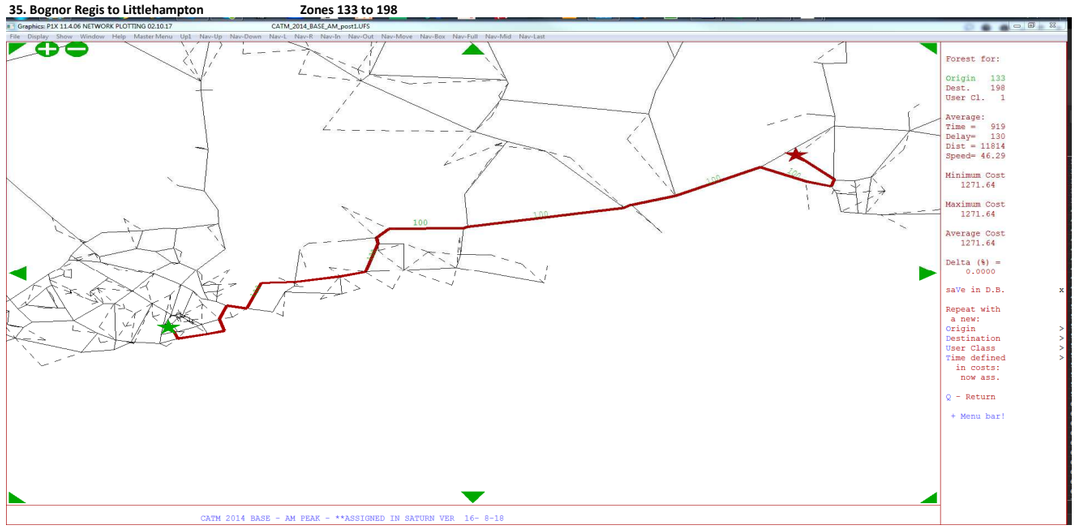
33. Cosham to West Wittering **Zones 215 to 66**



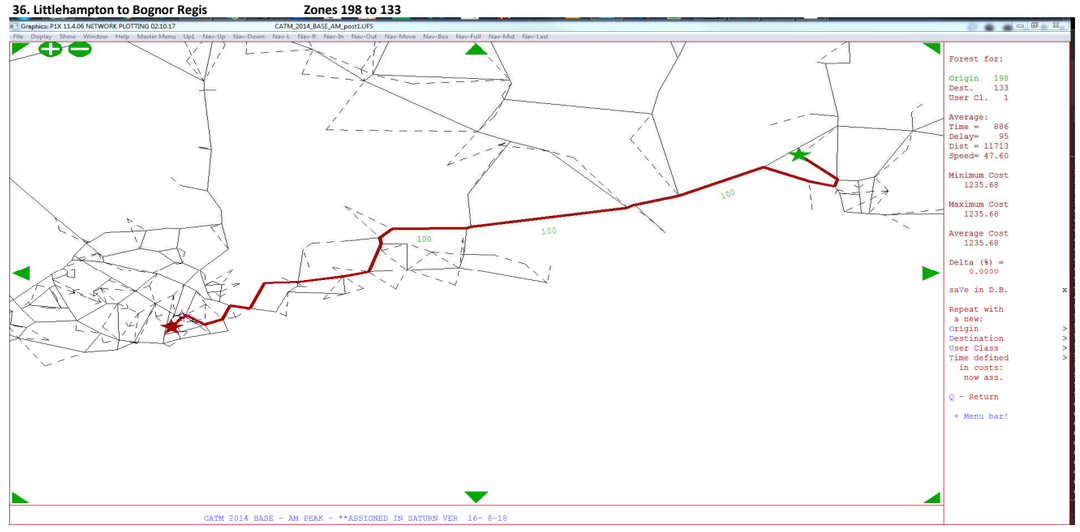
34. West Wittering to Cosham **Zones 66 to 215**



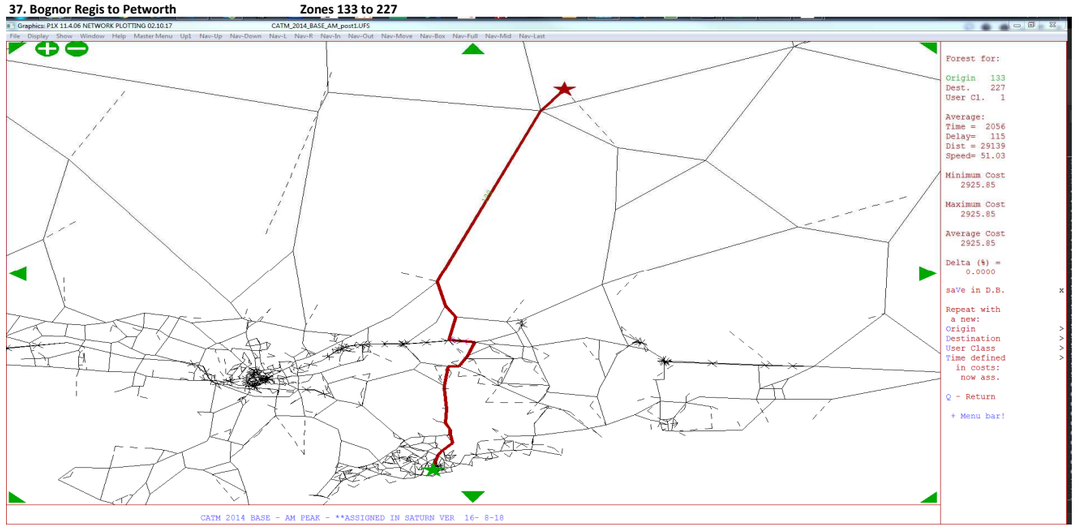
35. Bognor Regis to Littlehampton **Zones 133 to 198**



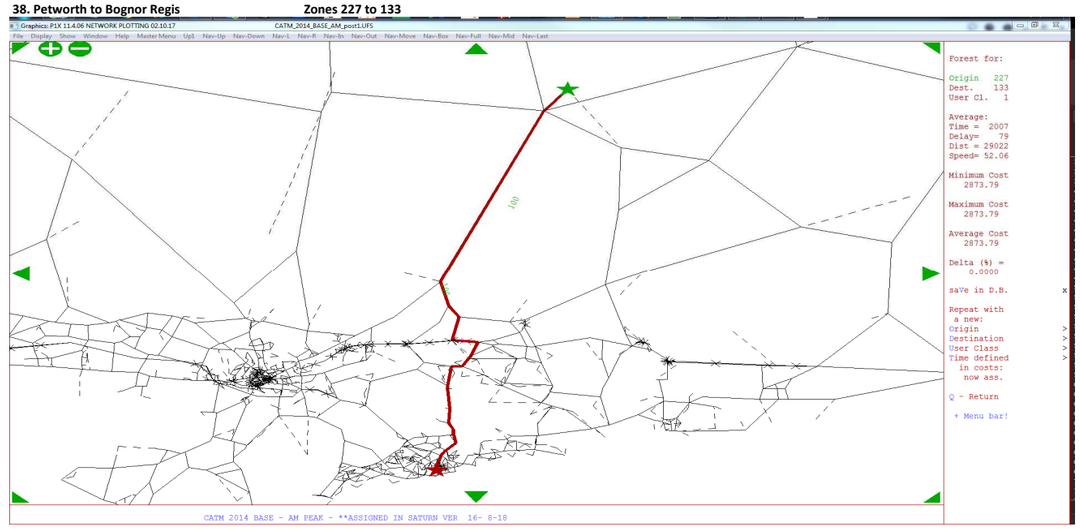
36. Littlehampton to Bognor Regis **Zones 198 to 133**



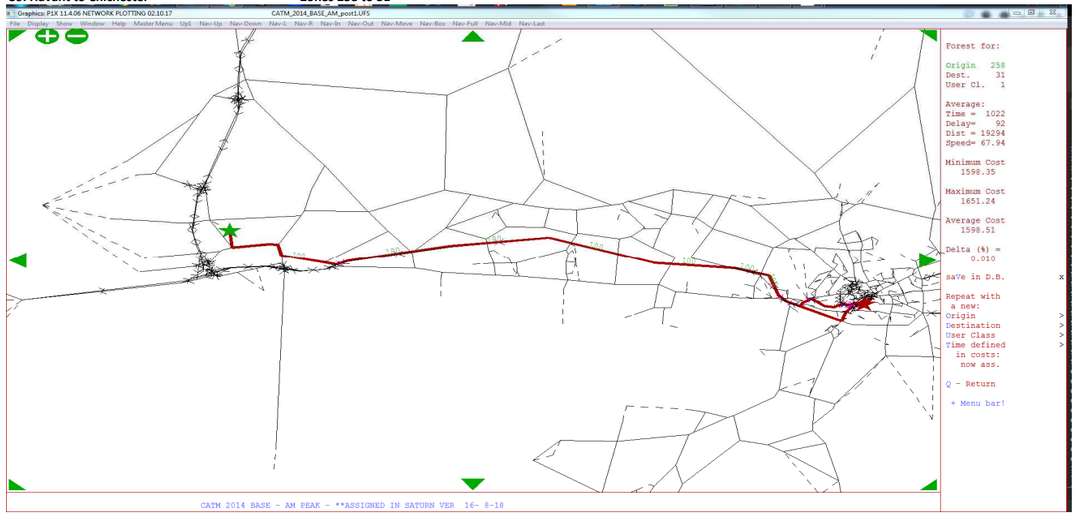
37. Bognor Regis to Petworth **Zones 133 to 227**



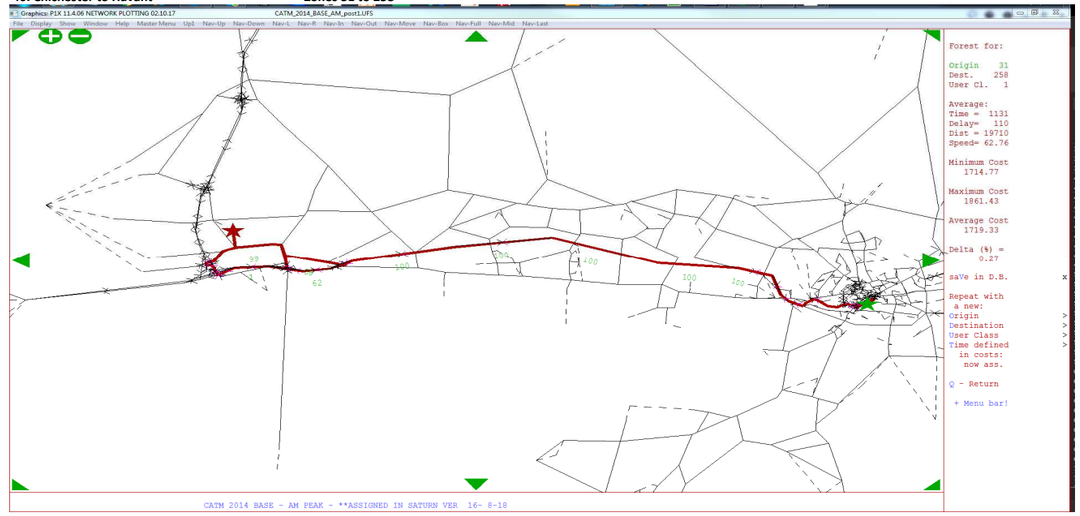
38. Petworth to Bognor Regis **Zones 227 to 133**



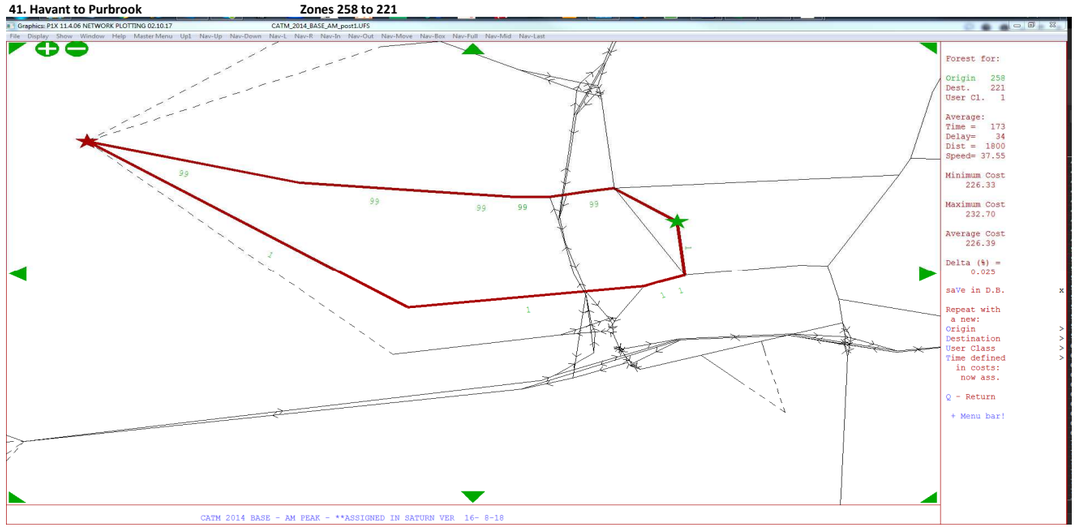
39. Havant to Chichester **Zones 258 to 31**



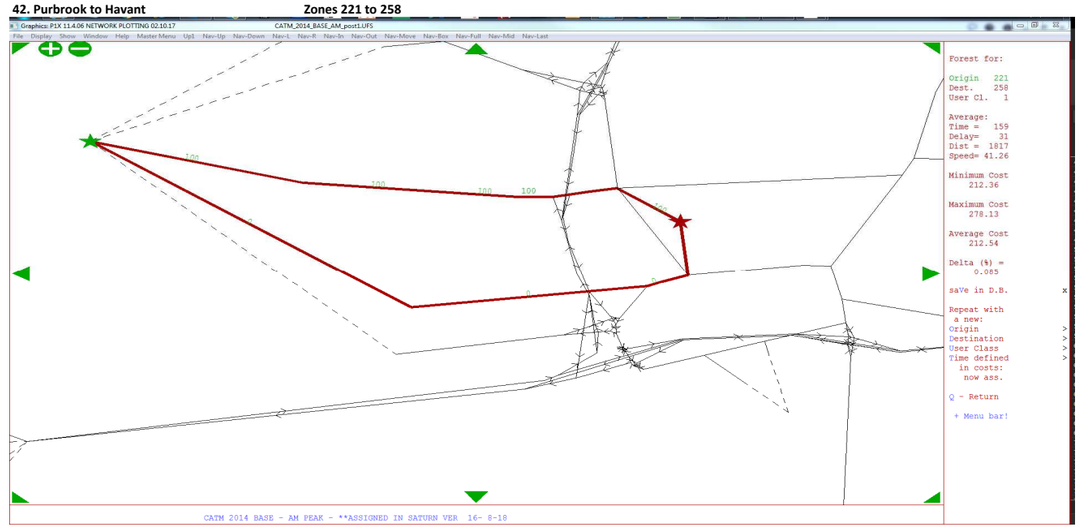
40. Chichester to Havant **Zones 31 to 258**



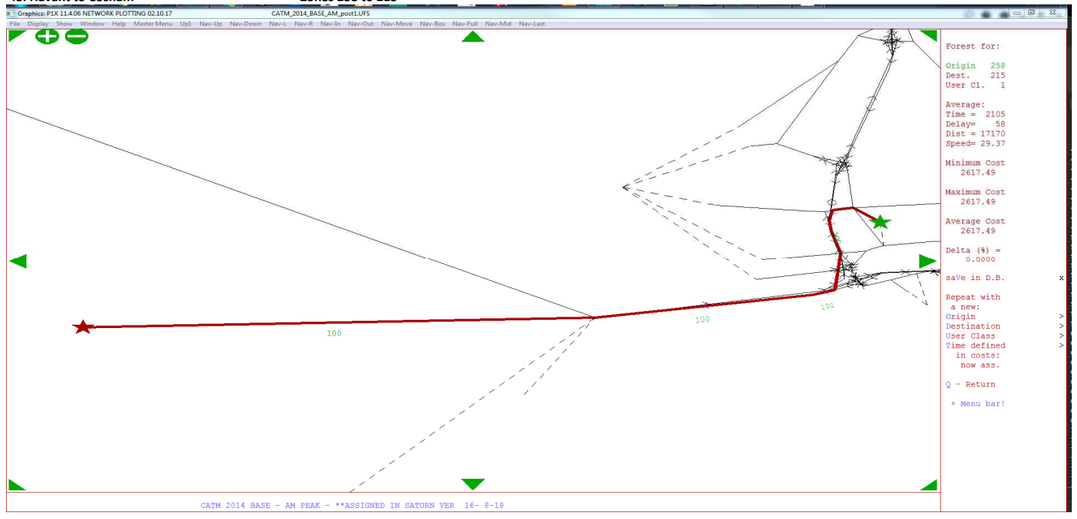
41. Havant to Purbrook **Zones 258 to 221**



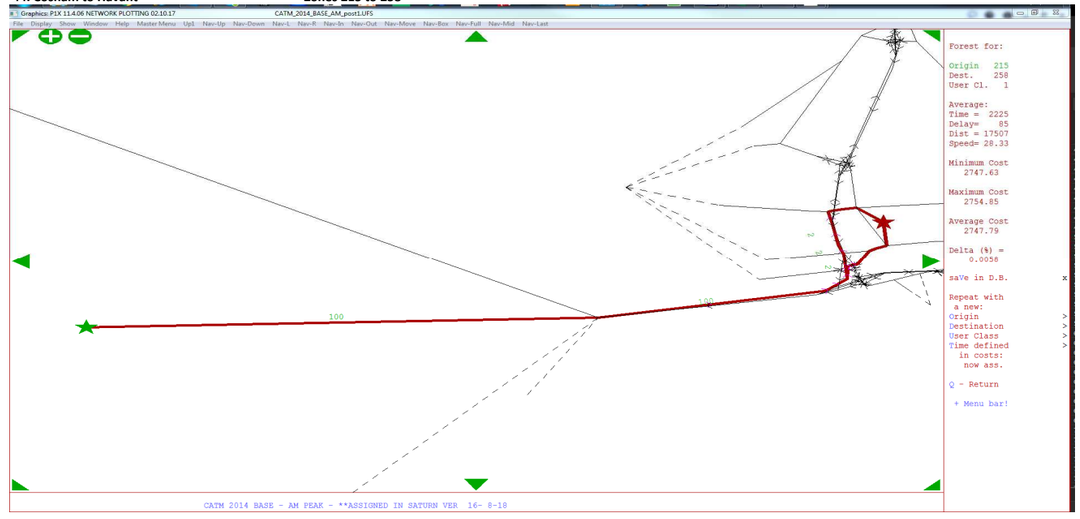
42. Purbrook to Havant **Zones 221 to 258**



43. Havant to Cosham **Zones 258 to 215**

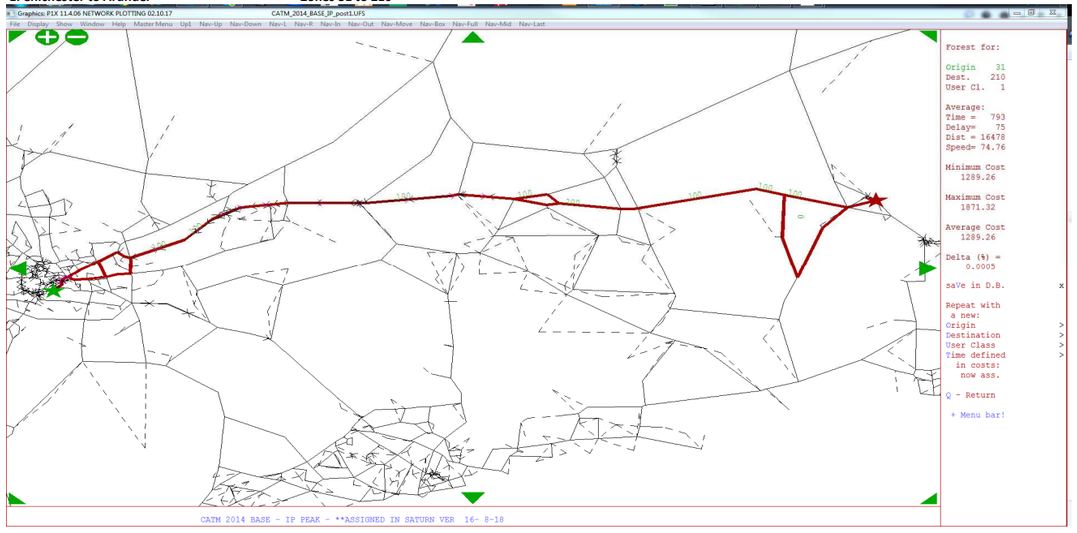


44. Cosham to Havant **Zones 215 to 258**

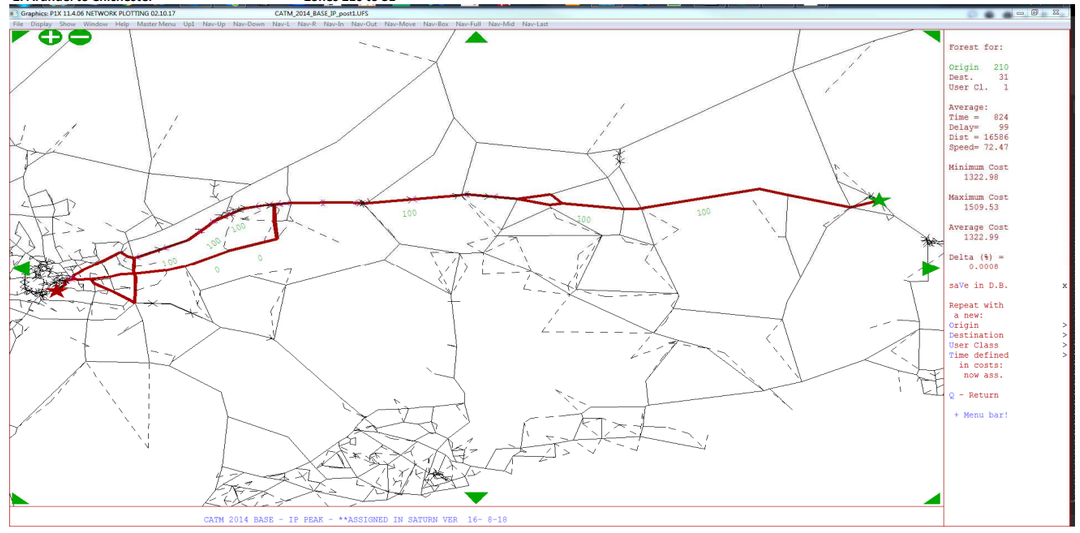


IP Journey Routes Check

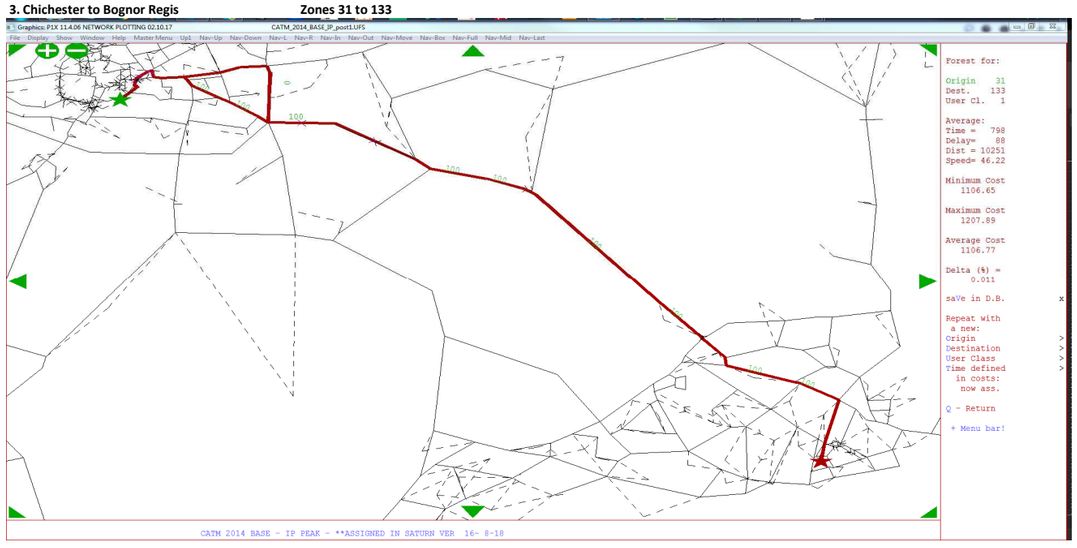
1. Chichester to Arundel **Zones 31 to 210**



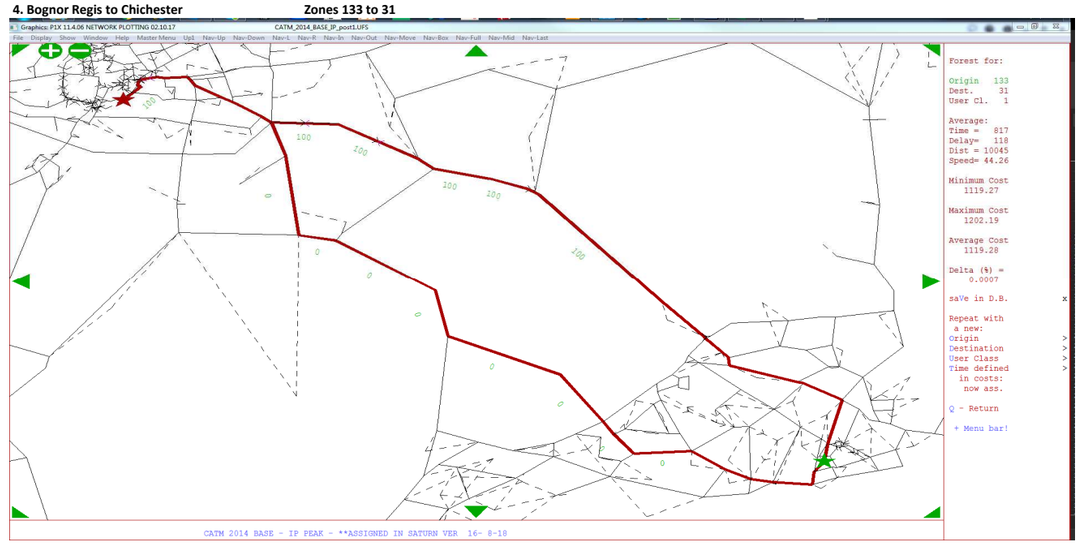
2. Arundel to Chichester **Zones 210 to 31**



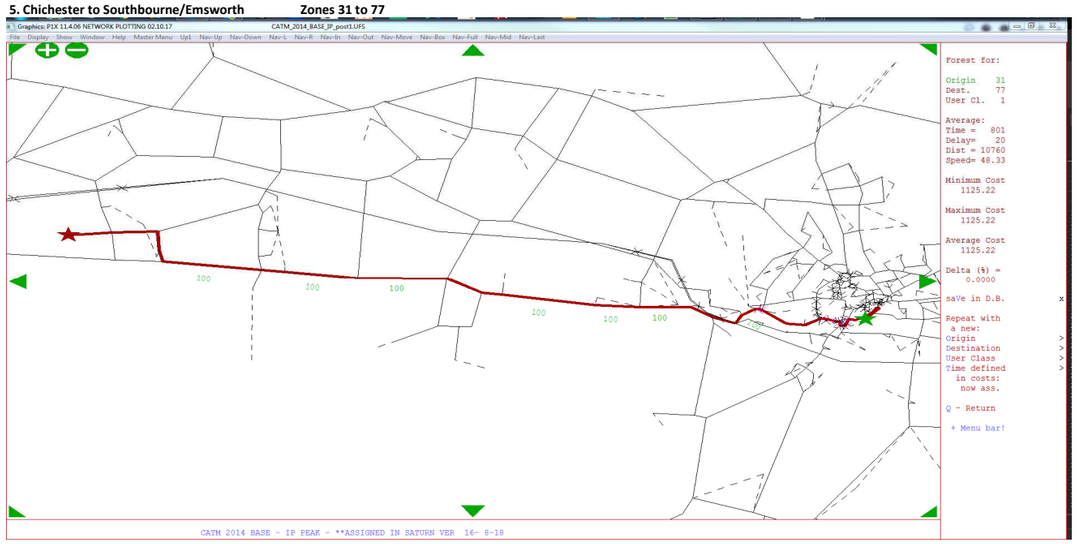
3. Chichester to Bognor Regis **Zones 31 to 133**



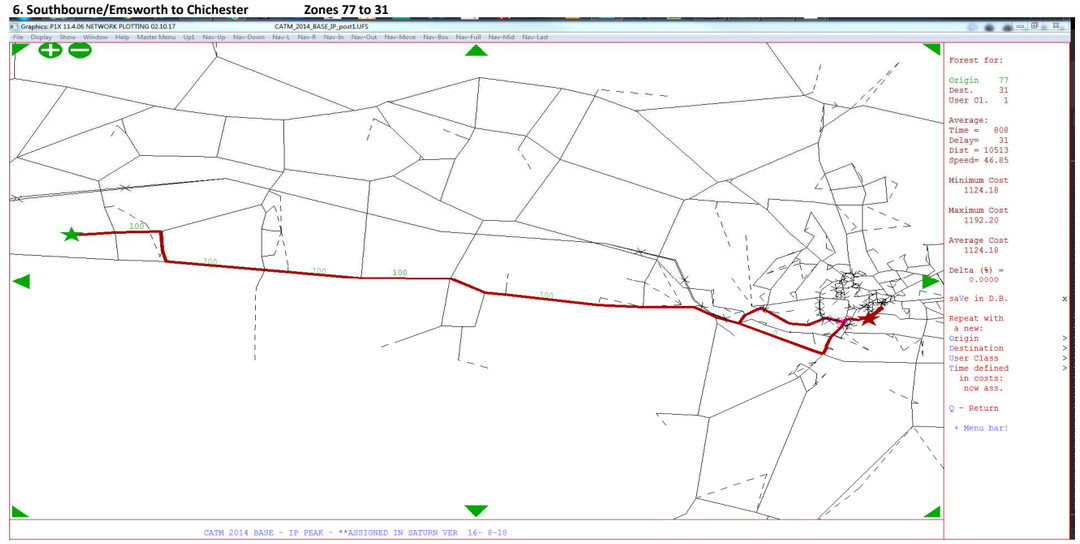
4. Bognor Regis to Chichester **Zones 133 to 31**



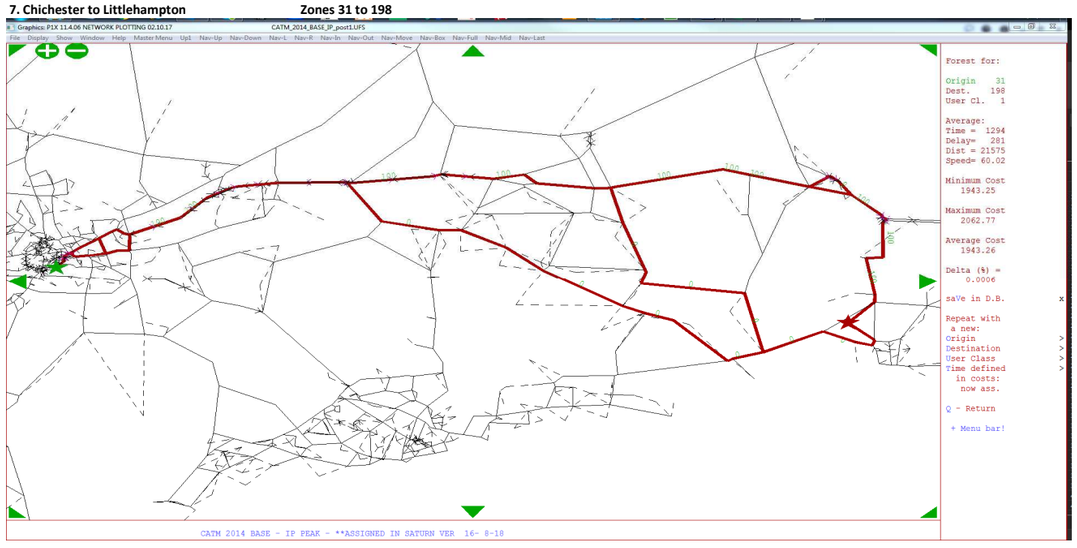
5. Chichester to Southbourne/Emsworth **Zones 31 to 77**



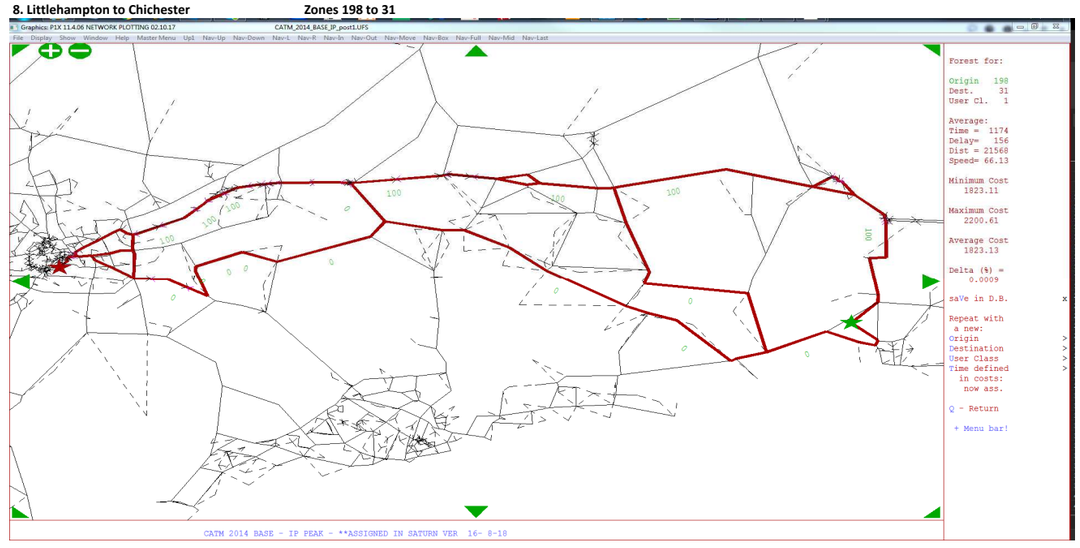
6. Southbourne/Emsworth to Chichester **Zones 77 to 31**



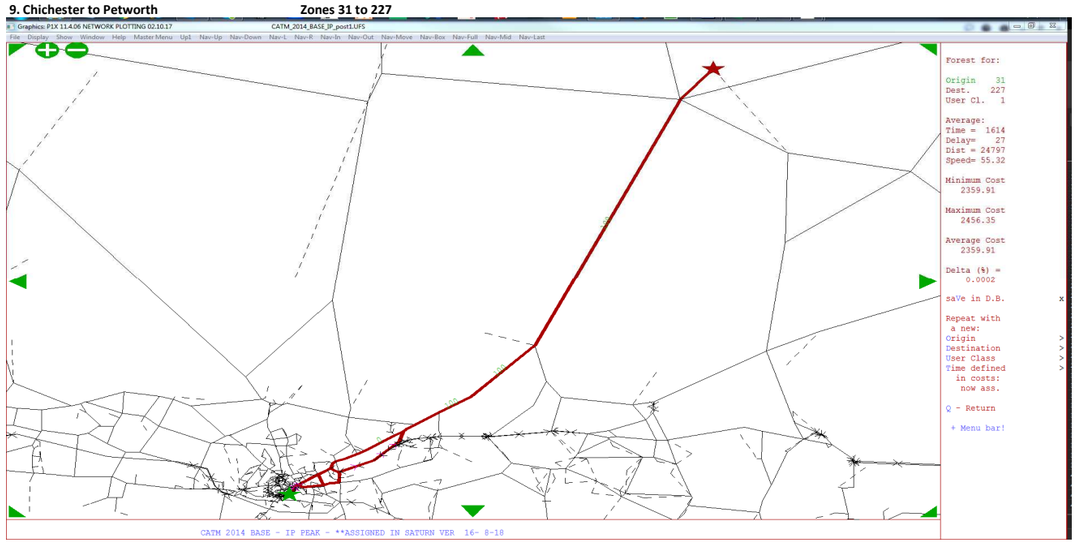
7. Chichester to Littlehampton **Zones 31 to 198**



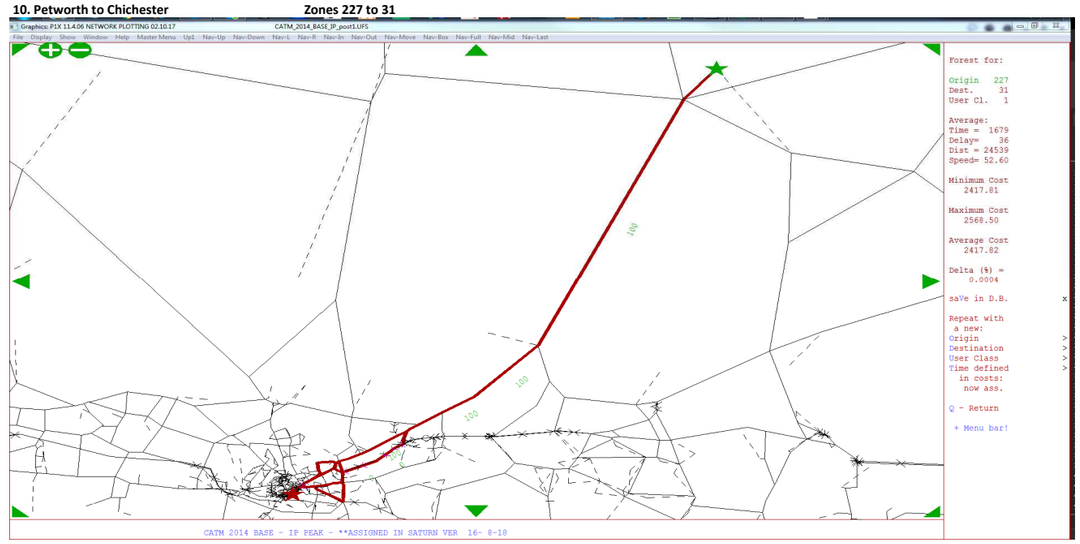
8. Littlehampton to Chichester **Zones 198 to 31**



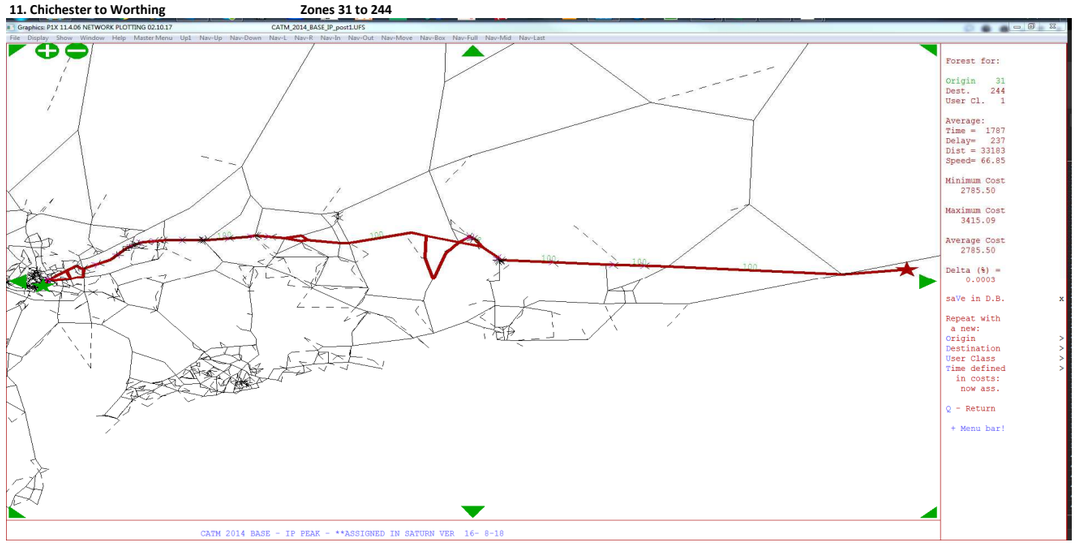
9. Chichester to Petworth **Zones 31 to 227**



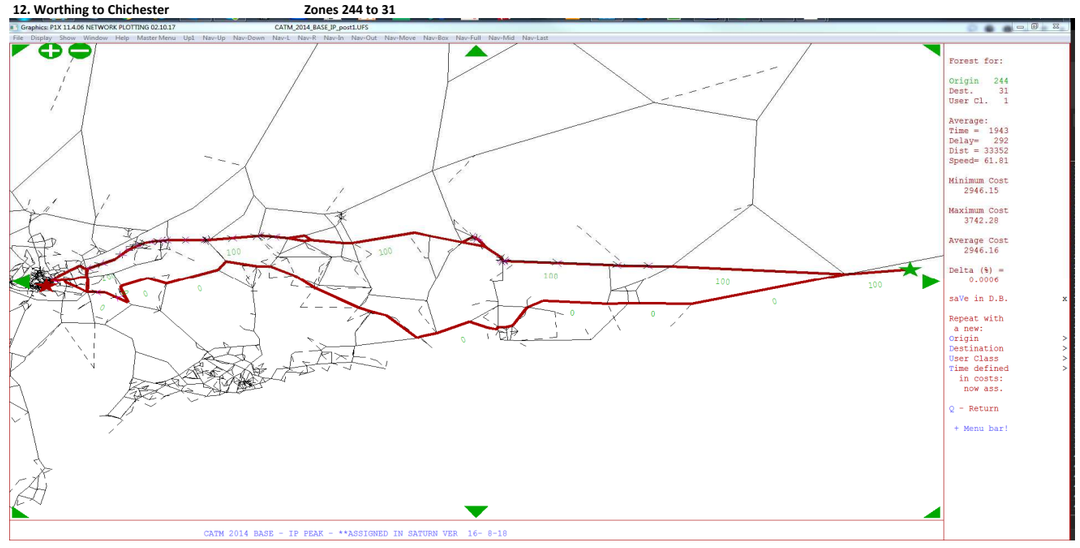
10. Petworth to Chichester **Zones 227 to 31**



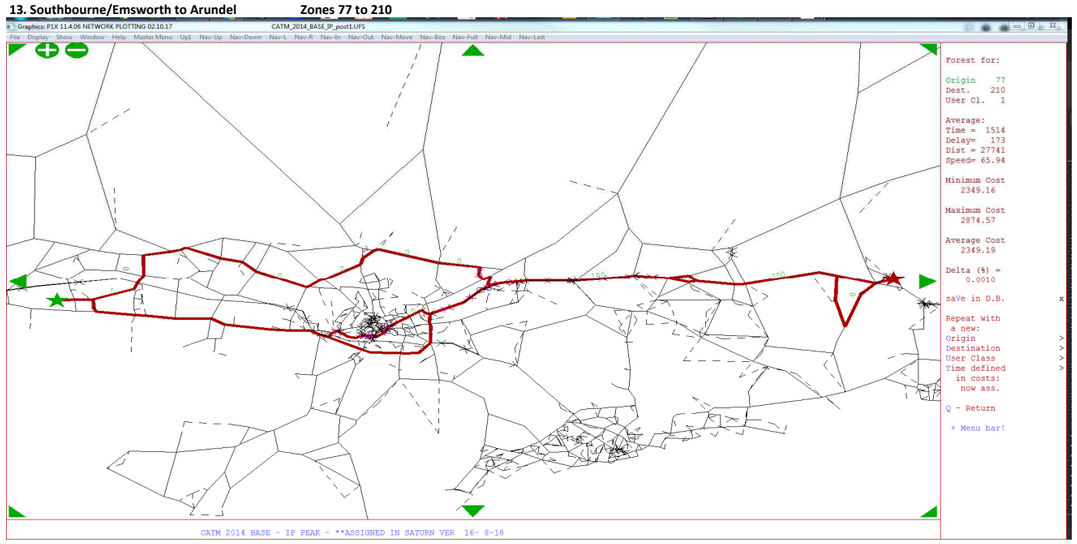
11. Chichester to Worthing **Zones 31 to 244**



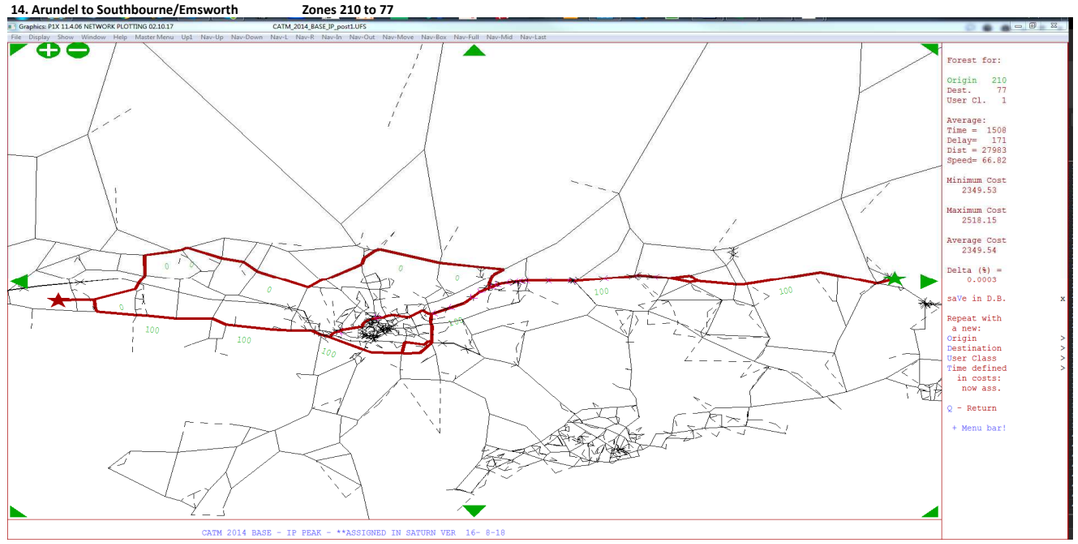
12. Worthing to Chichester **Zones 244 to 31**



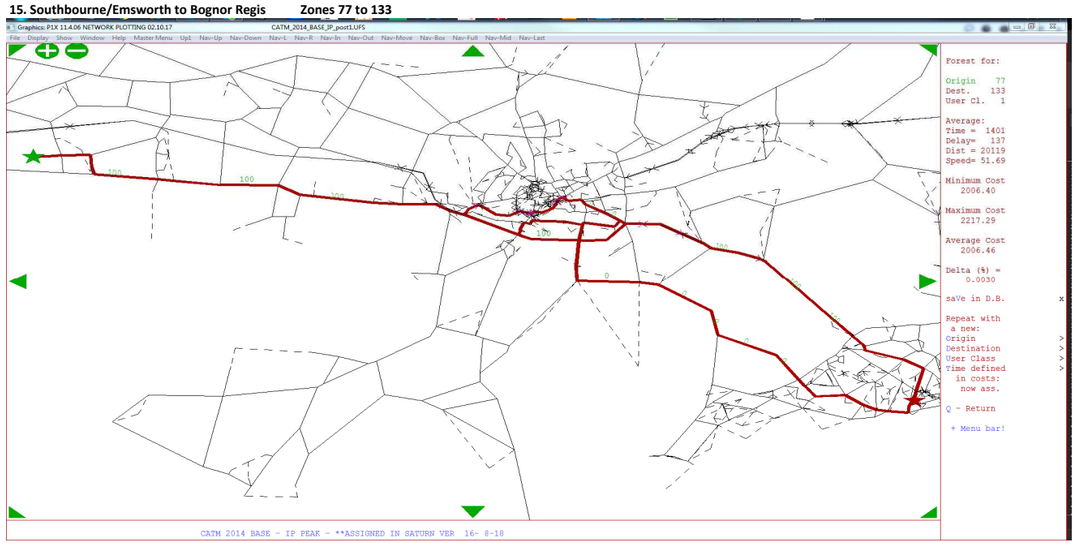
13. Southbourne/Emsworth to Arundel **Zones 77 to 210**



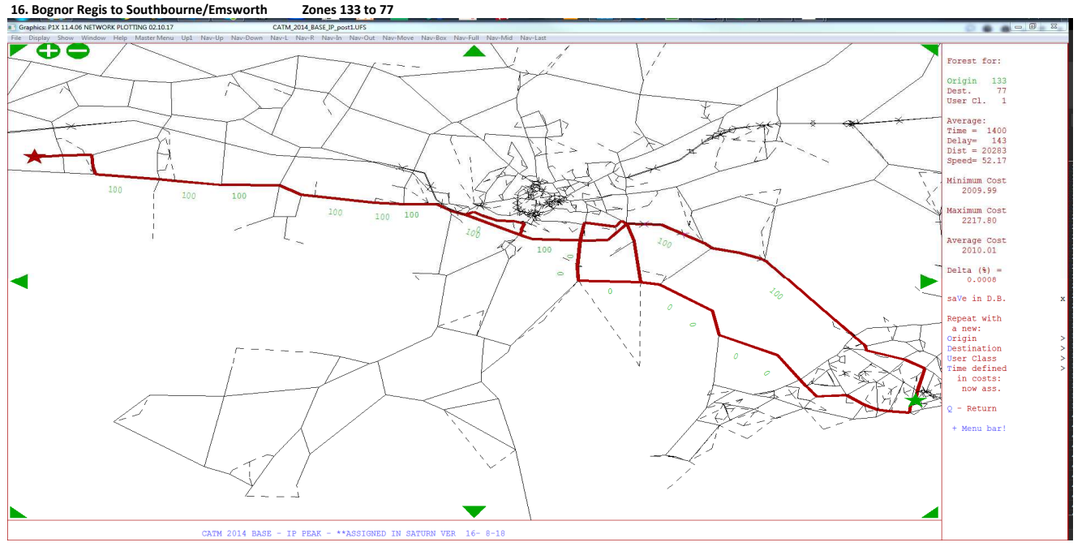
14. Arundel to Southbourne/Emsworth **Zones 210 to 77**



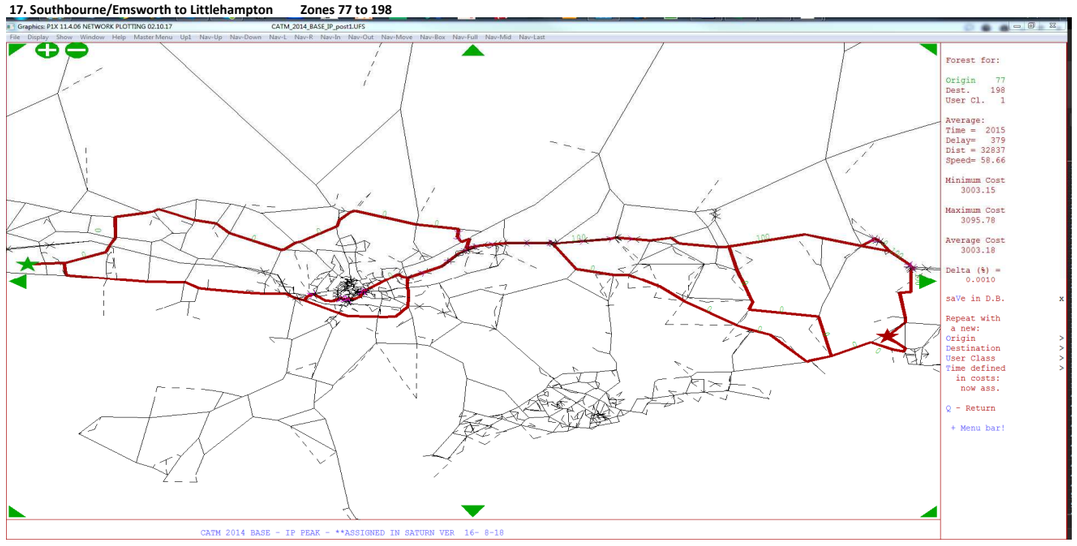
15. Southbourne/Emsworth to Bognor Regis **Zones 77 to 133**



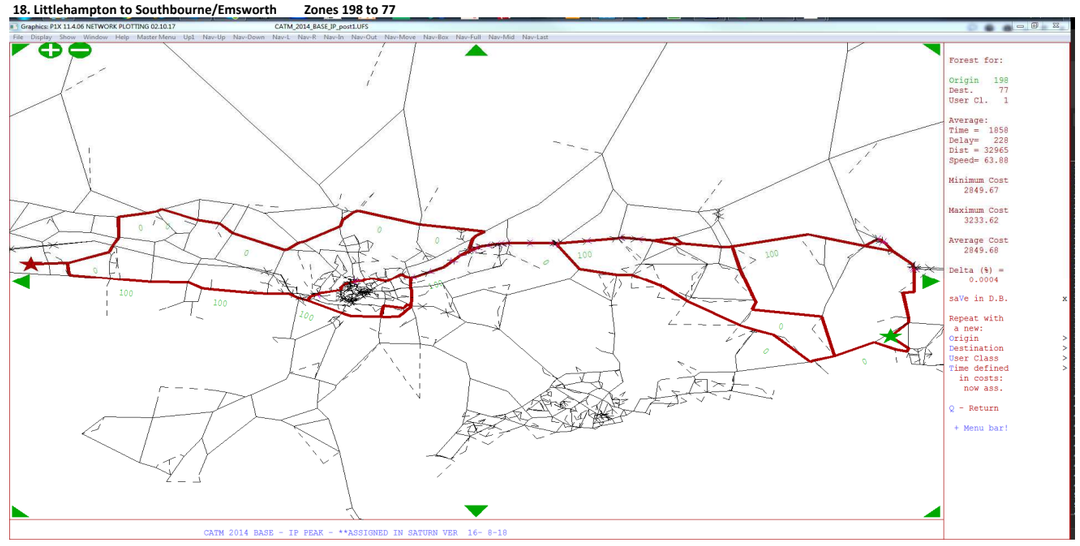
16. Bognor Regis to Southbourne/Emsworth **Zones 133 to 77**



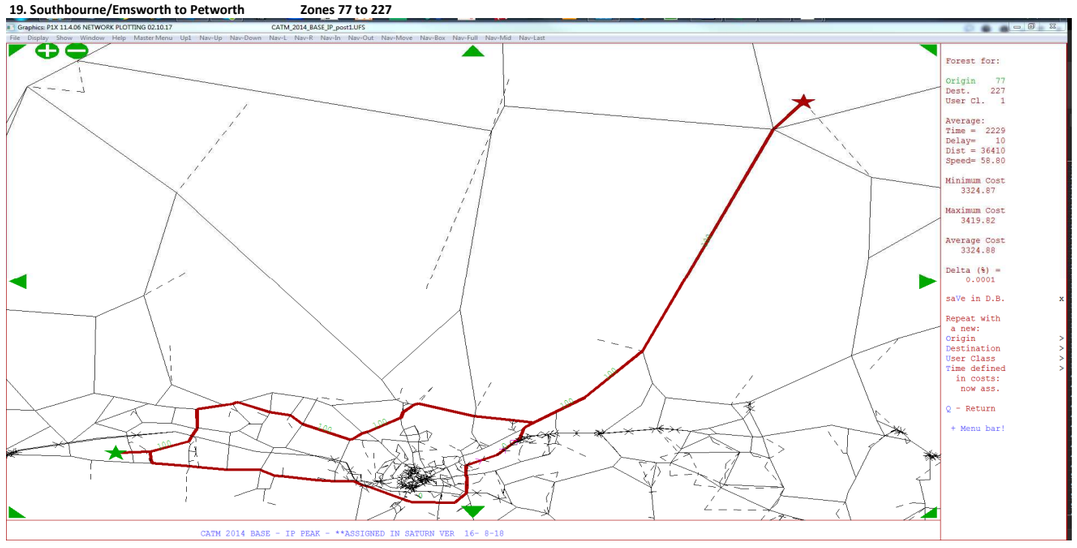
17. Southbourne/Emsworth to Littlehampton Zones 77 to 198



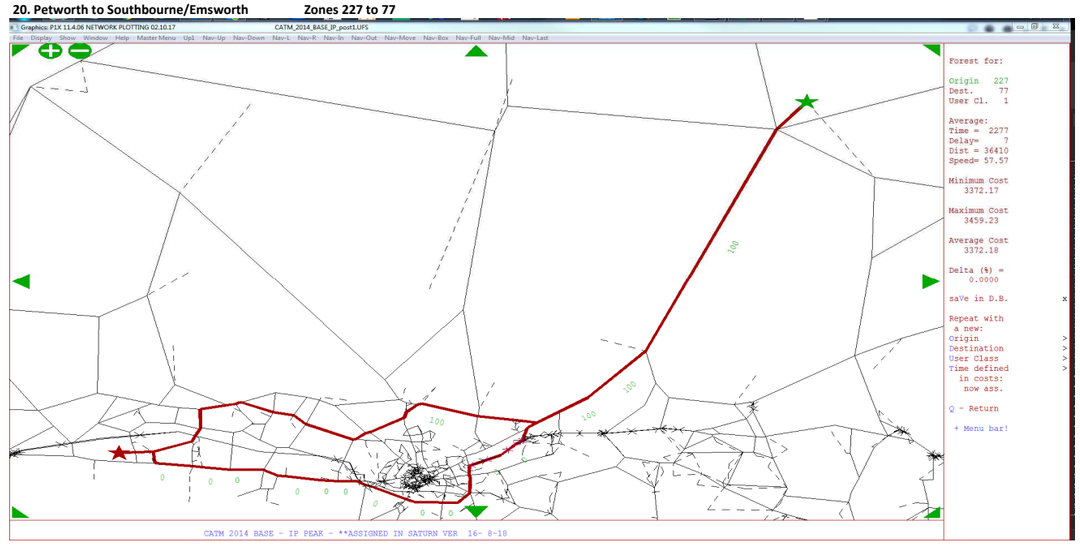
18. Littlehampton to Southbourne/Emsworth Zones 198 to 77



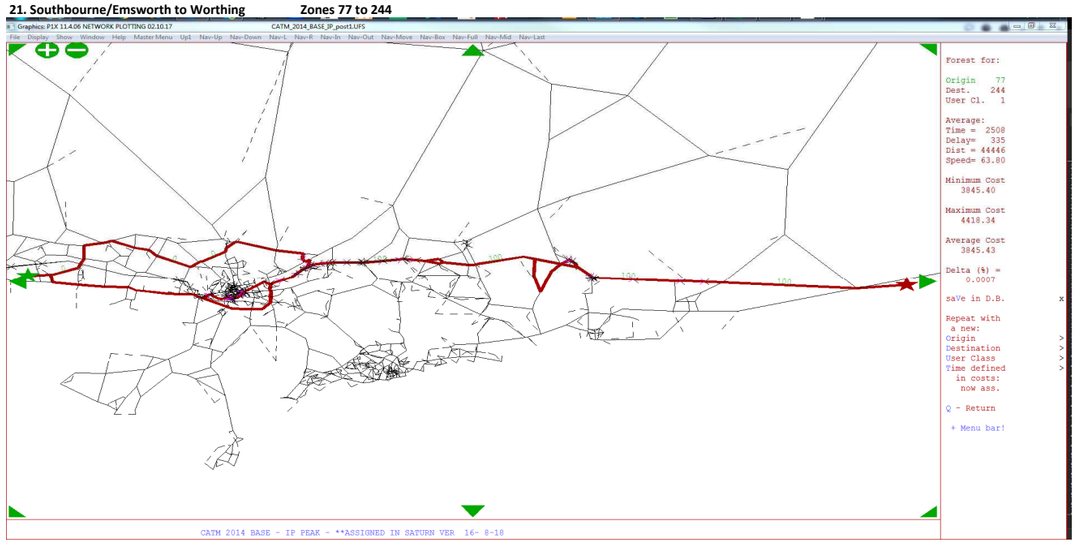
19. Southbourne/Emsworth to Petworth Zones 77 to 227



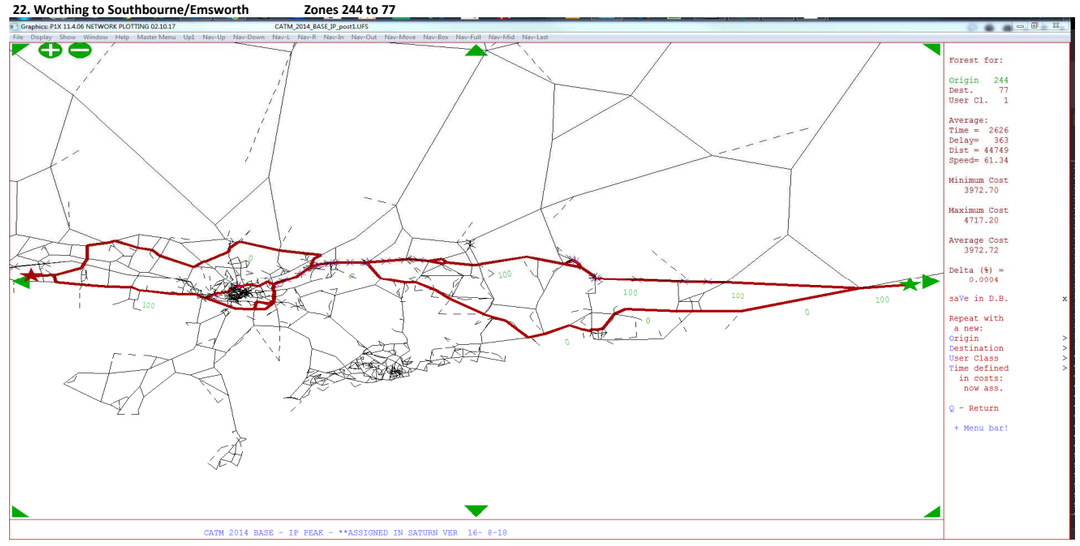
20. Petworth to Southbourne/Emsworth Zones 227 to 77



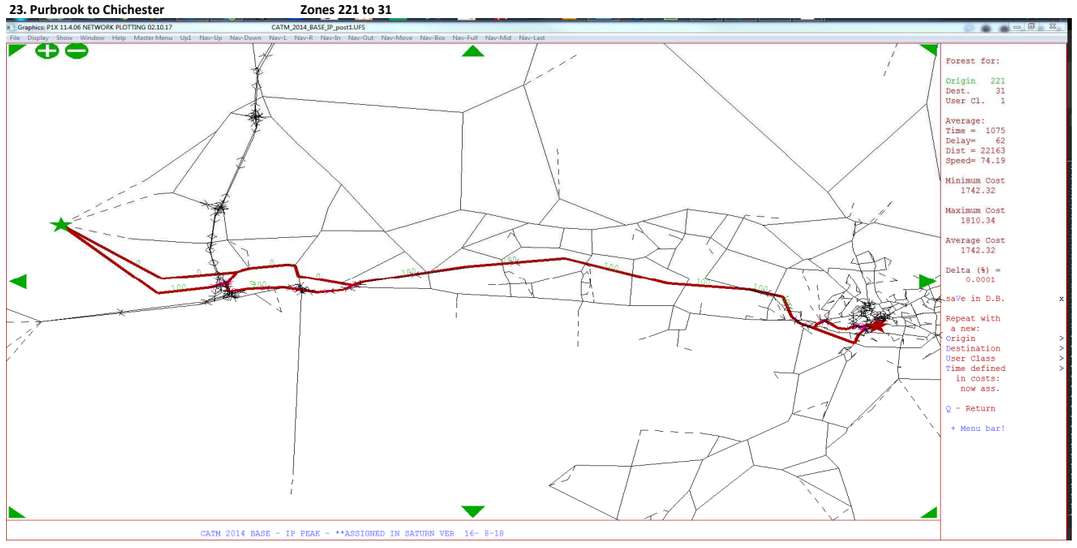
21. Southbourne/Emsworth to Worthing **Zones 77 to 244**



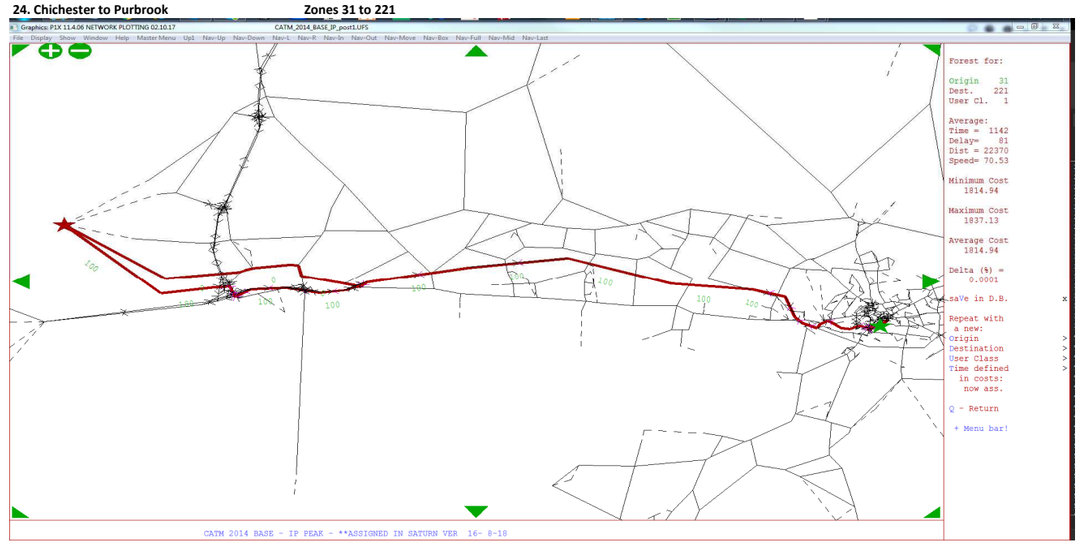
22. Worthing to Southbourne/Emsworth **Zones 244 to 77**



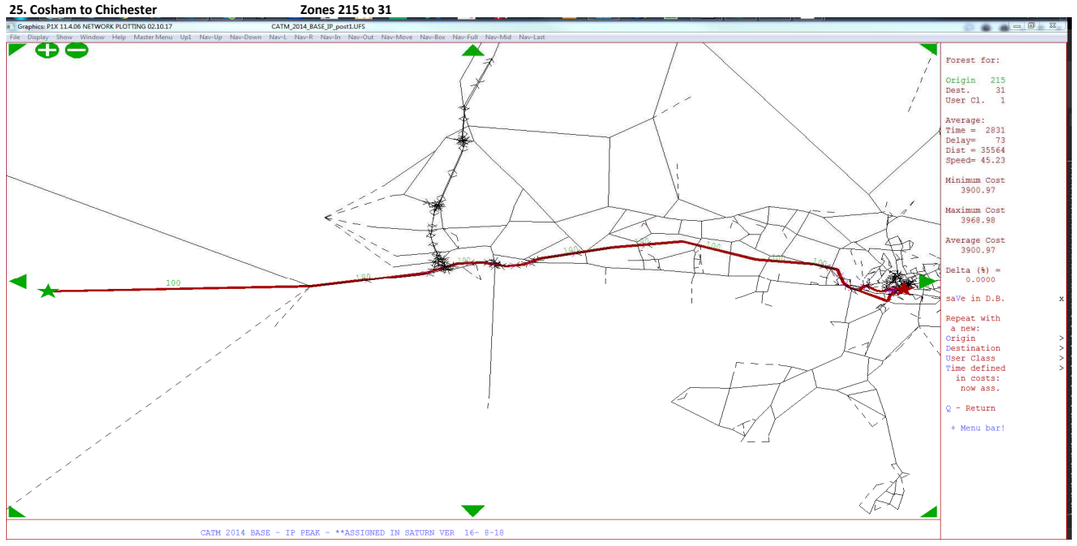
23. Purbrook to Chichester **Zones 221 to 31**



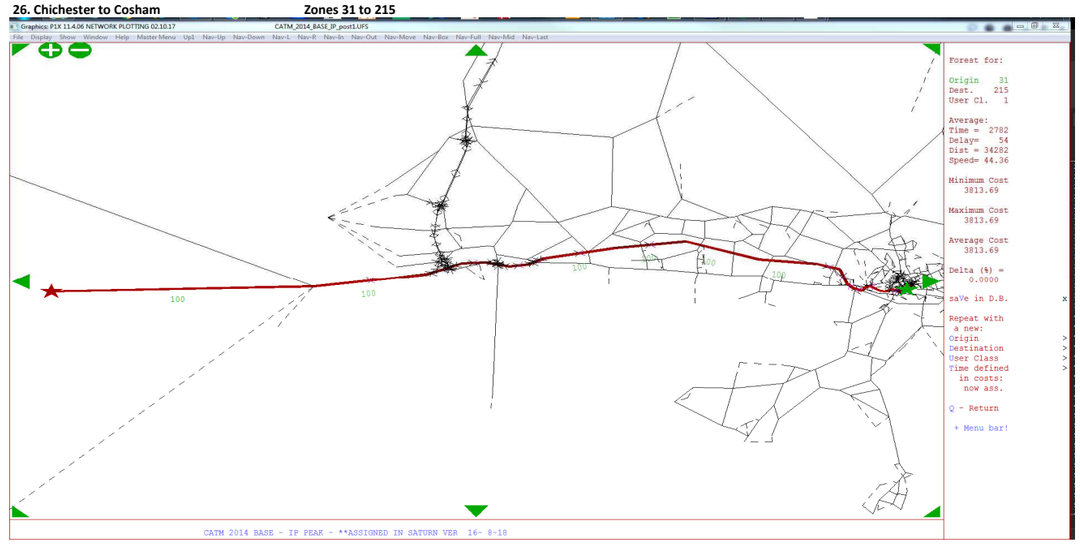
24. Chichester to Purbrook **Zones 31 to 221**



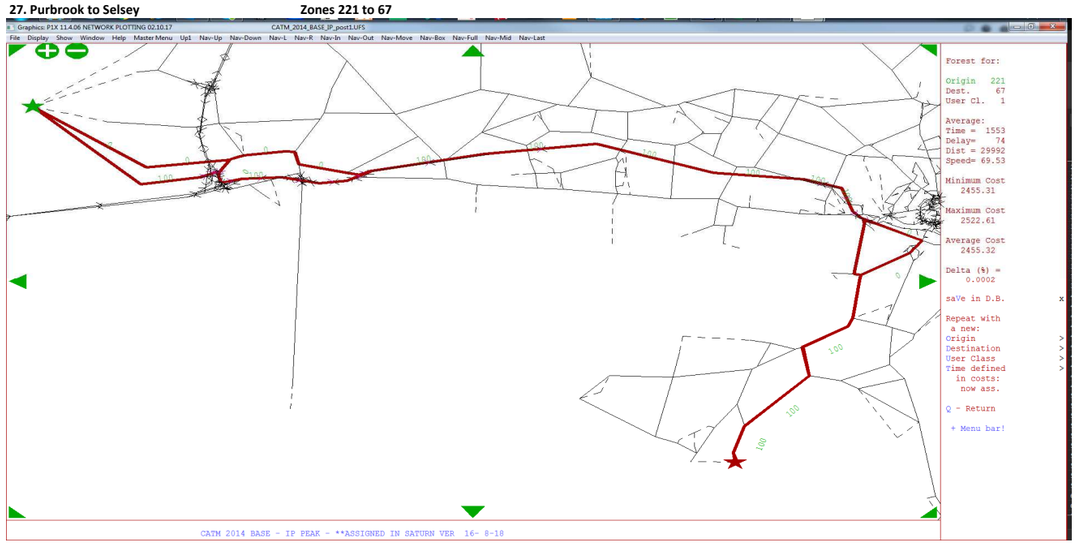
25. Cosham to Chichester **Zones 215 to 31**



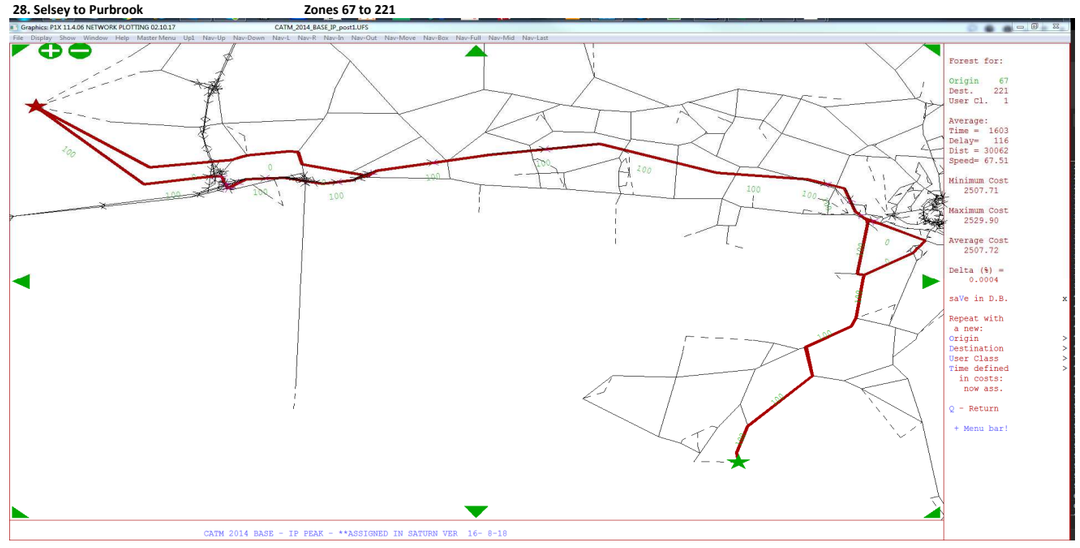
26. Chichester to Cosham **Zones 31 to 215**



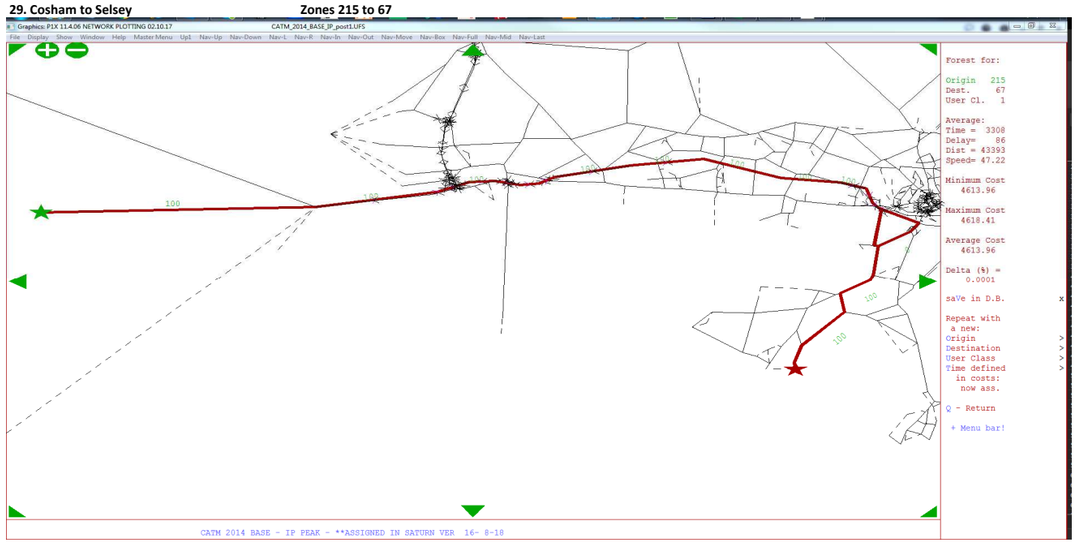
27. Purbrook to Selsey **Zones 221 to 67**



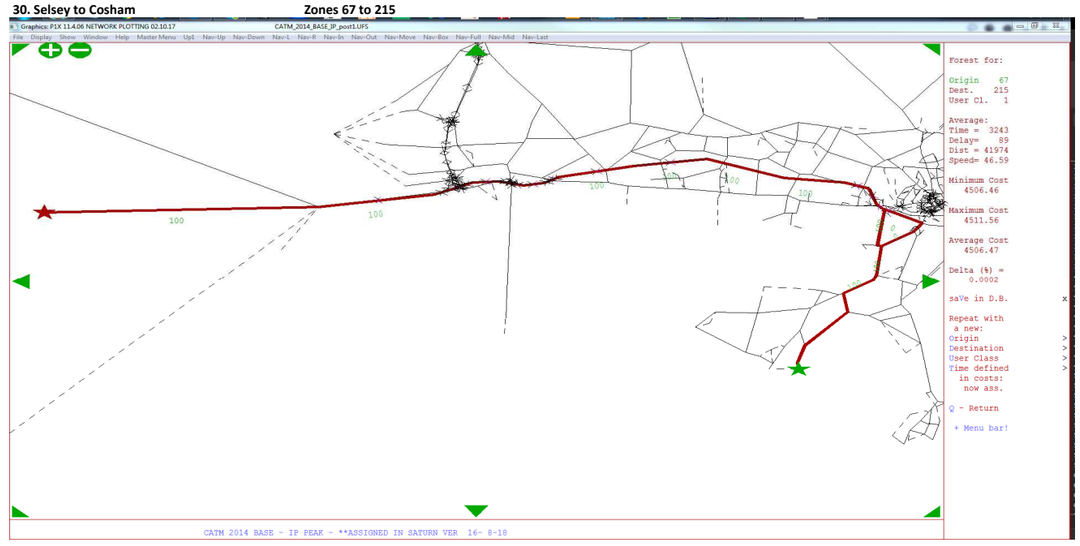
28. Selsey to Purbrook **Zones 67 to 221**



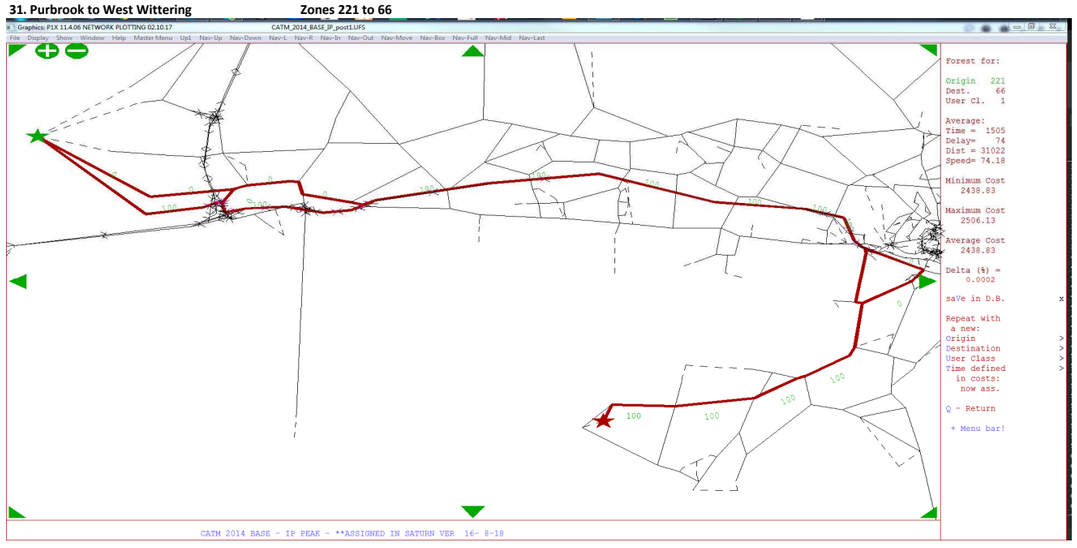
29. Cosham to Selsey **Zones 215 to 67**



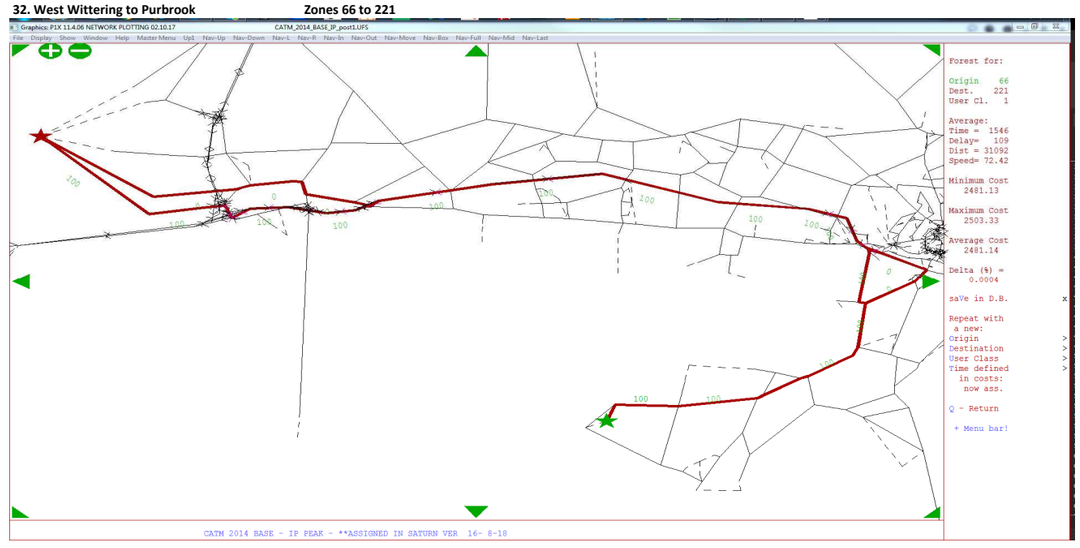
30. Selsey to Cosham **Zones 67 to 215**



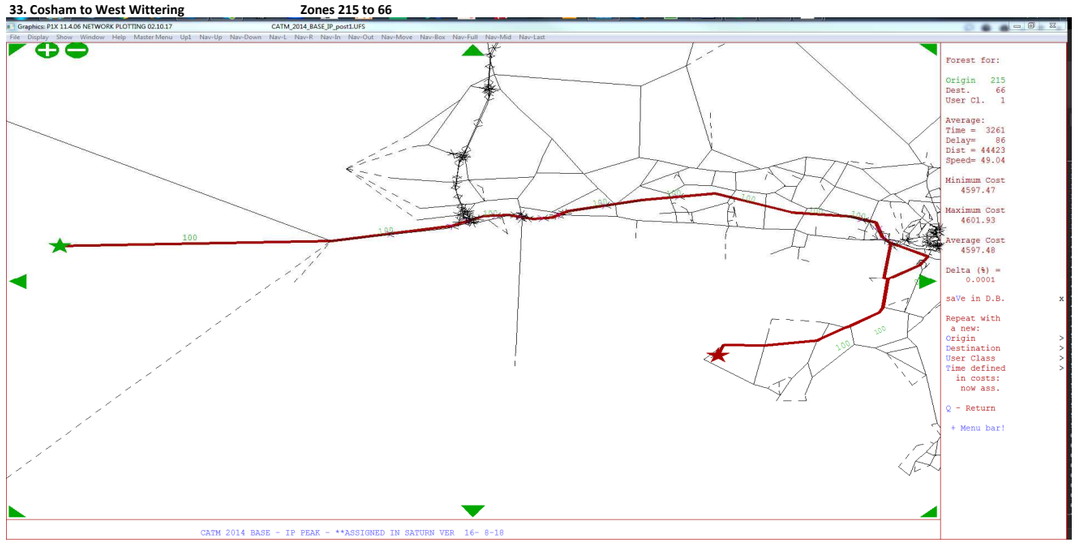
31. Purbrook to West Wittering **Zones 221 to 66**



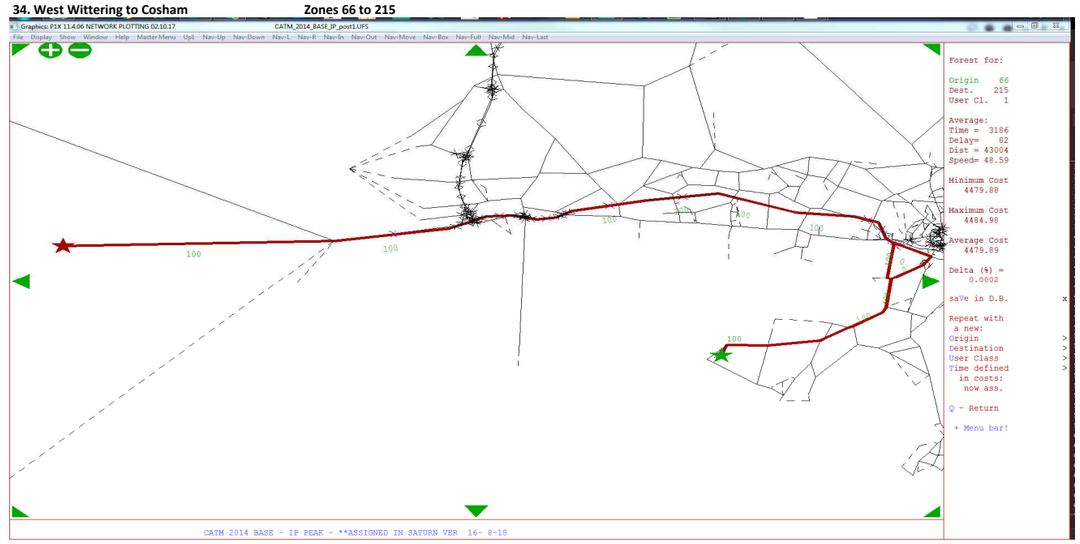
32. West Wittering to Purbrook **Zones 66 to 221**



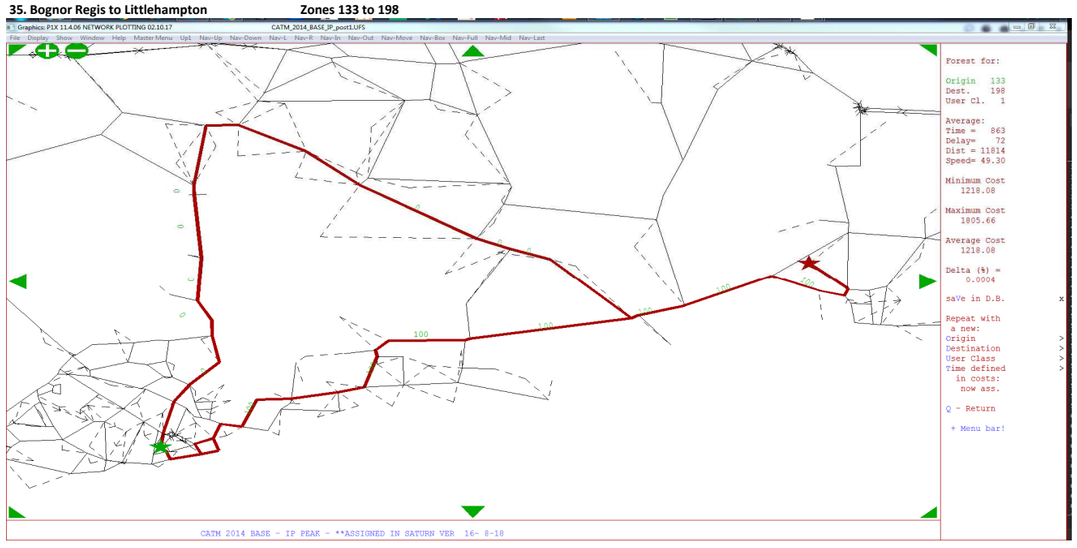
33. Cosham to West Wittering **Zones 215 to 66**



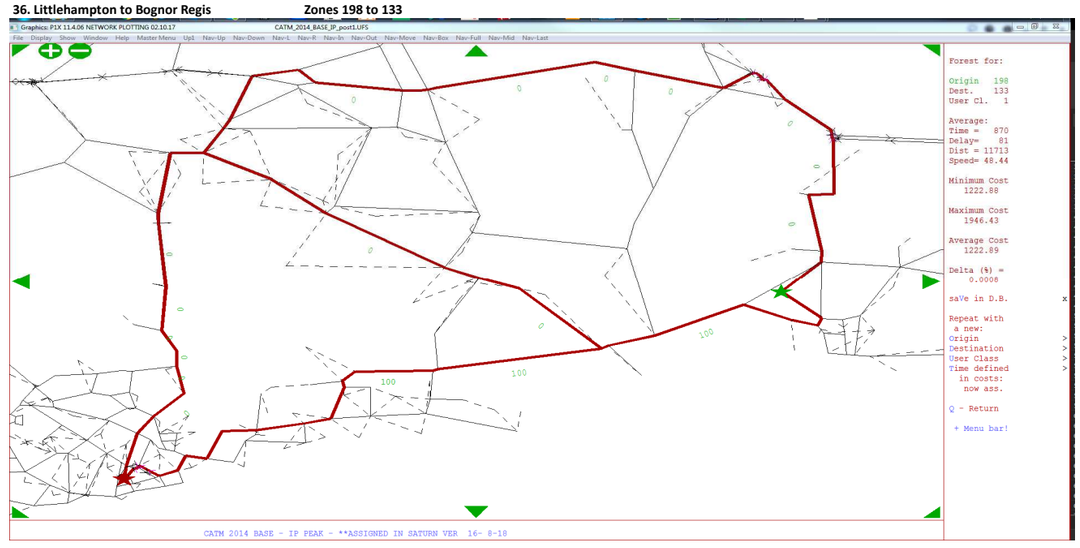
34. West Wittering to Cosham **Zones 66 to 215**



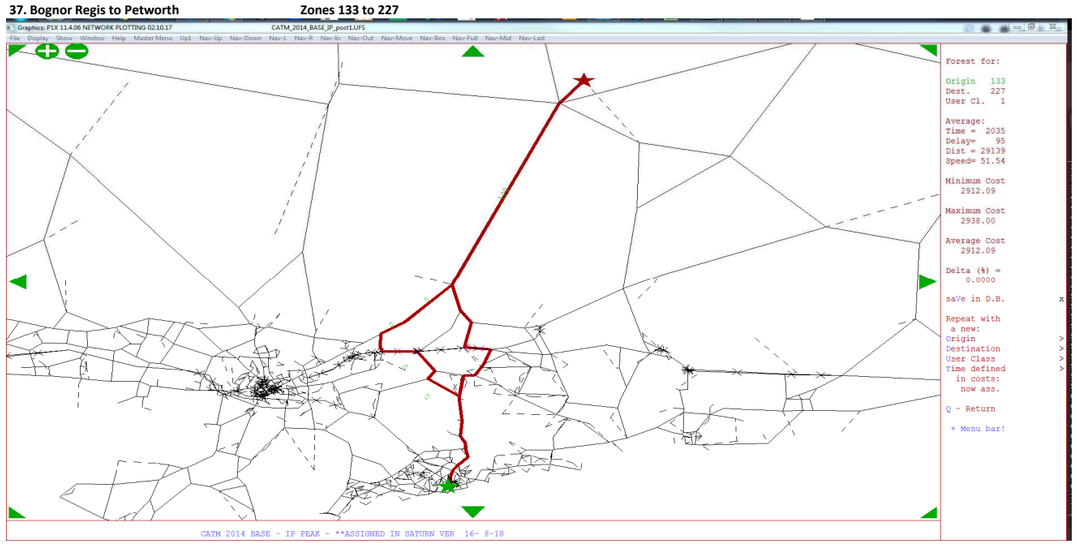
35. Bognor Regis to Littlehampton **Zones 133 to 198**



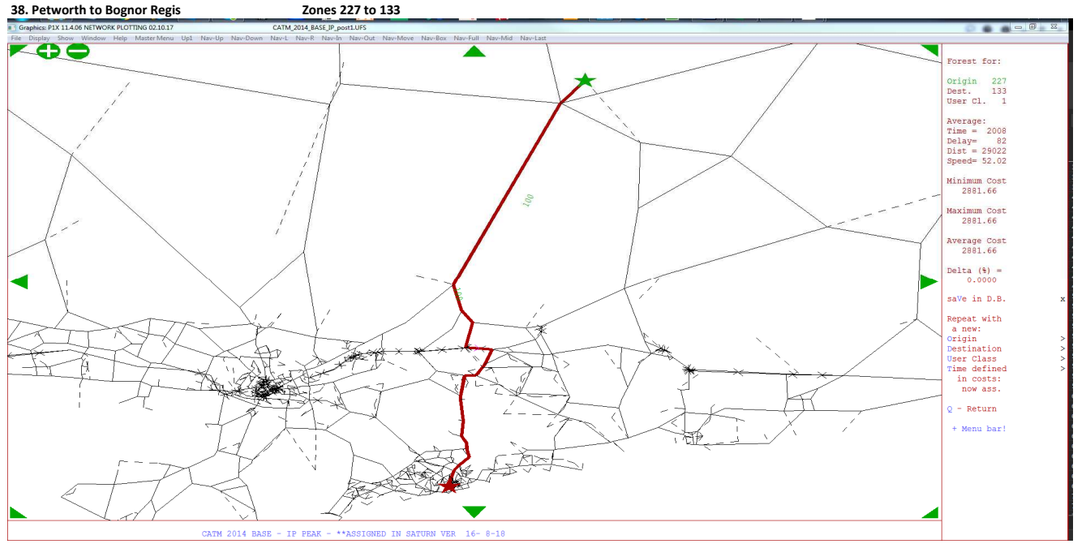
36. Littlehampton to Bognor Regis **Zones 198 to 133**



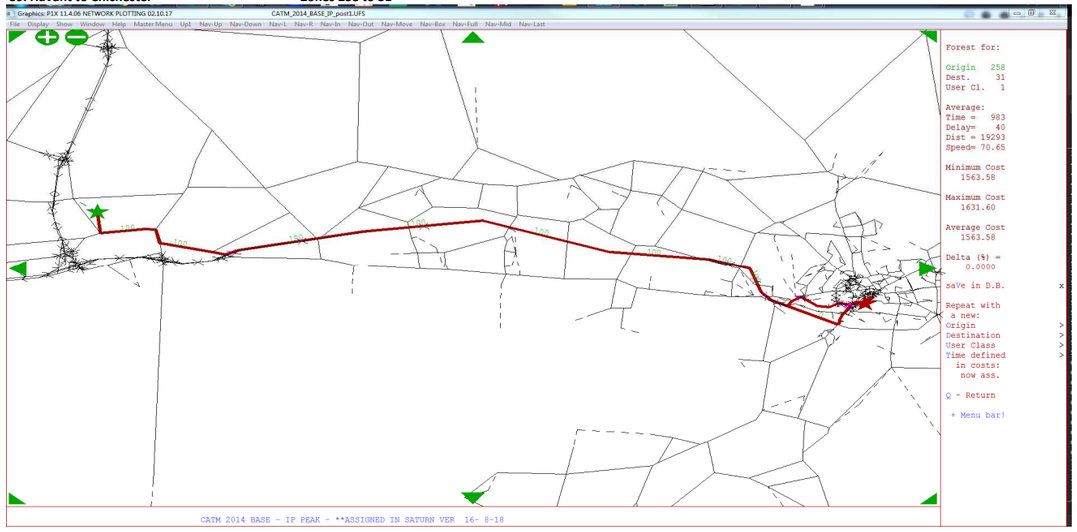
37. Bognor Regis to Petworth **Zones 133 to 227**



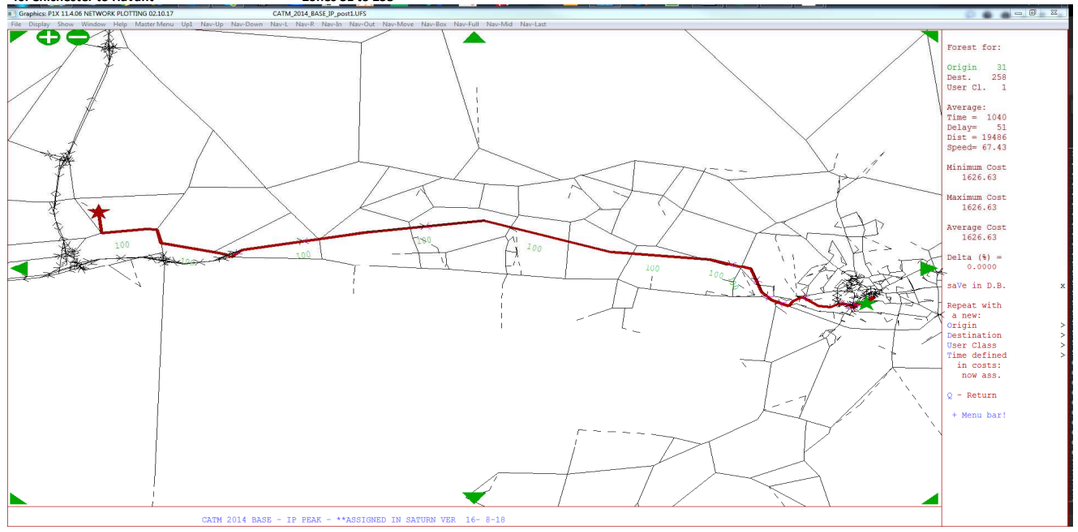
38. Petworth to Bognor Regis **Zones 227 to 133**



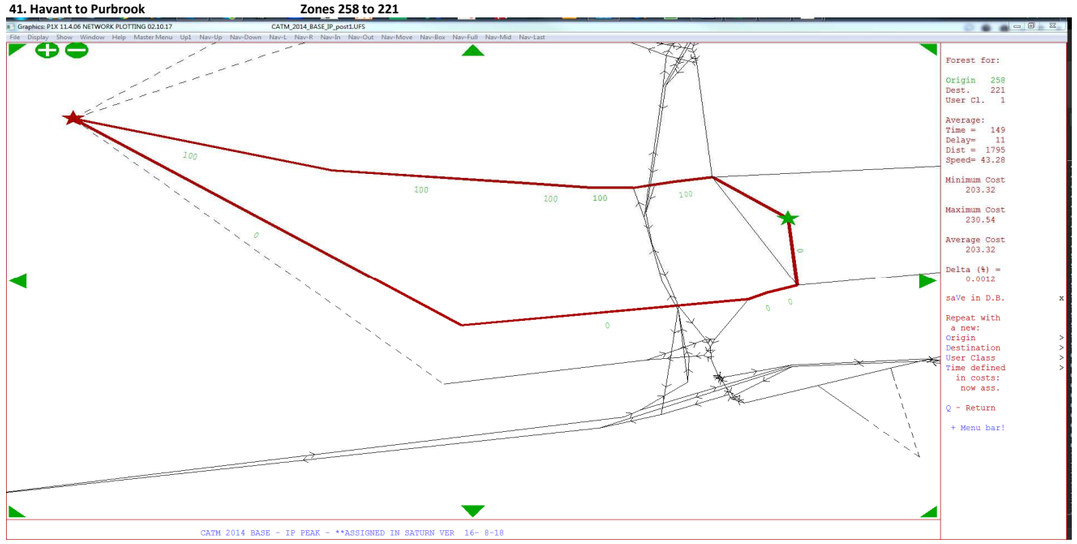
39. Havant to Chichester **Zones 258 to 31**



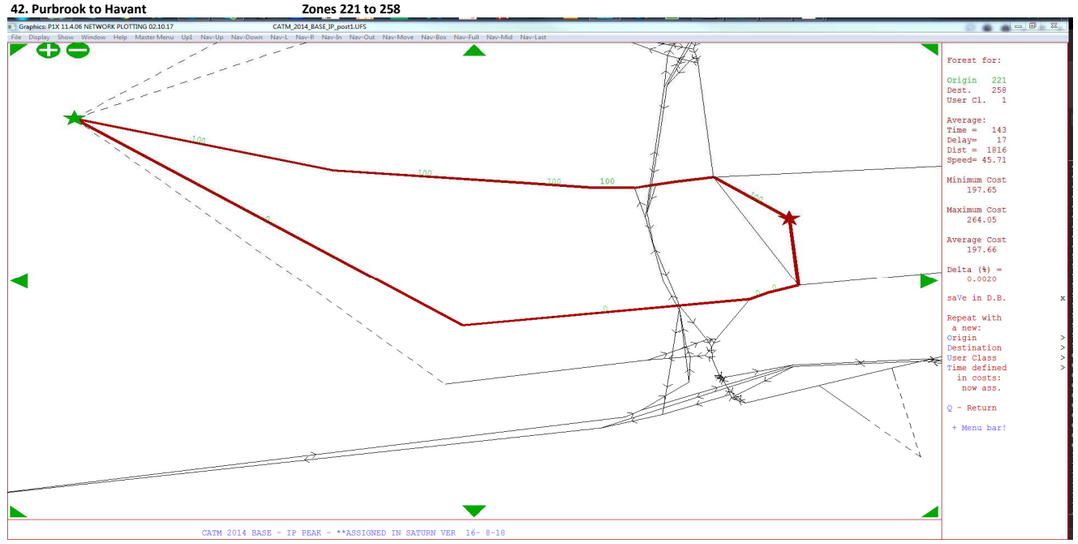
40. Chichester to Havant **Zones 31 to 258**



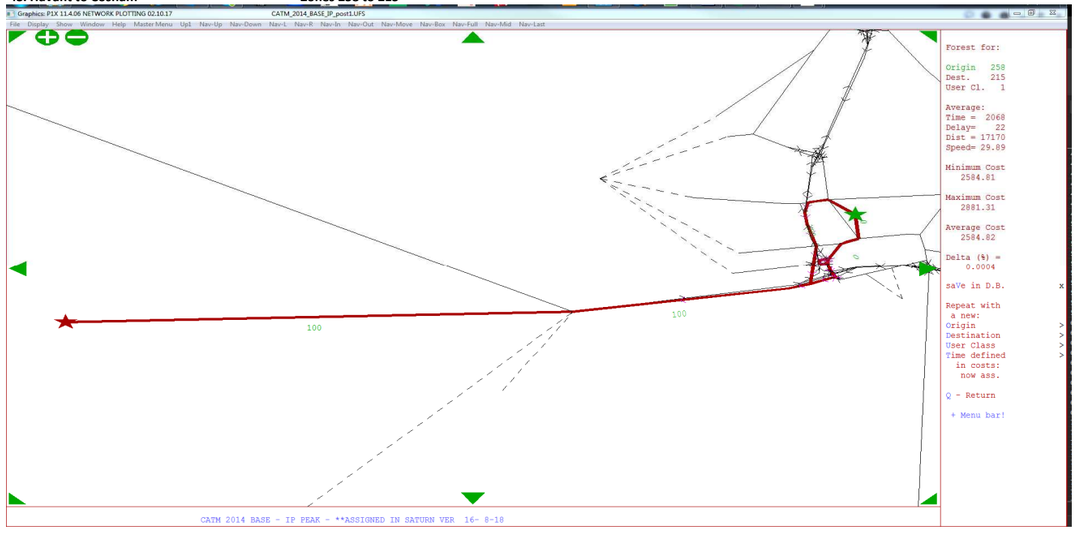
41. Havant to Purbrook **Zones 258 to 221**



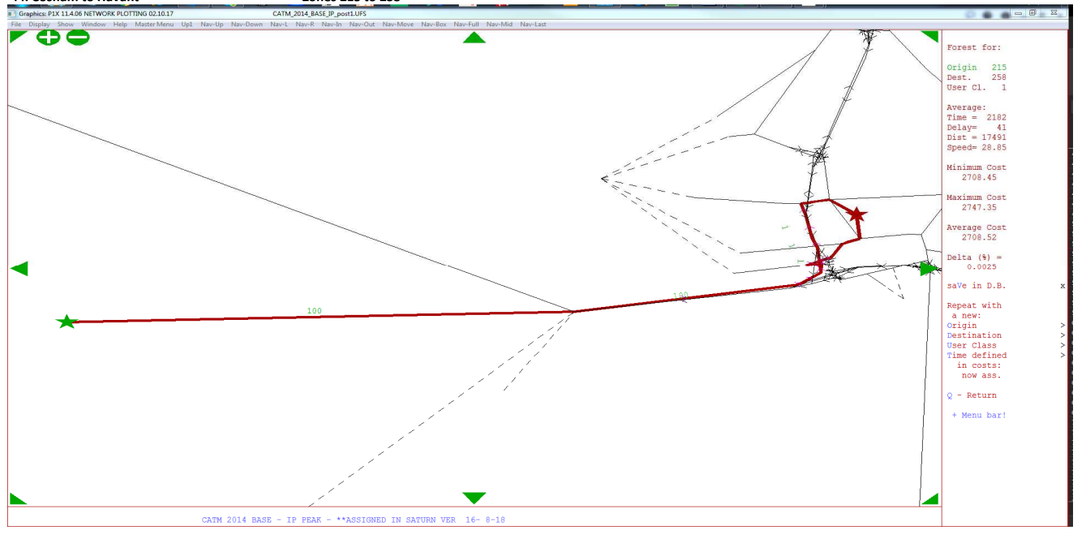
42. Purbrook to Havant **Zones 221 to 258**



43. Havant to Cosham **Zones 258 to 215**

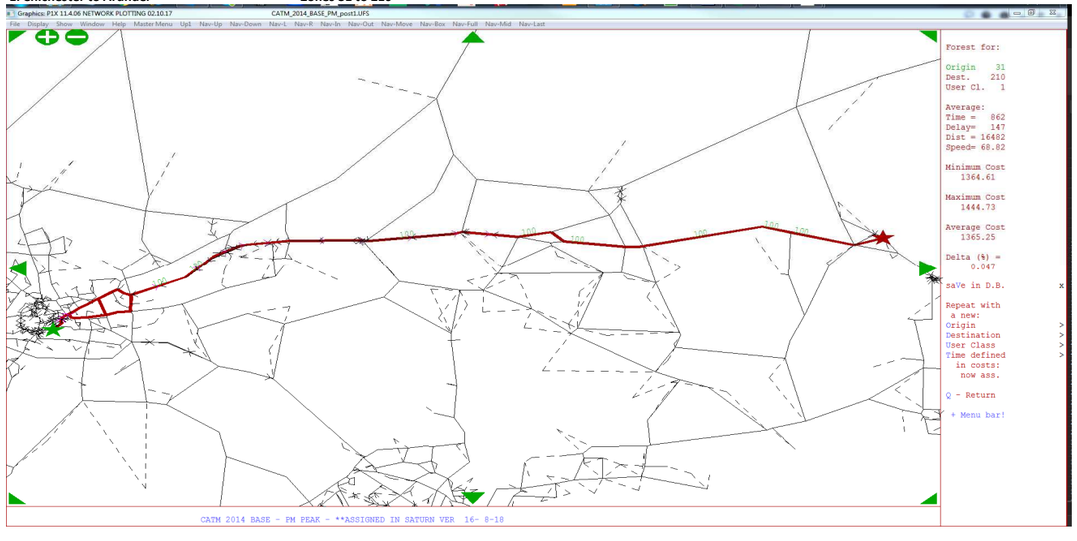


44. Cosham to Havant **Zones 215 to 258**

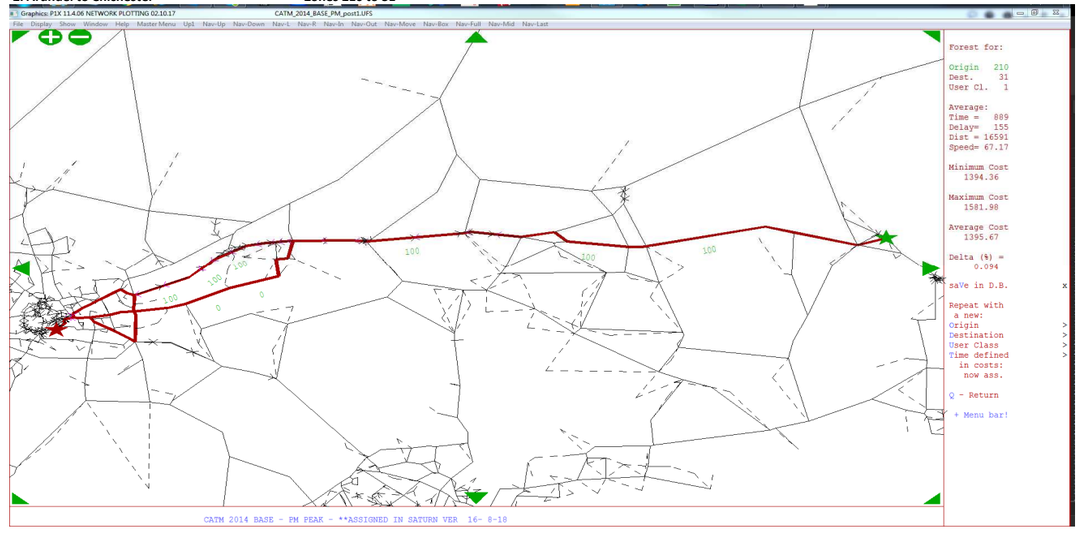


PM Journey Routes Check

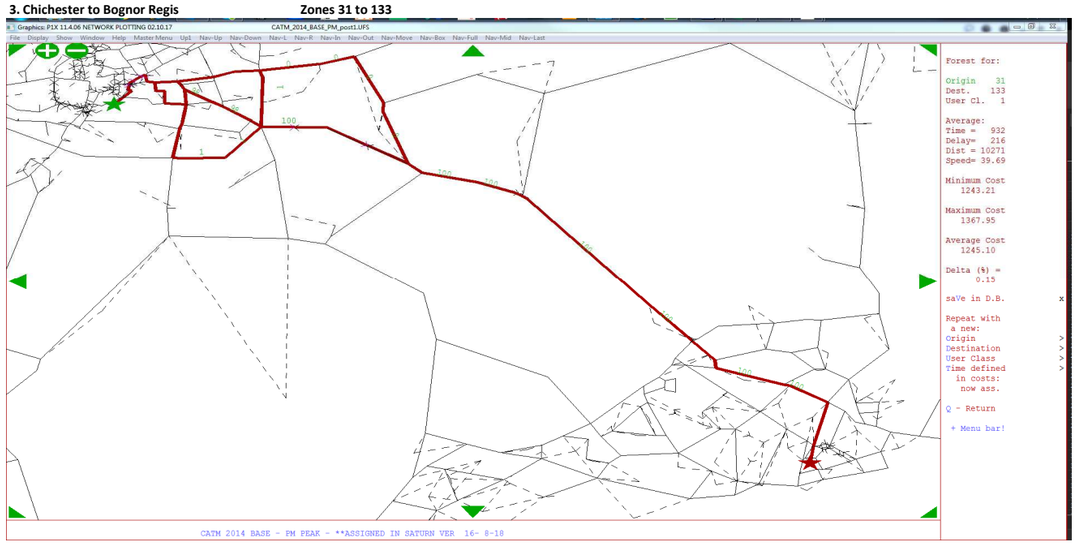
1. Chichester to Arundel **Zones 31 to 210**



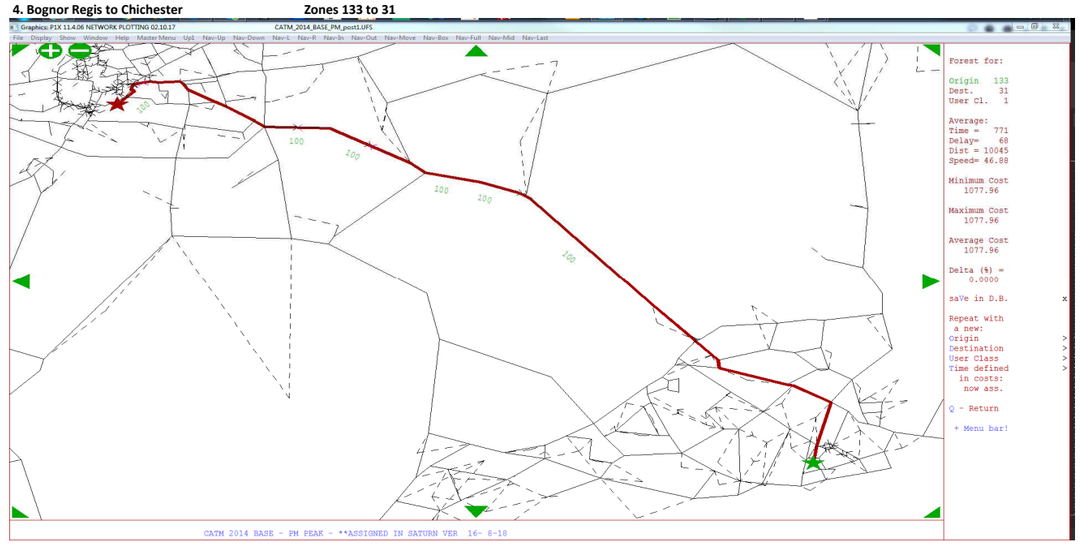
2. Arundel to Chichester **Zones 210 to 31**



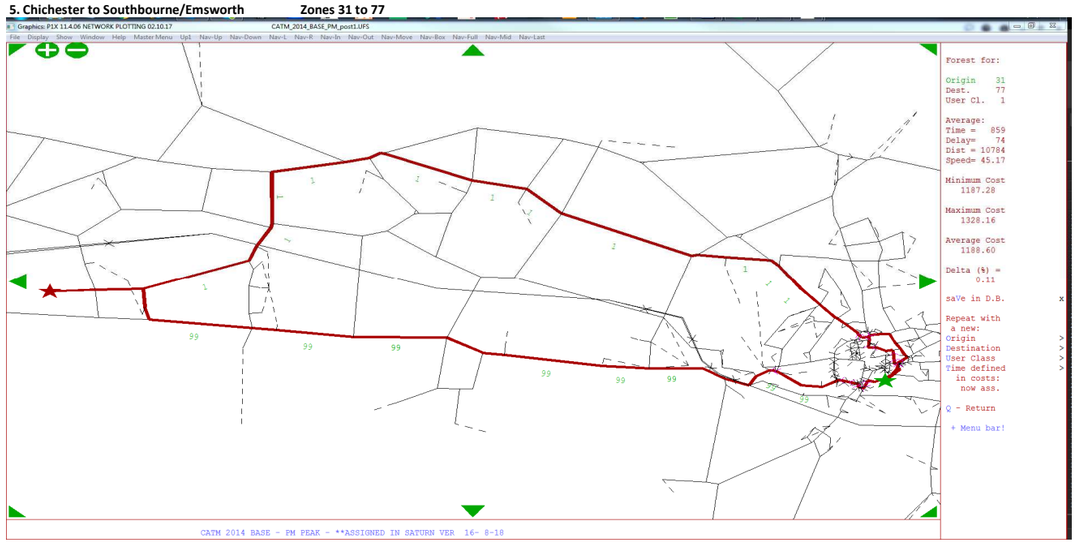
3. Chichester to Bognor Regis **Zones 31 to 133**



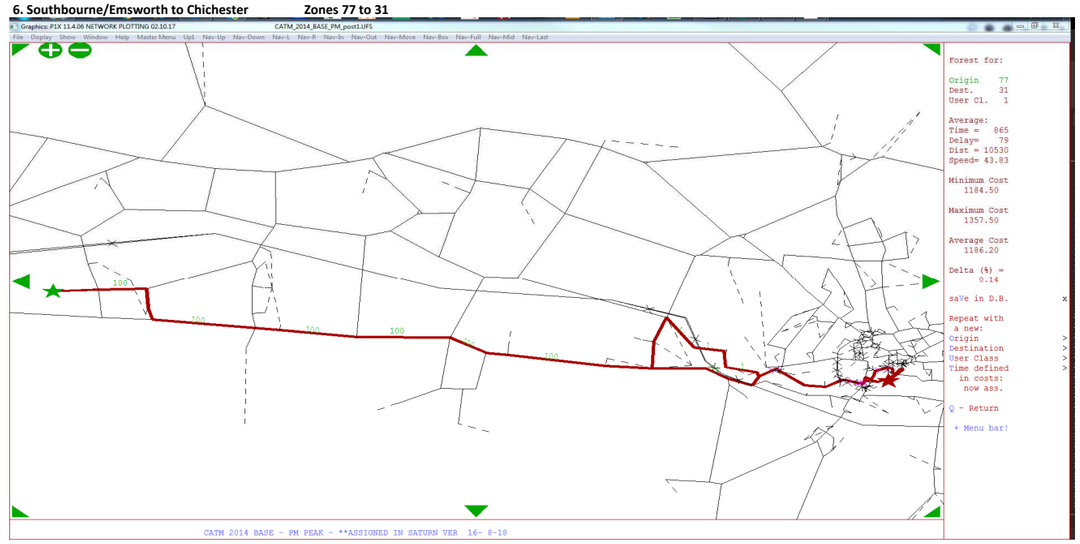
4. Bognor Regis to Chichester **Zones 133 to 31**



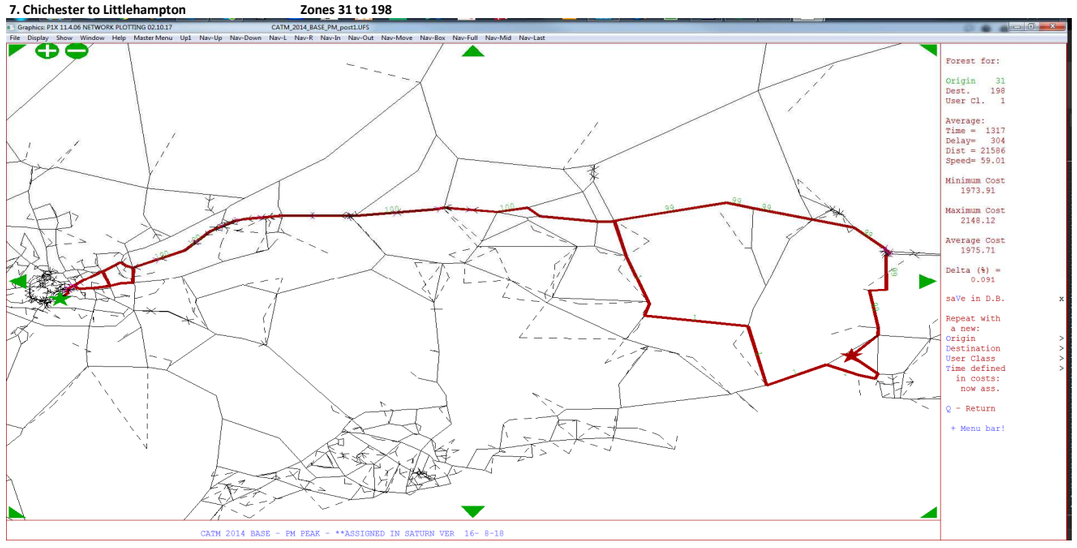
5. Chichester to Southbourne/Emsworth **Zones 31 to 77**



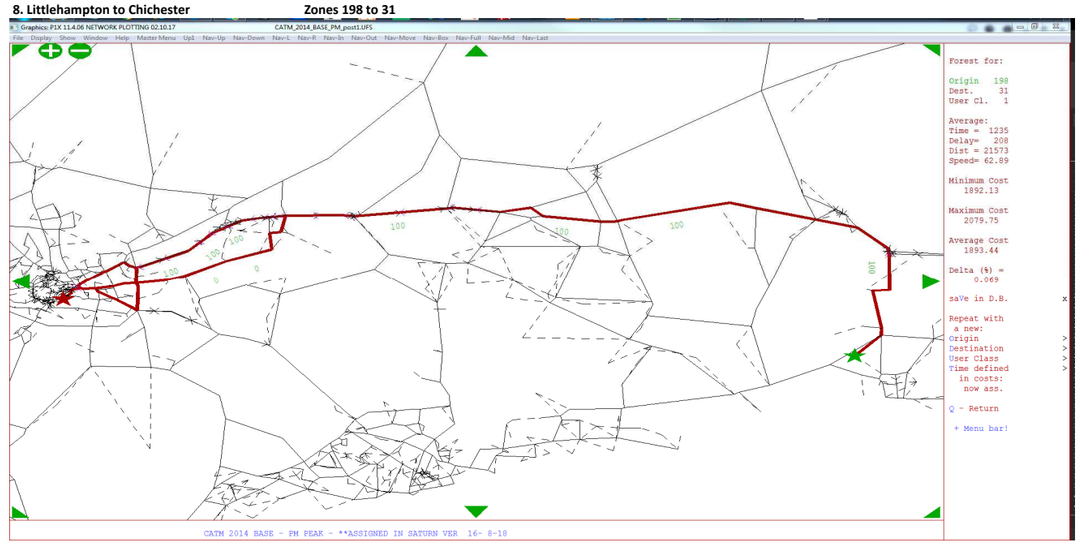
6. Southbourne/Emsworth to Chichester **Zones 77 to 31**



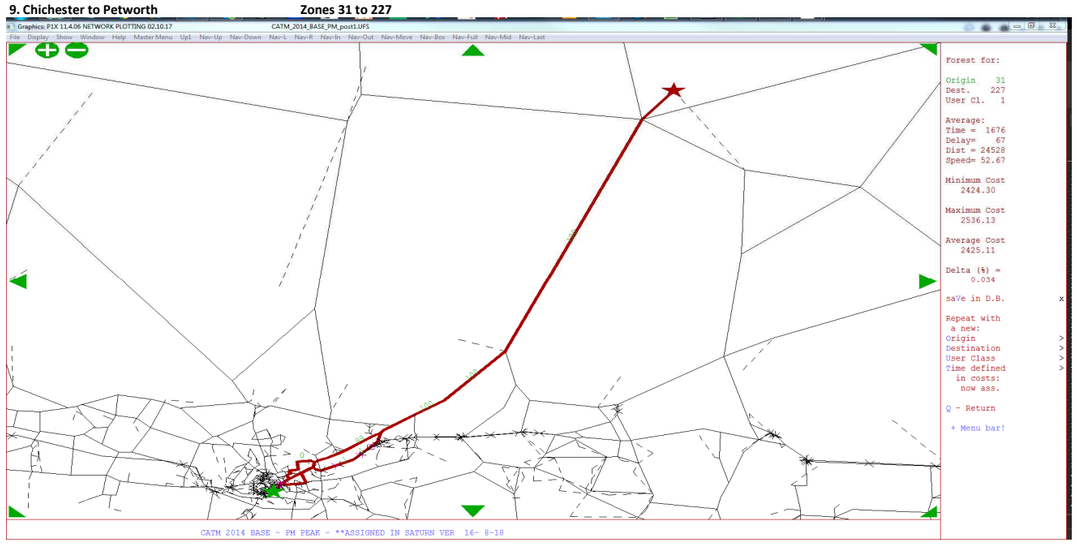
7. Chichester to Littlehampton **Zones 31 to 198**



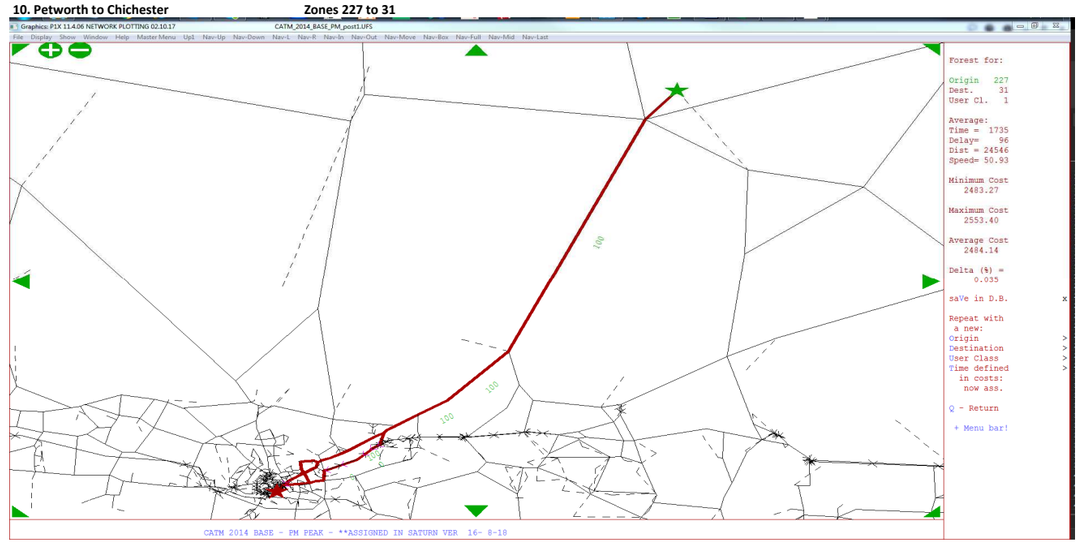
8. Littlehampton to Chichester **Zones 198 to 31**



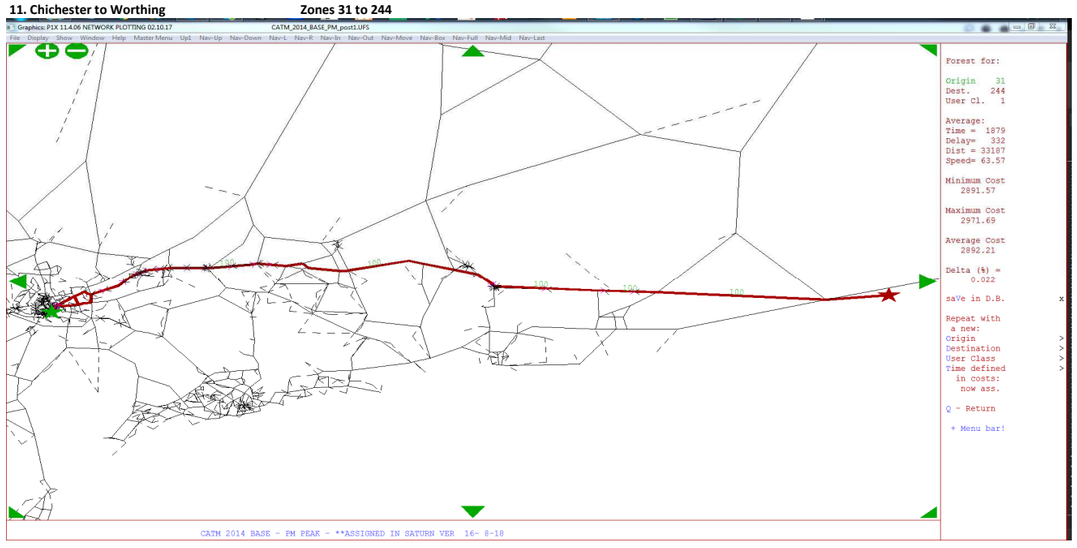
9. Chichester to Petworth **Zones 31 to 227**



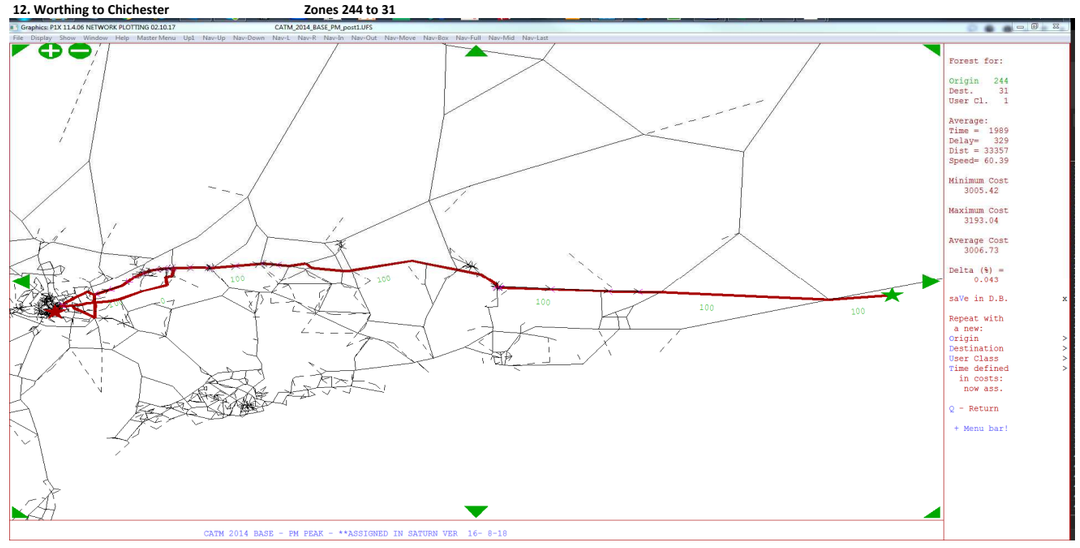
10. Petworth to Chichester **Zones 227 to 31**



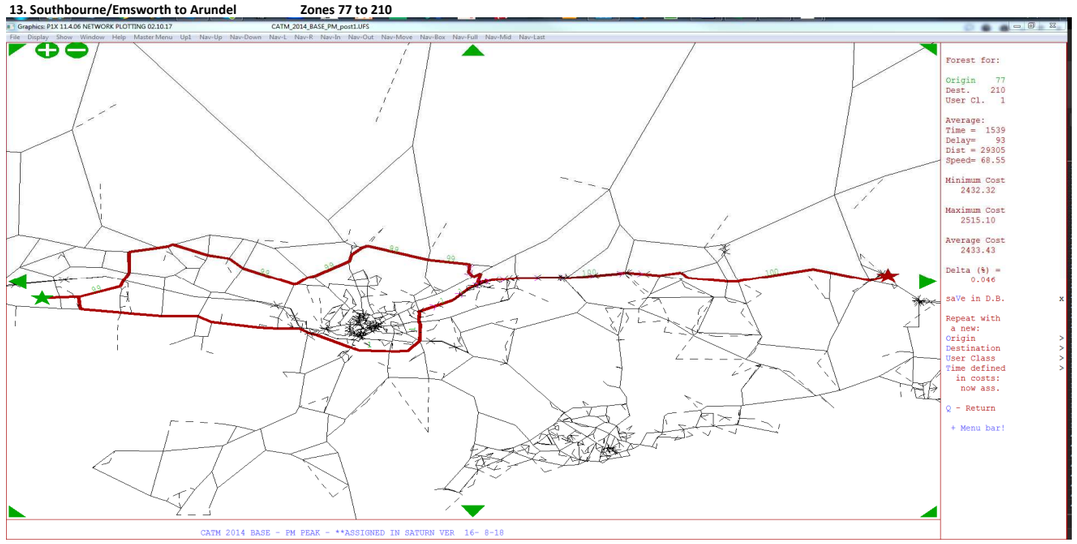
11. Chichester to Worthing **Zones 31 to 244**



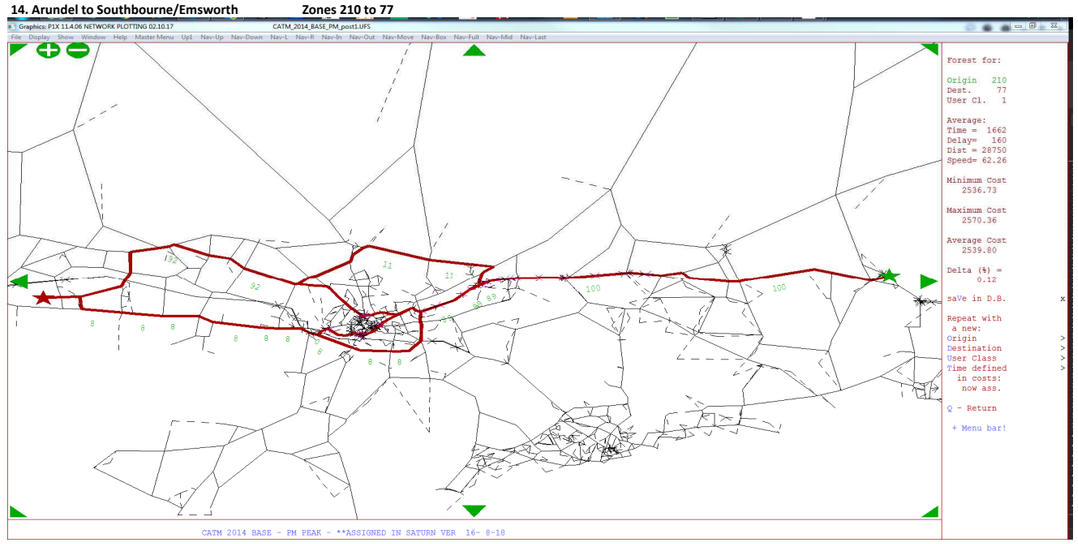
12. Worthing to Chichester **Zones 244 to 31**



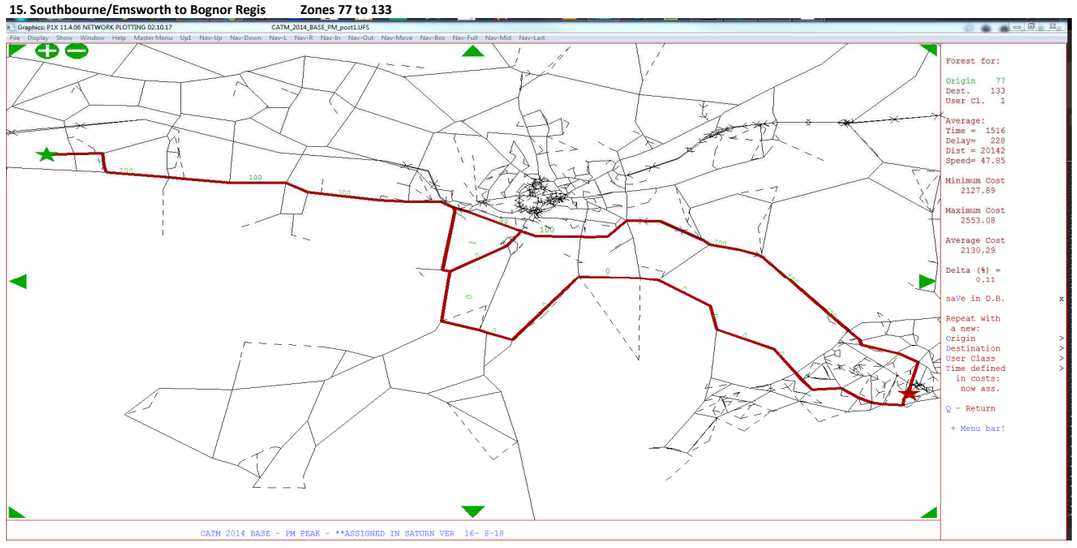
13. Southbourne/Emsworth to Arundel **Zones 77 to 210**



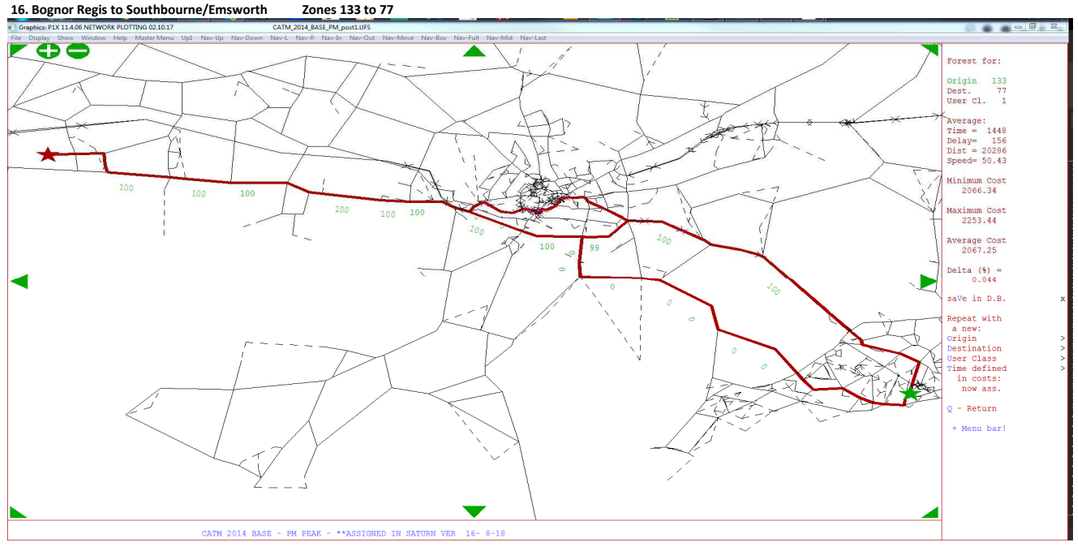
14. Arundel to Southbourne/Emsworth **Zones 210 to 77**



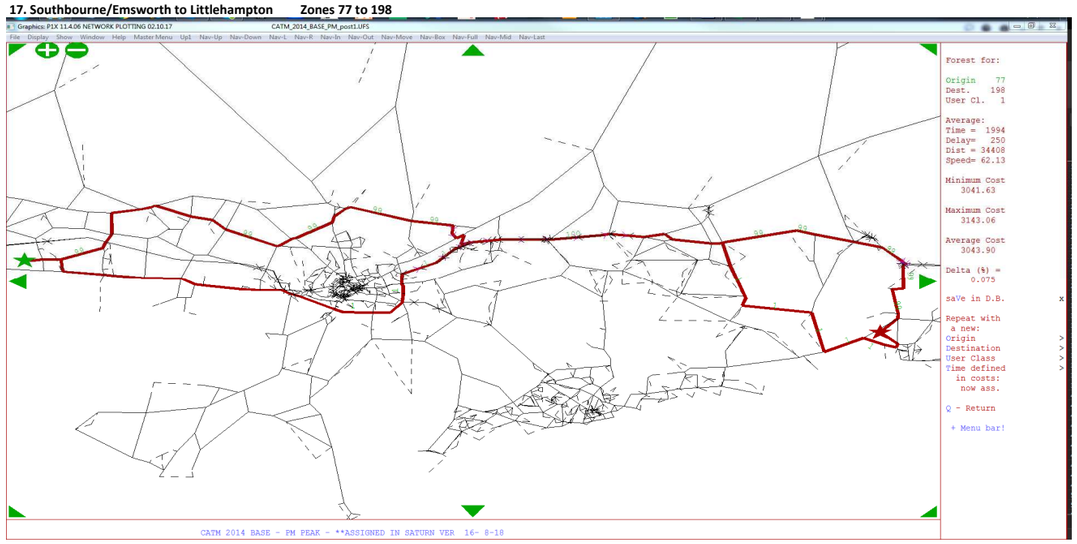
15. Southbourne/Emsworth to Bognor Regis **Zones 77 to 133**



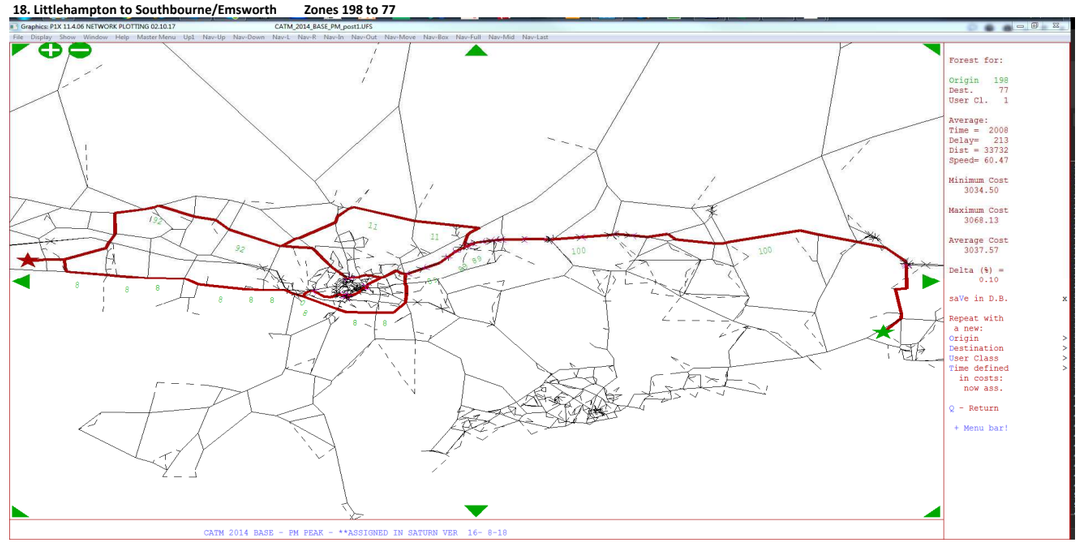
16. Bognor Regis to Southbourne/Emsworth **Zones 133 to 77**



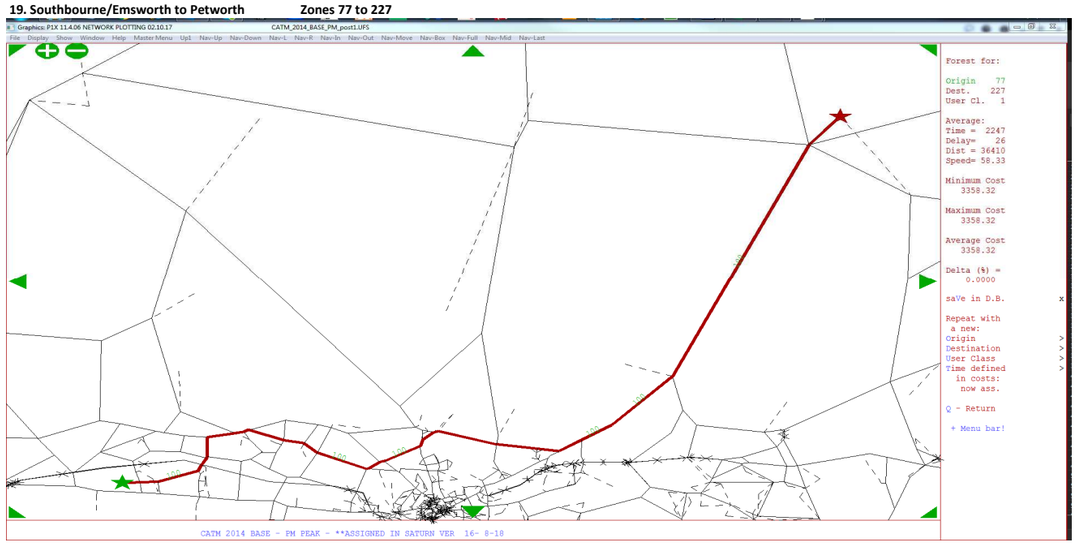
17. Southbourne/Emsworth to Littlehampton Zones 77 to 198



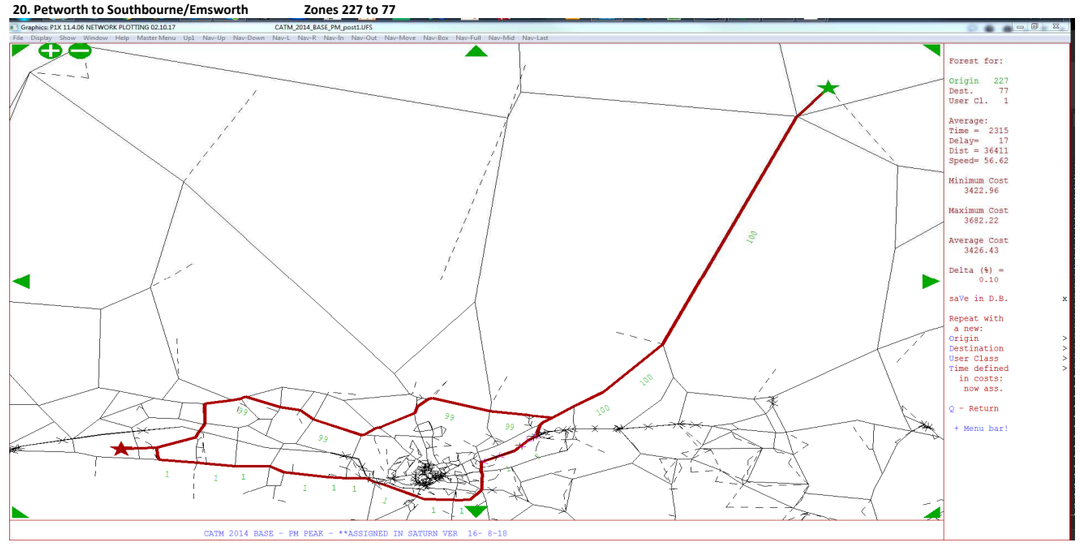
18. Littlehampton to Southbourne/Emsworth Zones 198 to 77



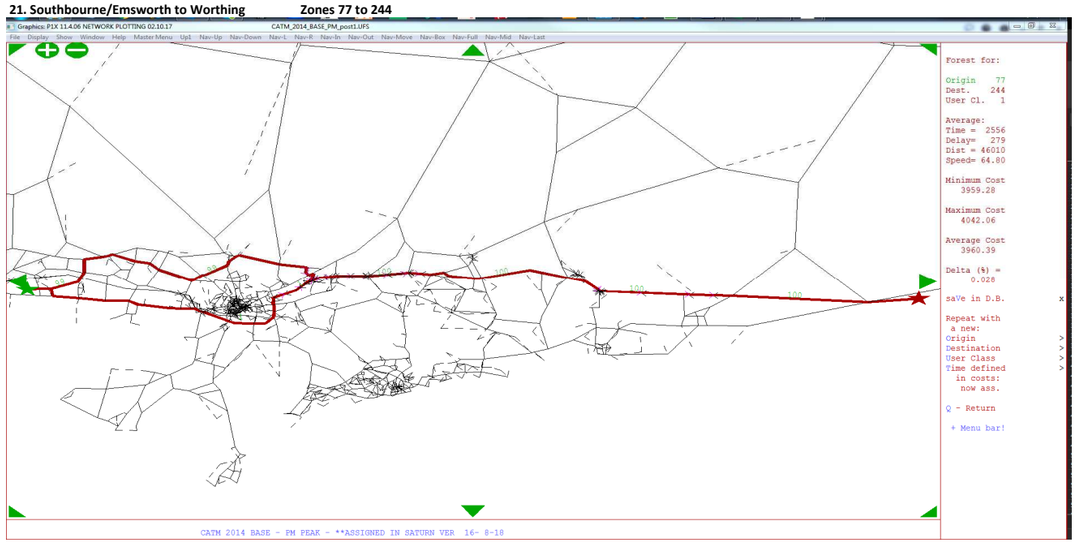
19. Southbourne/Emsworth to Petworth Zones 77 to 227



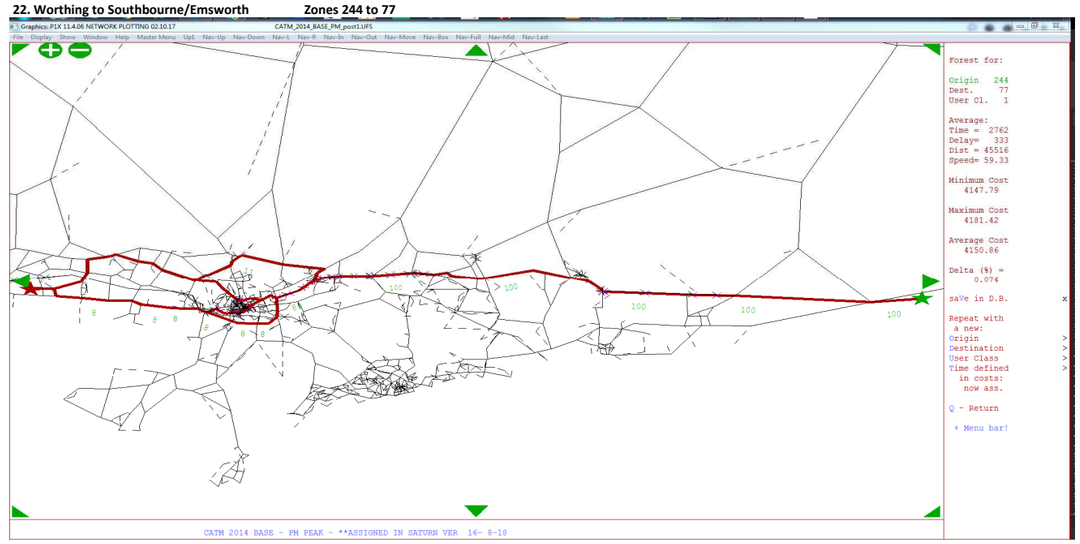
20. Petworth to Southbourne/Emsworth Zones 227 to 77



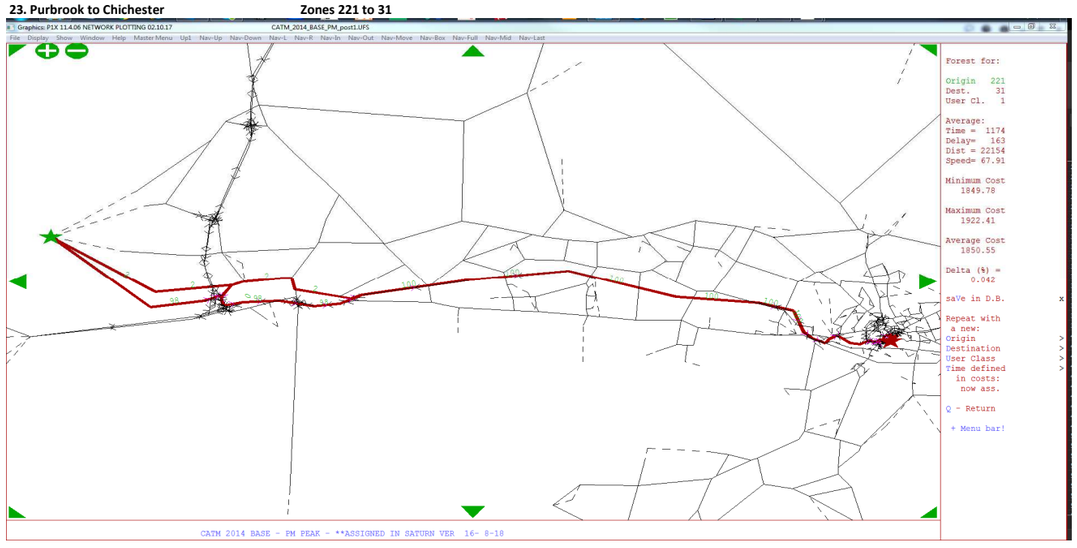
21. Southbourne/Emsworth to Worthing **Zones 77 to 244**



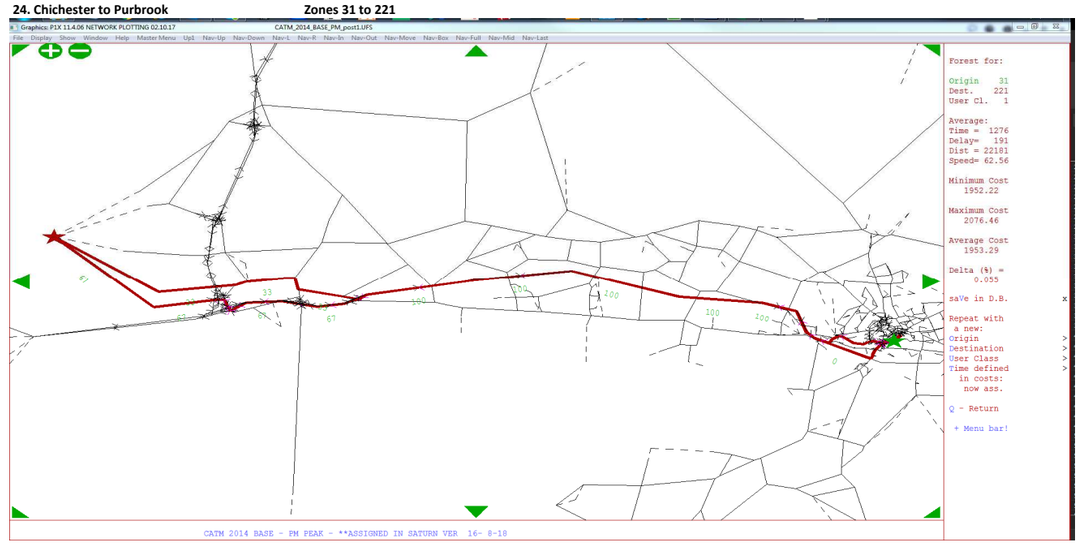
22. Worthing to Southbourne/Emsworth **Zones 244 to 77**



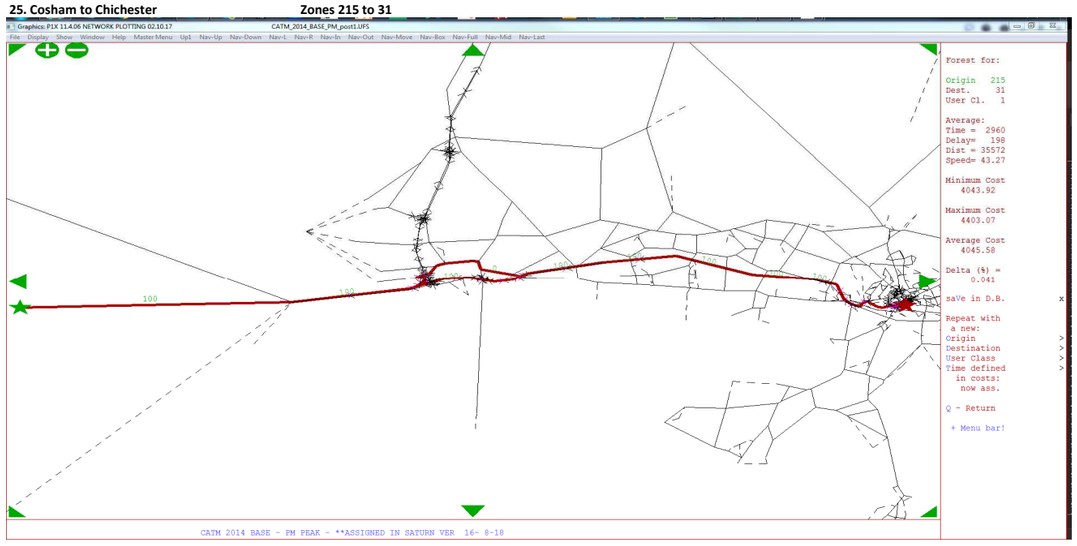
23. Purbrook to Chichester **Zones 221 to 31**



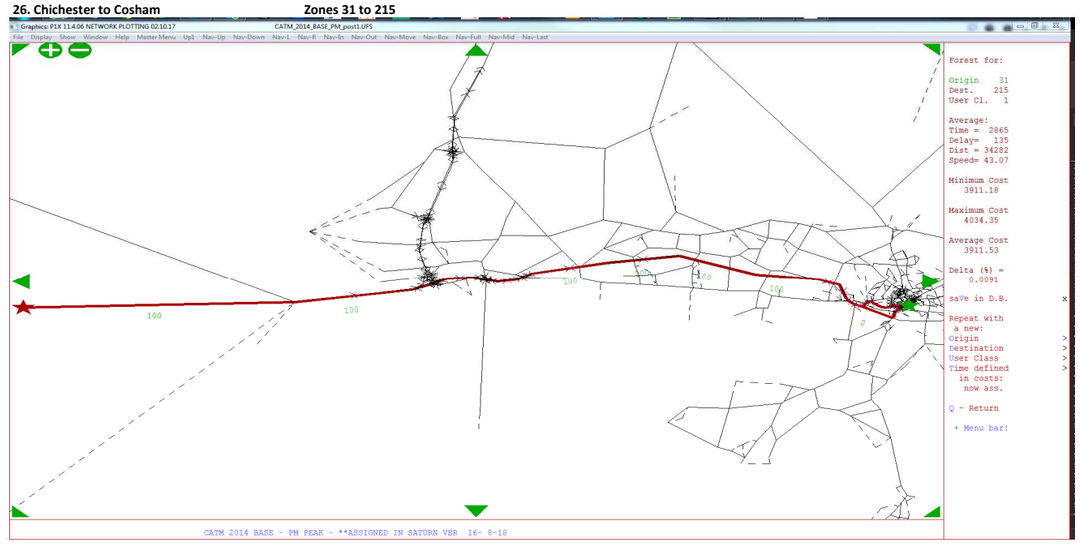
24. Chichester to Purbrook **Zones 31 to 221**



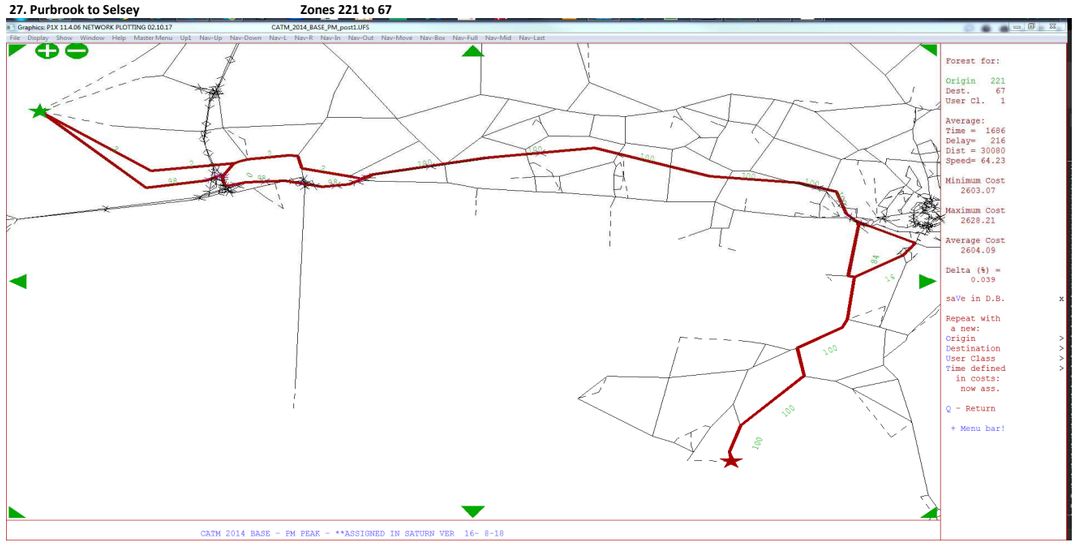
25. Cosham to Chichester **Zones 215 to 31**



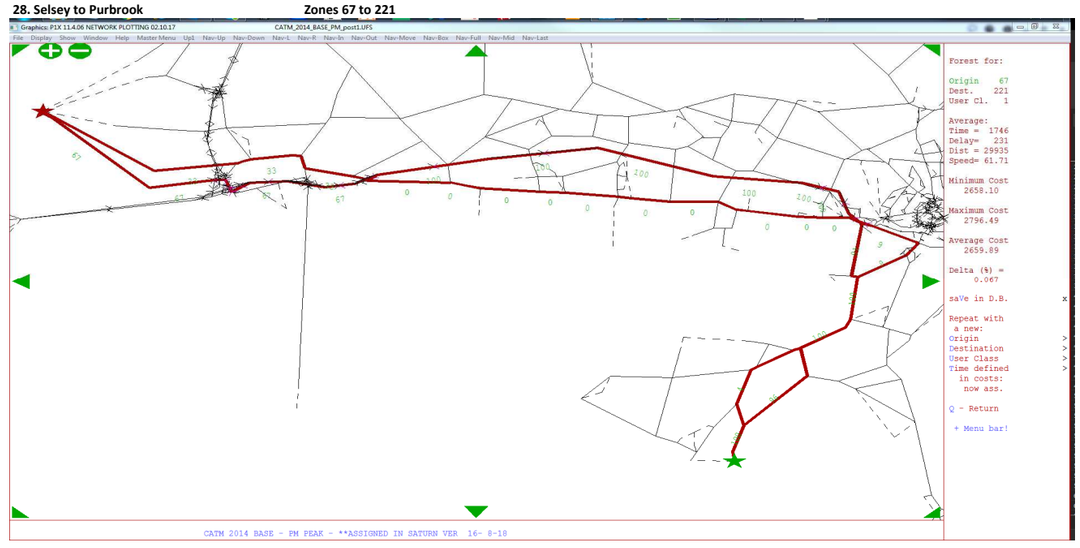
26. Chichester to Cosham **Zones 31 to 215**



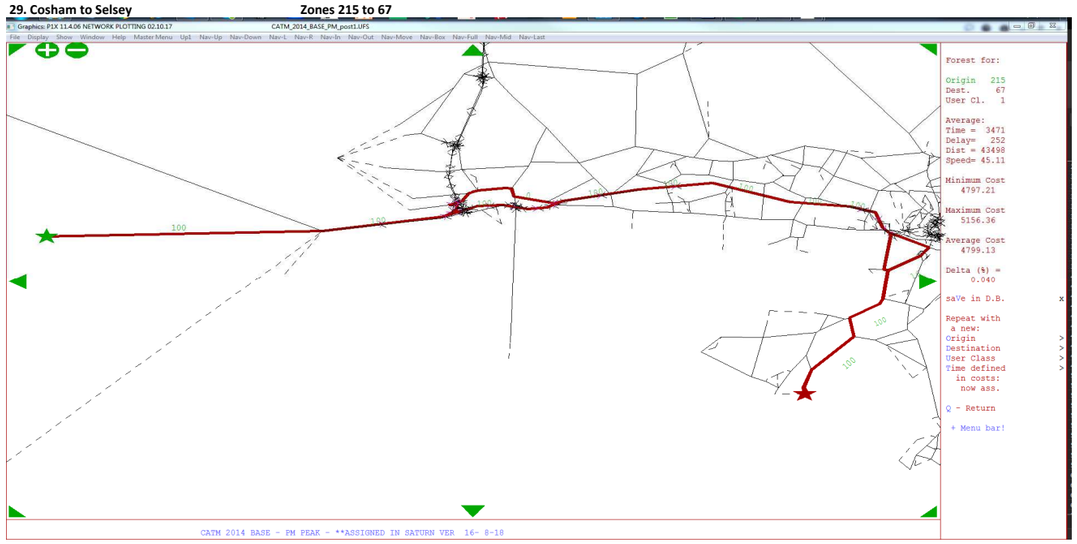
27. Purbrook to Selsey **Zones 221 to 67**



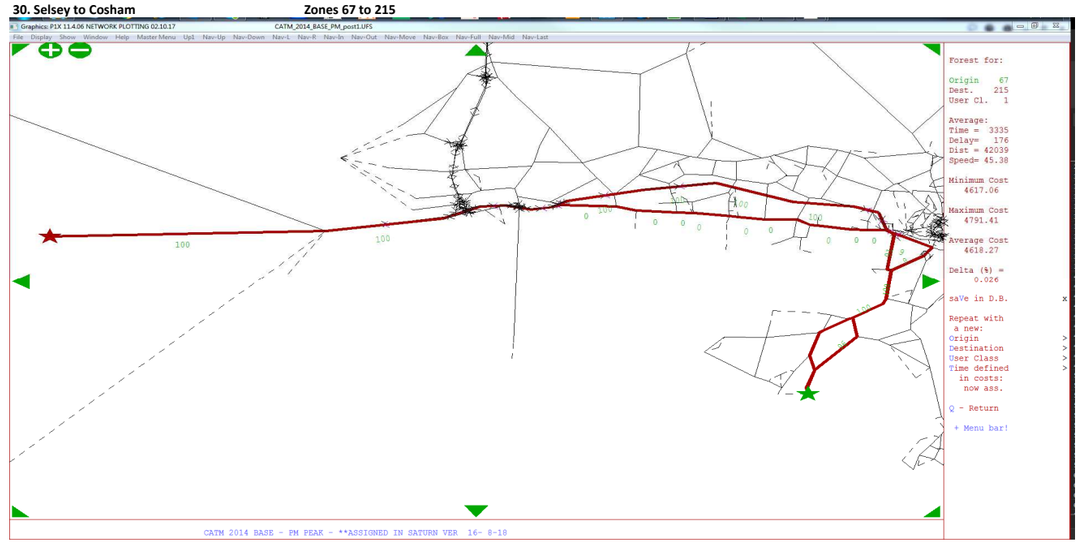
28. Selsey to Purbrook **Zones 67 to 221**



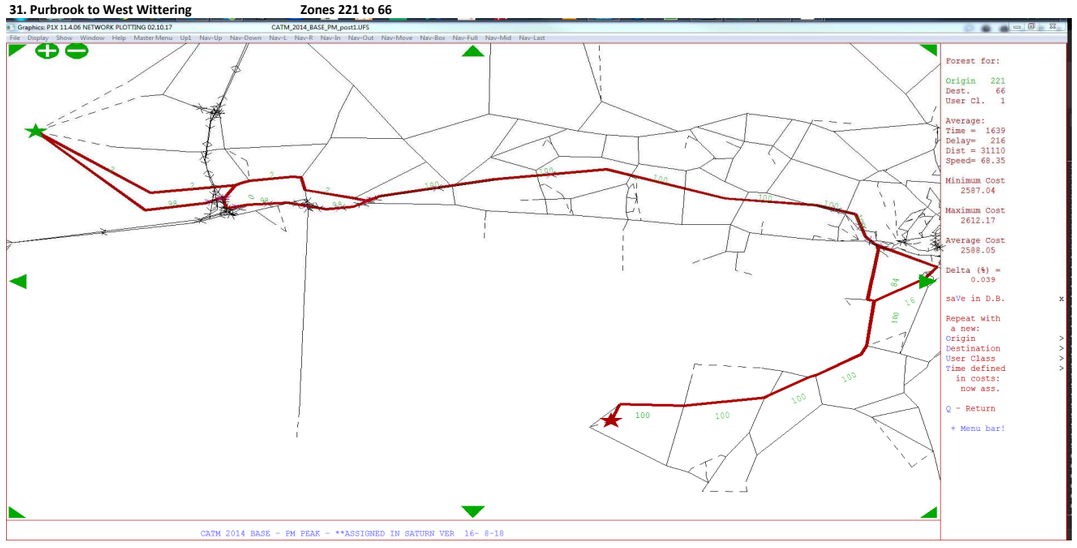
29. Cosham to Selsey **Zones 215 to 67**



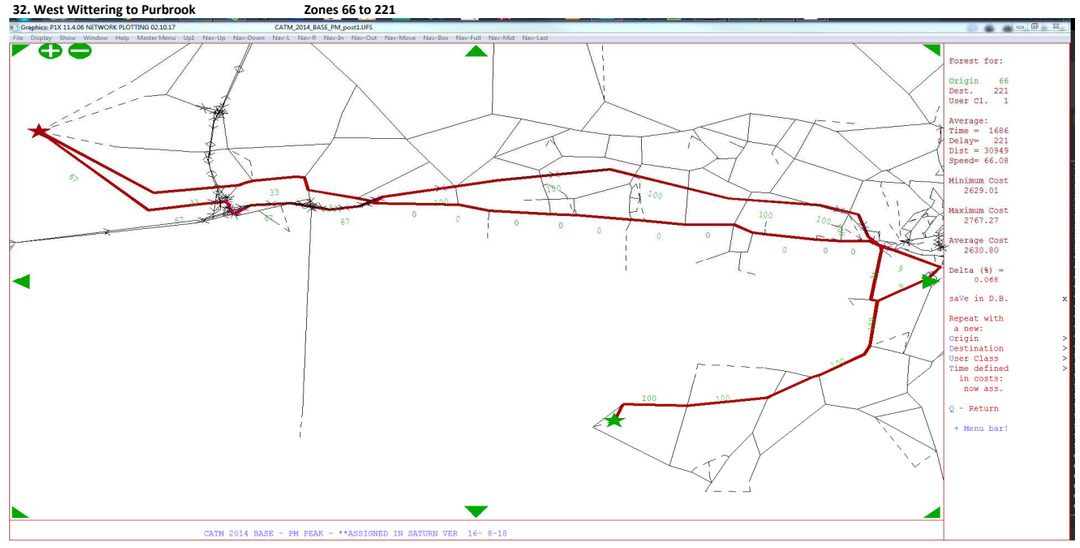
30. Selsey to Cosham **Zones 67 to 215**



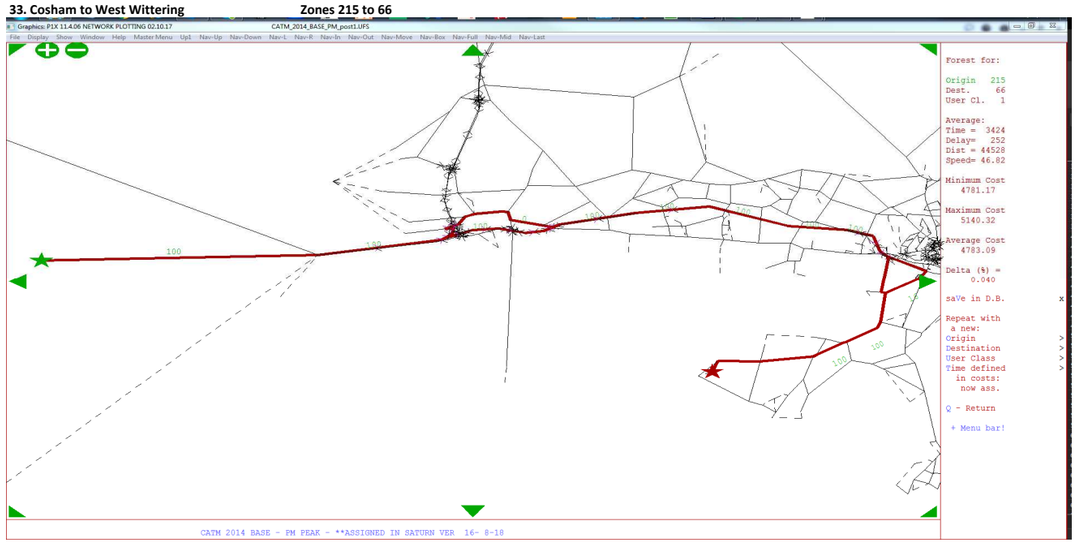
31. Purbrook to West Wittering **Zones 221 to 66**



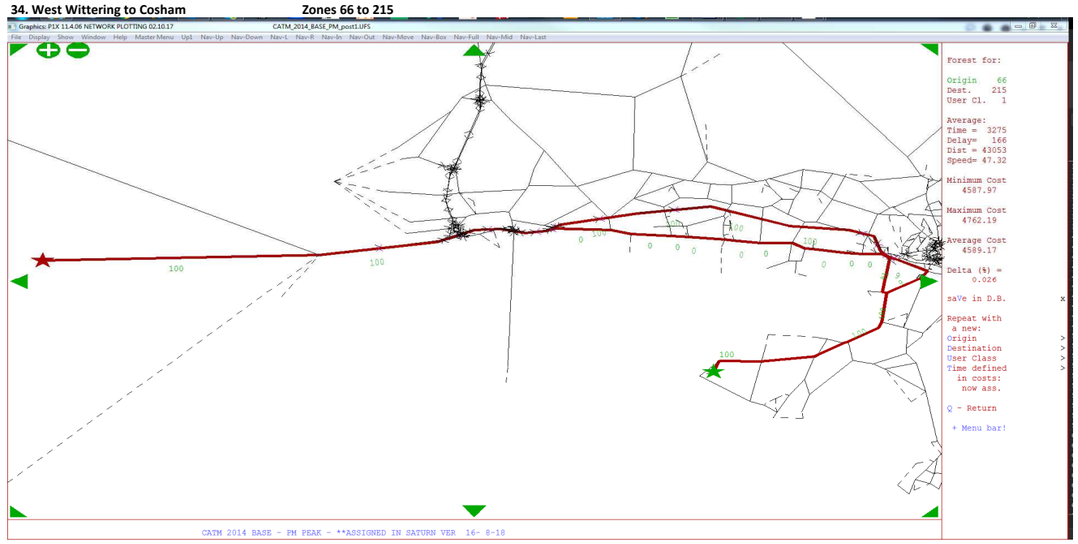
32. West Wittering to Purbrook **Zones 66 to 221**



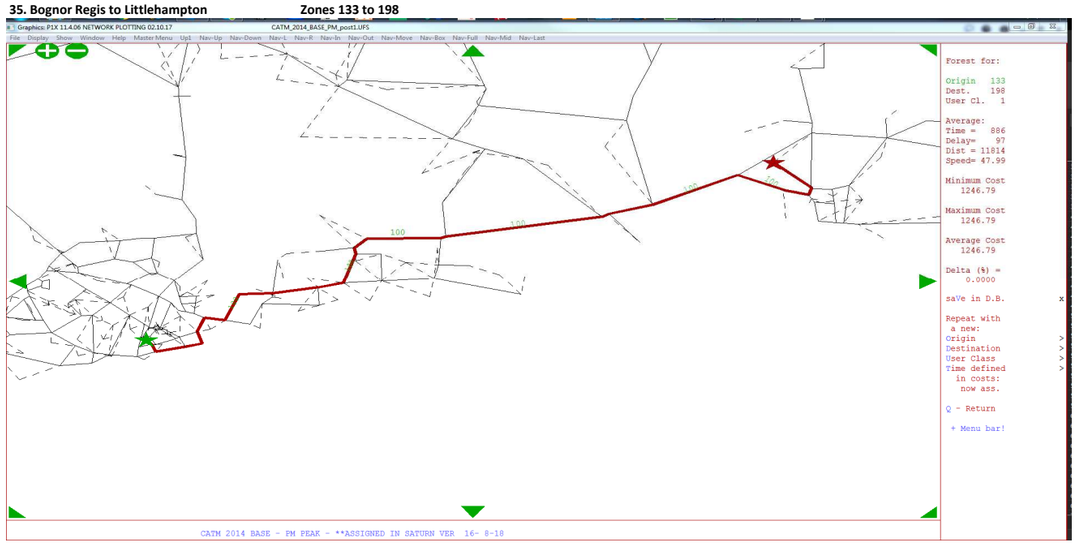
33. Cosham to West Wittering **Zones 215 to 66**



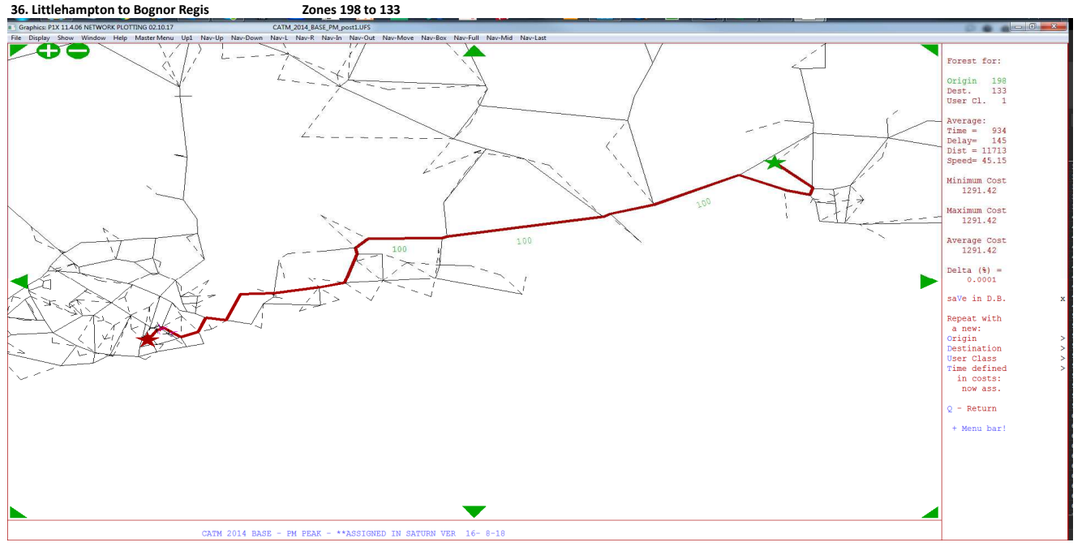
34. West Wittering to Cosham **Zones 66 to 215**



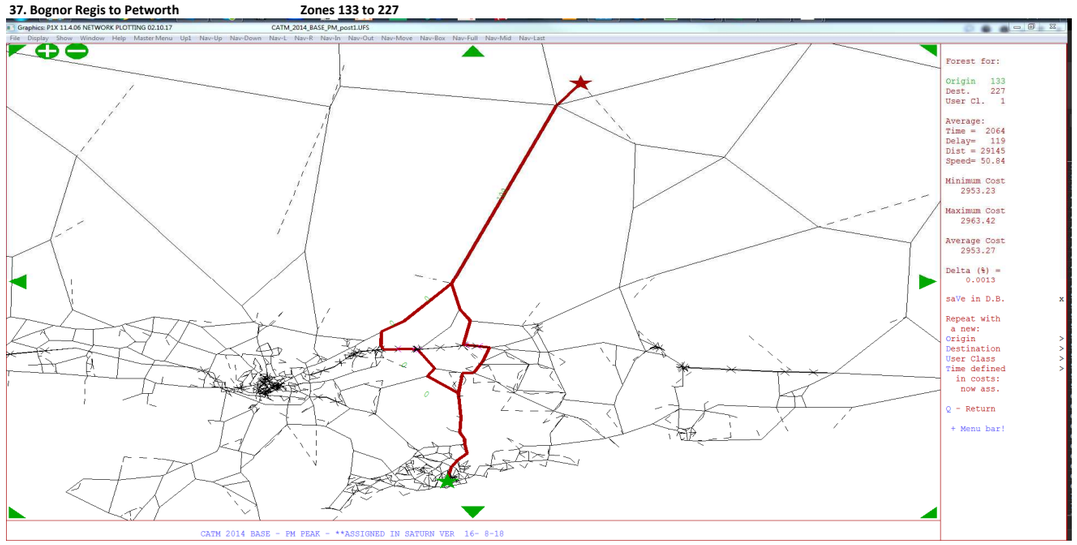
35. Bognor Regis to Littlehampton **Zones 133 to 198**



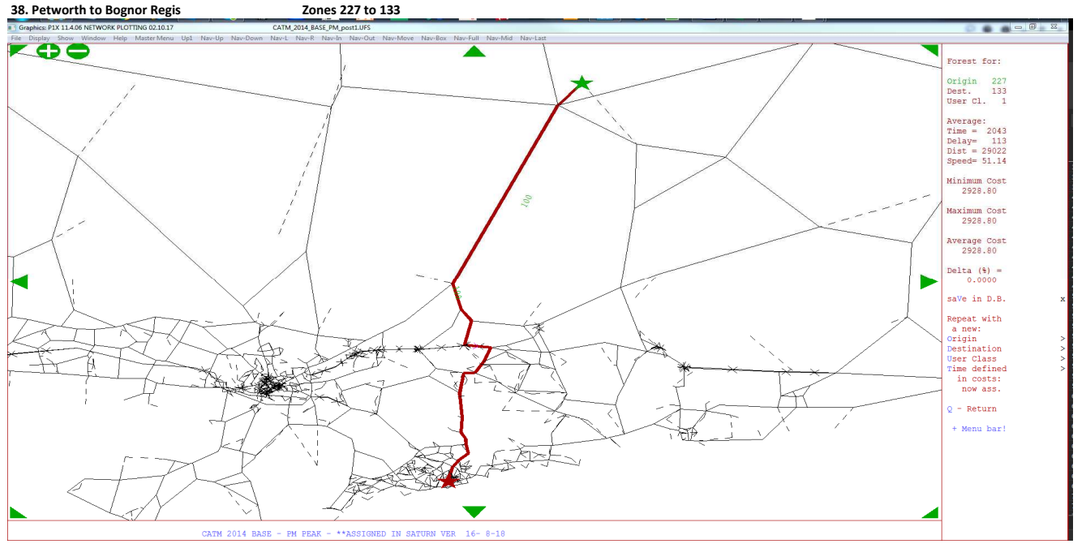
36. Littlehampton to Bognor Regis **Zones 198 to 133**



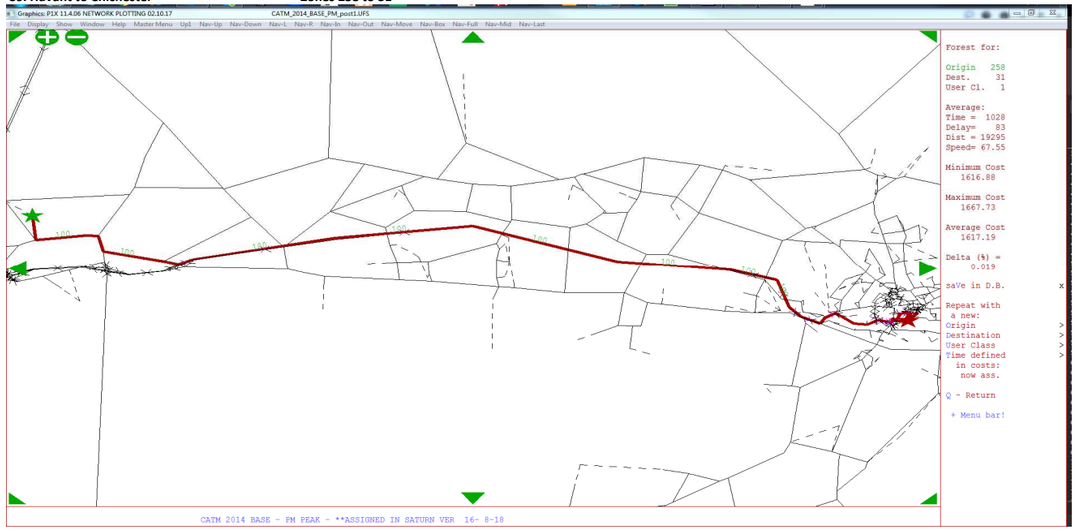
37. Bognor Regis to Petworth **Zones 133 to 227**



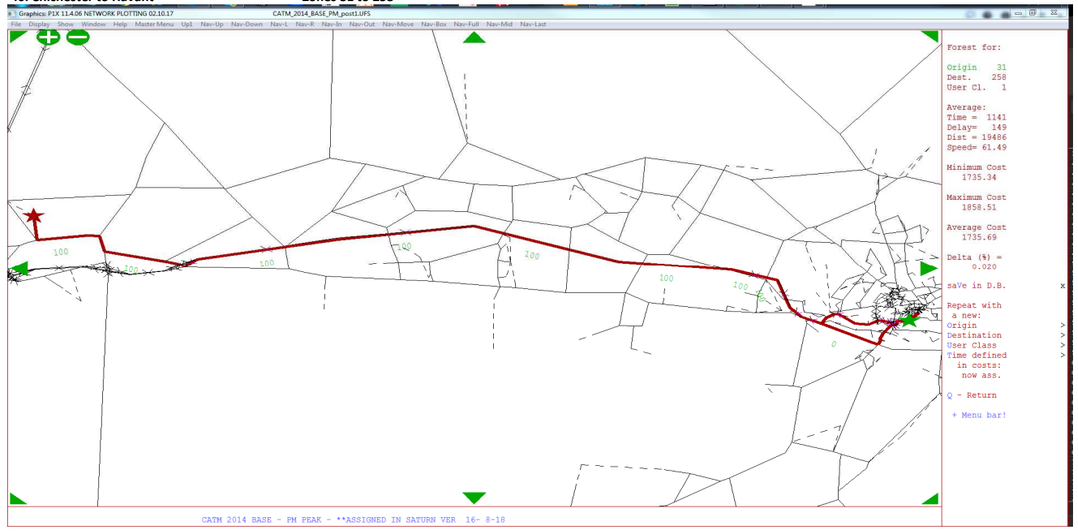
38. Petworth to Bognor Regis **Zones 227 to 133**



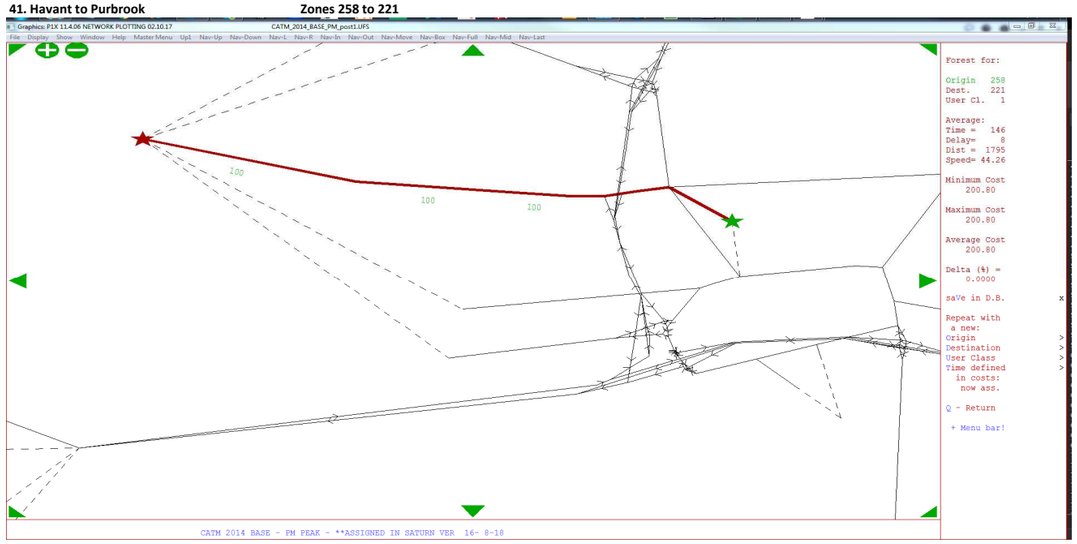
39. Havant to Chichester **Zones 258 to 31**



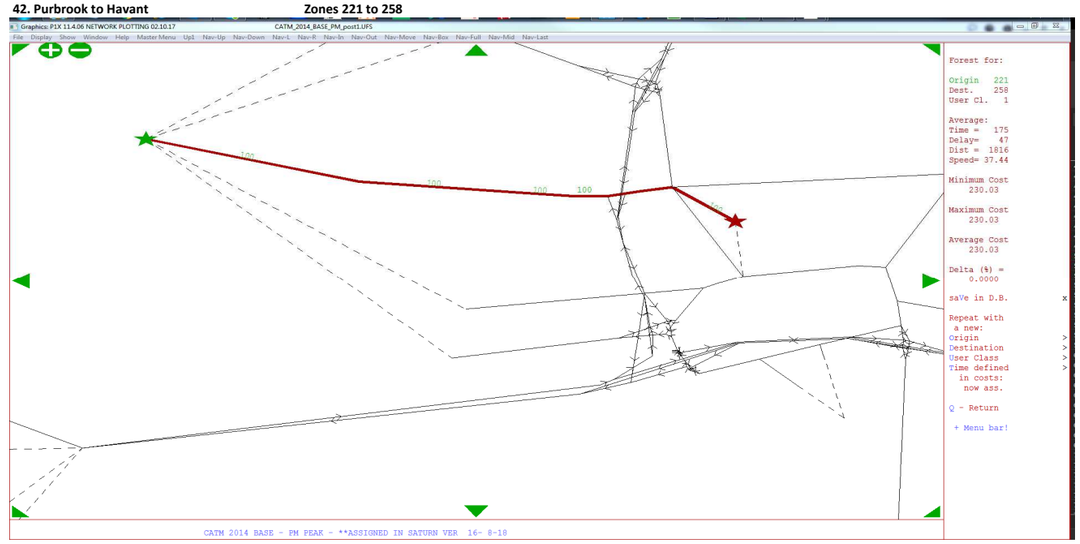
40. Chichester to Havant **Zones 31 to 258**



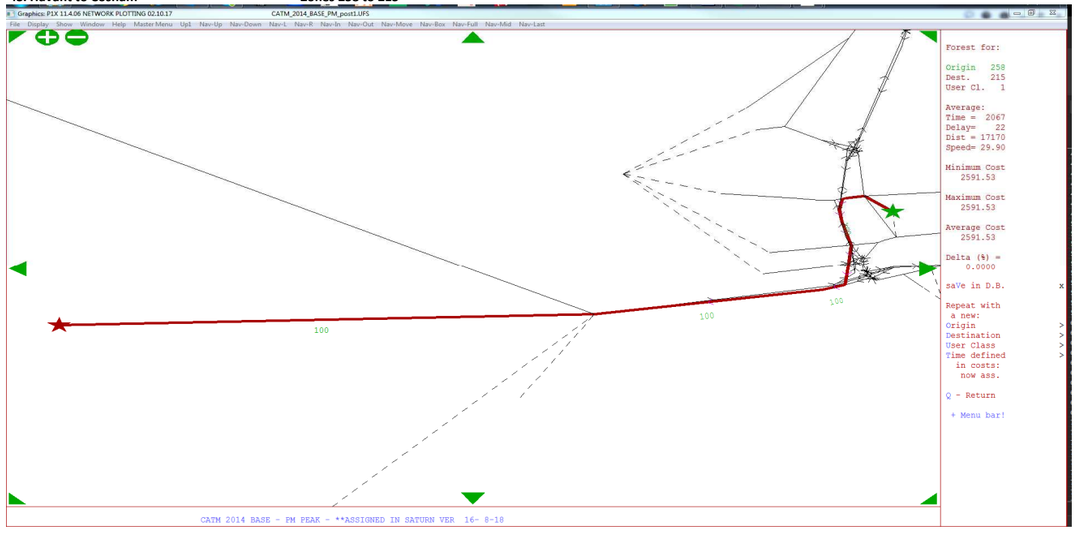
41. Havant to Purbrook **Zones 258 to 221**



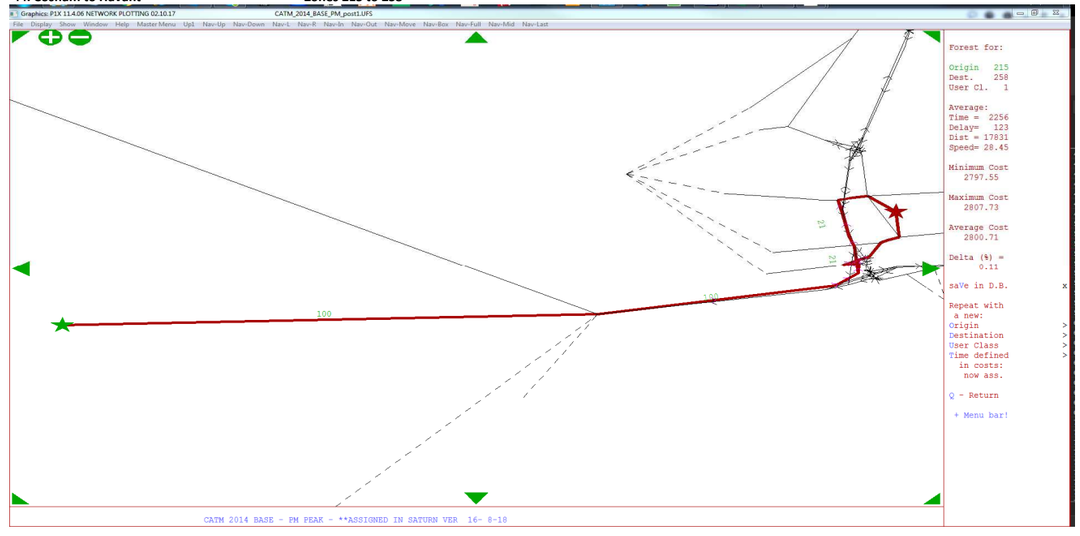
42. Purbrook to Havant **Zones 221 to 258**



43. Havant to Cosham **Zones 258 to 215**



44. Cosham to Havant **Zones 215 to 258**



Appendix B Calibration Counts

AM CALIBRATION

Screenline / Dir	Site Ref	Road	SATURN Link	Observed					Modelled					Diff				
				Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
Inner SL_IN	30	Broyle Road	6158_6157	427	34	461	15	476	466	37	503	15	518	39	3	42	0	42
	32	St Paul's Road	5854_5953	617	52	668	12	680	681	60	740	12	753	64	8	72	0	73
	43	Westgate	5448_5648	315	8	323	4	327	267	8	275	4	278	-48	0	-48	0	-49
	33	Via Ravenna	5344_5544	700	66	766	21	787	628	33	661	27	688	-72	-33	-105	6	-99
	35	Terminus Road	5043_50250	349	41	390	13	403	342	40	382	13	396	-7	-1	-8	0	-7
	37	Stockbridge Road	5739_5839	390	50	440	13	453	335	46	382	13	395	-55	-4	-58	0	-58
	25	Whyke Road	6936_7040	495	49	544	22	566	456	42	499	14	512	-39	-7	-45	-8	-54
	40	Bognor Road	7742_7444	579	75	653	16	669	575	80	654	17	671	-4	5	1	1	2
	42	Oving Road	7952_7750	281	13	294	6	300	315	15	330	6	336	34	2	36	0	36
	46	St Pancras	7555_7253	823	37	861	21	882	905	68	973	23	997	82	31	112	2	115
	105	Barnfield Drive	7658_7061	374	30	404	4	408	349	26	375	3	378	-25	-4	-29	-1	-30
	28	College Lane	6358_6453	160	18	178	10	188	182	17	199	10	209	22	-1	21	0	21
Inner SL_OUT	29	Broyle Road	6157_6158	262	28	290	17	307	264	33	296	17	313	2	5	6	0	6
	31	St Paul's Road	5953_5854	332	39	371	15	386	323	36	359	15	374	-9	-3	-12	0	-12
	44	Westgate	5648_5448	170	10	180	4	184	162	19	181	4	185	-8	9	1	0	1
	34	Via Ravenna	5544_5344	373	38	410	15	425	410	50	460	15	475	37	12	50	0	50
	36	Terminus Road	50250_5043	94	35	130	9	139	99	39	139	6	145	5	4	9	-3	6
	38	Stockbridge Road	5740_5839	269	46	314	19	333	232	43	275	22	297	-37	-3	-39	3	-36
	26	Whyke Road	7040_6936	214	45	259	16	275	267	48	315	15	330	53	3	56	-1	55
	39	Bognor Road	7444_7742	503	65	568	19	587	547	73	620	20	639	44	8	52	1	52
	41	Oving Road	7750_7952	208	20	228	2	230	167	18	186	4	190	-41	-2	-42	2	-40
	45	St Pancras	7253_7555	584	52	636	19	655	581	32	613	19	632	-3	-20	-23	0	-23
	106	Barnfield Drive	7061_7658	129	16	145	4	149	131	16	148	4	152	2	0	3	0	3
	27	College Lane	6453_6358	192	24	215	15	230	193	24	217	15	232	1	0	2	0	2
Outer SL_IN	24	Lavant Road	4264_4262	470	62	532	20	552	542	65	607	20	627	72	3	75	0	75
	95	B2178	40138_50255					664	655	91	746	23	769					105
	11	A27 EB	40124_1760	1,512	146	1,658	190	1,848	1,450	189	1,639	189	1,828	-62	43	-19	-1	-20
	117	Fishbourne Road (West)	4741_9001	498	43	540	13	553	388	40	428	13	441	-110	-3	-112	0	-112
	51	A286	4327_50263	291	33	325	17	342	245	26	271	16	287	-46	-7	-54	-1	-55
	49	B2201 - Selsey Road	11013_50261	225	28	253	9	262	221	27	248	9	257	-4	-1	-5	0	-5
	61	B2145	6925_50264	818	66	883	27	910	870	94	964	27	991	52	28	81	0	81
	152	Vinnetrow Road	50266_10002	170	27	197	6	203	200	28	228	6	234	30	1	31	0	31
	48	Bognor Road	9236_9135	760	95	854	52	906	715	78	793	54	846	-45	-17	-61	2	-60
	110	Shopwhyke Road	8752_8652	369	44	414	13	427	379	55	434	13	447	10	11	20	0	20
	14	Arundel Road	8257_30021	1,875	96	1,971	115	2,086	1,893	136	2,029	123	2,152	18	40	58	8	66
	60	Stane Street	8261_10004	243	22	265	18	283	219	18	237	16	254	-24	-4	-28	-2	-29
	108	Madgwick Lane	8166_7863	261	22	283	15	298	157	22	179	15	194	-104	0	-104	0	-104
Outer SL_OUT	23	Lavant Road	4262_4264	398	53	450	17	467	409	57	465	17	482	11	4	15	0	15
	96	B2178	50255_40138					266	220	33	253	17	270					4
	12	A27 WB	1760_40134	1,542	87	1,629	121	1,750	1,549	187	1,736	154	1,890	7	100	107	33	140
	118	Fishbourne Road (West)	9001_4741	303	87	390	14	404	358	111	469	16	485	55	24	79	2	81
	52	A286	50263_4327	343	37	380	21	401	256	35	290	21	311	-87	-2	-90	0	-90
	50	B2201 - Selsey Road	50261_11013	130	22	153	9	162	127	22	149	9	158	-3	0	-4	0	-4
	62	B2145	50264_6925	350	59	409	26	435	369	34	404	25	428	19	-25	-5	-1	-7
	151	Vinnetrow Road	10002_50266	84	14	98	9	107	166	37	203	10	213	82	23	105	1	106
	47	Bognor Road	9137_9236	559	93	652	53	705	567	94	661	53	713	8	1	9	0	8
	109	Shopwhyke Road	8652_8752	230	21	251	6	257	222	21	243	6	248	-8	0	-8	0	-9
	13	Arundel Road	10003_8258	1,060	113	1,173	123	1,297	1,056	117	1,173	124	1,296	-4	4	0	1	-1
	59	Stane Street	10004_8261	196	22	218	15	233	113	16	129	7	136	-83	-6	-89	-8	-97
	107	Madgwick Lane	7863_8166	277	59	336	21	357	212	48	260	8	268	-65	-11	-76	-13	-89
North SL_SB	90	B2141	1106_4068					191	156	32	189	18	207					16
	98	A286	1077_4880	266	48	314	8	322	283	50	333	10	342	17	2	19	2	20
	76	A285	1656_6973	174	22	196	5	201	152	18	171	4	175	-22	-4	-25	-1	-26
	190	A29	50136_50029	458	79	537	17	554	487	83	570	19	588	29	4	33	2	34
	18	Arundel Road	50018_50063	1,351	71	1,422	109	1,531	1,349	71	1,421	108	1,529	-2	0	-1	-1	-2
North SL_NB	89	B2141	4068_1106					158	72	20	92	10	102					-56
	97	A286	4880_1077	241	44	285	7	292	269	53	322	7	329	28	9	37	0	37
	75	A285	6973_1656	172	33	206	9	215	158	32	190	9	200	-14	-1	-16	0	-15
	189	A29	50029_50136	438	121	559	31	590	471	123	594	31	624	33	2	35	0	34
	17	Arundel Road	50063_50018	895	70	966	123	1,089	860	70	930	120	1,051	-35	0	-36	-3	-38
Bognor Regis SL_SB	93	Pagham Road	50139_50173	329	54	383	21	404	327	53	380	21	401	-2	-1	-3	0	-3
	64	A259	50149_50143	525	85	610	44	654	524	86	610	44	654	-1	1	0	0	0
	92	Lidsey Road	50274_50272	355	74	429	15	444	343	69	411	15	427	-12	-5	-18	0	-17
	80	Church Lane	50164_50021	131	15	146	7	153	145	21	166	7	174	14	6	20	0	21
	82	Grevatt's Lane	50110_50021	429	64	493	24	517	488	63	551	24	575	59	-1	58	0	58
Bognor Regis SL_NB	94	Pagham Road	50173_50139	813	67	880	19	899	842	76	918	18	936	29	9	38	-1	37
	63	A259	50143_50149	885	120	1,004	43	1,047	861	114	976	49	1,025	-24	-6	-28	6	-22
	91	Lidsey Road	50272_50274	394	82	477	16	493	393	79	472	16	487	-1	-3	-5	0	-6
	79	Church Lane	50021_50164	346	28	374	6	380	339	28	367	6	374	-7	0	-7	0	-6
	81	Grevatt's Lane	50021_50110	712	73	785	20	805	715	74	788	20	808	3	1	3	0	3
Arun SL_EB	99	Bridge Road	50109_50204					1,133	989	122	1,111	46	1,157					24
	22	Arundel Relief Road	50192_50193	968	91	1,059	130	1,189	918	91	1,009	128	1,137	-50	0	-50	-2	-52
Arun SL_WB	100	Bridge Road	50204_50109					1,124	839	87	925	87	1,012					-112
	21	Arundel Relief Road	50193_50192	1,135	77	1,212	108	1,320	1,144	78	1,222	109	1,331	9	1	10	1	11
SB	507	on link A3(M) southbound between J3 and J4	40049_40111	2567	457	3,023	257	3,280	1,784	341	2,125	196	2,321	-783	-116	-899	-60	-959
SB	508	on link A3(M) J4 southbound access	40050_40111	742	132	874	74	948	740	132	872	74	946	-2	0	-2	0	-2
WB	504	A27 WB East of A3(M)	40023_40004	2,833	504	3,338	283	3,621	2,399	229	2,627	147	2,774	-435	-276	-710	-136	-847
EB	500	on link A27 eastbound exit for A3(M)	40012_40014	2,141	381	2,522	214	2,737	1,655	379	2,034	173	2,207	-486	-2	-488	-41	-529
EB	501	on link A27 eastbound within the A3(M) junction	40012_40032	2,067	368	2,435	207	2,642	2,058	372	2,430	207	2,637	-9	4	-5	0	-5
NB	509	on link A3(M) J5 northbound access	40014_40116	848	151	999	85	1,084	1,504	167	1,671	105	1,775	655	16	672	20	691
NB	510	on link A3(M) northbound within J5	40015_40116	1,709	304	2,014	171	2,185	469	9	478	1	479	-1,240	-295	-1,536	-170	-1,705
EB	503	A27 EB East of A3(M)	40032_40036	2,749	489	3,238	275	3,513	2,712	411	3,123	209	3,332	-37	-78	-115	-66	-181
WB	502	A27 WB West of A3(M)	40003_1598	2,596	462	3,058	259	3,317	2,377	417	2,794	252	3,046	-218	-45	-264	-7	-271
EB	522	Chichester By-Pass	9001_11001	1,118	197	1,316	116	1,432	1,099	218	1,317	132	1,449	-19	20	1	16	17
WB	523	Chichester By-Pass	11001_9001	1,613	284	1,897	168	2,065	1,641	245	1,886	171	2,057	28	-40	-11	4	-8
EB	524	Chichester By-Pass	11002_11003	1,117	197	1,314	116	1,431	1,048	211	1,259	127	1,386	-69	14	-55	11	-44
WB	525	Chichester By-Pass	6936_11004	1,613	284	1,898	168	2,066	1,560	249	1,809	166	1,975	-53	-35	-88	-2	-90
EB	530	Fisbourne Road (West)	30001_4741	422	84	507	25	532	490	81	571	25	596	67	-3	64	0	64
WB	531	Fisbourne Road (West)	4741_30001	426	85	511	25	536	443	106	550	25	575	18	21	39	0	39
NB	534	Stockbridge Road	5740_5840	486	97	584	29	613	346	49	395	14	410	-140	-48	-188	-15	-203
SB	535	Stockbridge Road	5840_5740	304	61	364	18	383	234	43	277	22	299	-70	-17	-87	4	-83
EB	546	Quarry Lane	7041_7640	233	47	280	14	294	189	40	228	14	243	-44	-7	-51	1	-51
WB	547	Quarry Lane	7640_7041	194	39	232	12	244	193	38	231	12	243	-1	0	-1	0	-1

Site Ref	% Diff					GEH					Flows					WebTAG criterion GEH or				
	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
30	9%	9%	9%	-1%	9%	1.9	0.5	1.9	0.0	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
32	10%	15%	11%	2%	11%	2.5	1.0	2.7	0.1	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
43	-15%	0%	-15%	-1%	-15%	2.8	0.0	2.8	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
33	-10%	-50%	-14%	27%	-13%	2.8	4.7	3.9	1.1	3.7	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass
35	-2%	-2%	-2%	4%	-2%	0.4	0.1	0.4	0.1	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
37	-14%	-7%	-13%	2%	-13%	2.9	0.5	2.9	0.1	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
25	-8%	-14%	-8%	-38%	-9%	1.8	1.0	2.0	2.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
40	-1%	6%	0%	5%	0%	0.2	0.5	0.0	0.2	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
42	12%	16%	12%	-1%	12%	2.0	0.5	2.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
46	10%	85%	13%	12%	13%	2.8	4.3	3.7	0.5	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
105	-7%	-14%	-7%	-20%	-7%	1.3	0.8	1.5	0.4	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
28	14%	-5%	12%	2%	11%	1.7	0.2	1.5	0.1	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
29	1%	18%	2%	0%	2%	0.1	0.9	0.4	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
31	-3%	-8%	-3%	1%	-3%	0.5	0.5	0.6	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
44	-5%	93%	1%	-2%	1%	0.6	2.4	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
34	10%	32%	12%	1%	12%	1.9	1.8	2.4	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
36	6%	13%	7%	-35%	4%	0.5	0.7	0.8	1.2	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
38	-14%	-7%	-12%	18%	-11%	2.3	0.5	2.3	0.8	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
26	25%	6%	22%	-7%	20%	3.4	0.4	3.3	0.3	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
39	9%	12%	9%	3%	9%	1.9	0.9	2.1	0.1	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
41	-20%	-8%	-19%	124%	-17%	3.0	0.4	2.9	1.4	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
45	-1%	-39%	-4%	-1%	-4%	0.1	3.1	0.9	0.1	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
106	2%	3%	2%	3%	2%	0.2	0.1	0.2	0.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
27	0%	2%	1%	1%	1%	0.0	0.1	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
24	15%	5%	14%	0%	14%	3.2	0.4	3.2	0.0	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
95					16%					3.9					Fail					Pass
11	-4%	29%	-1%	-1%	-1%	1.6	3.3	0.5	0.1	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
117	-22%	-7%	-21%	-1%	-20%	5.2	0.5	5.1	0.0	5.0	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
51	-16%	-20%	-17%	-8%	-16%	2.8	1.2	3.1	0.3	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
49	-2%	-2%	-2%	0%	-2%	0.3	0.1	0.3	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
61	6%	42%	9%	1%	9%	1.8	3.1	2.7	0.0	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
152	18%	3%	16%	-3%	15%	2.2	0.2	2.1	0.1	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
48	-6%	-18%	-7%	3%	-7%	1.7	1.8	2.1	0.2	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
110	3%	25%	5%	-2%	5%	0.5	1.6	1.0	0.1	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
14	1%	41%	3%	7%	3%	0.4	3.7	1.3	0.7	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
60	-10%	-18%	-10%	-9%	-10%	1.6	0.9	1.7	0.4	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
108	-40%	0%	-37%	3%	-35%	7.2	0.0	6.9	0.1	6.6	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
23	3%	7%	3%	-1%	3%	0.5	0.5	0.7	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
96					2%					0.3					Pass					Pass
12	0%	115%	7%	27%	8%	0.2	8.5	2.6	2.8	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
118	18%	27%	20%	14%	20%	3.0	2.4	3.8	0.5	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
52	-25%	-7%	-24%	-1%	-22%	5.0	0.4	4.9	0.0	4.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
50	-2%	0%	-3%	1%	-2%	0.2	0.0	0.3	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
62	6%	-42%	-1%	-5%	-2%	1.0	3.6	0.3	0.3	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
151	98%	166%	107%	9%	99%	7.3	4.6	8.6	0.3	8.4	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Fail
47	1%	1%	1%	-1%	1%	0.3	0.1	0.3	0.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
109	-4%	-1%	-3%	-5%	-3%	0.6	0.0	0.5	0.1	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
13	0%	3%	0%	0%	0%	0.1	0.3	0.0	0.1	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
59	-42%	-26%	-41%	-54%	-42%	6.7	1.3	6.8	2.5	7.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
107	-23%	-19%	-23%	-61%	-25%	4.2	1.5	4.4	3.3	5.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
90					8%					1.1					Pass					Pass
98	6%	4%	6%	19%	6%	1.0	0.3	1.0	0.5	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
76	-12%	-17%	-13%	-20%	-13%	1.7	0.8	1.9	0.5	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
190	6%	5%	6%	9%	6%	1.3	0.4	1.4	0.4	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
18	0%	0%	0%	-1%	0%	0.0	0.0	0.0	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
89					-35%					4.9					Pass					Pass
97	12%	21%	13%	2%	13%	1.8	1.3	2.1	0.0	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
75	-8%	-3%	-8%	1%	-7%	1.1	0.2	1.1	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
189	7%	2%	6%	-1%	6%	1.5	0.2	1.4	0.1	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
17	-4%	0%	-4%	-2%	-4%	1.2	0.0	1.2	0.2	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
93	-1%	-1%	-1%	0%	-1%	0.1	0.1	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
64	0%	1%	0%	0%	0%	0.0	0.1	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
92	-4%	-7%	-4%	1%	-4%	0.7	0.6	0.9	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
80	11%	42%	14%	3%	13%	1.2	1.5	1.6	0.1	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
82	14%	-1%	12%	0%	11%	2.7	0.1	2.5	0.0	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
94	4%	13%	4%	-6%	4%	1.0	1.0	1.3	0.3	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
63	-3%	-5%	-3%	14%	-2%	0.8	0.5	0.9	0.9	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
91	0%	-4%	-1%	-2%	-1%	0.1	0.4	0.2	0.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
79	-2%	0%	-2%	5%	-2%	0.4	0.0	0.3	0.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
81	0%	1%	0%	1%	0%	0.1	0.1	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
99					2%					0.7					Pass					Pass
22	-5%	0%	-5%	-1%	-4%	1.6	0.0	1.6	0.2	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
100					-10%					3.4					Pass					Pass
21	1%	2%	1%	1%	1%	0.3	0.2	0.3	0.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
507	-31%	-25%	-30%	-23%	-29%	16.8	5.8	17.7	4.0	18.1	Fail	Fail	Fail	Pass	Fail	Fail	Fail	Fail	Pass	Fail
508	0%	0%	0%	0%	0%	0.1	0.0	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
504	-15%	-55%	-21%	-48%	-23%	8.5	14.4	13.0	9.3	15.0	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail
500	-23%	0%	-19%	-19%	-19%	11.2	0.1	10.2	3.0	10.6	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
501	0%	1%	0%	0%	0%	0.2	0.2	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
509	77%	11%	67%	23%	64%	19.1	1.3	18.4	2.0	18.3	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
510	-73%	-97%	-76%	-99%	-78%	37.6	23.6	43.5	18.3	46.7	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail
503	-1%	-16%	-4%	-24%	-5%	0.7	3.7	2.0	4.3	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
502	-8%	-10%	-9%	-3%	-8%	4.4	2.2	4.9	0.4	4.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
522	-2%	10%	0%	14%	1%	0.6	1.4	0.0	1.4	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
523	2%	-14%	-1%	2%	0%	0.7	2.4	0.3	0.3	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
524	-6%	7%	-4%	10%	-3%	2.1	1.0	1.5	1.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
525	-3%	-12%	-5%	-1%	-4%	1.3	2.2	2.1	0.2	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
530	16%	-4%	13%	0%	12%	3.1	0.4	2.7	0.0	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
531	4%	25%	8%	0%	7%	0.9	2.2	1.7	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
534	-29%	-50%	-32%	-50%	-33%	6.9	5.6	8.5	3.1	9.0	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
535	-23%	-29%	-24%	24%	-22%	4.3	2.4	4.9	1.0	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
546	-19%	-15%	-18%	4%	-17%	3.1	1.1	3.2	0.2	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
547	0%	-1%	0%	3%	0%	0.1	0.0	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	TOTAL				
	GEH OR Hourly flows				
	Car	LGV	Lights	HGV	Total
Pass	79	84	78	85	84
Fail	8	3	9	2	9
%Pass	91%	97%	90%	98%	90%

Screenline / Dir	Site Ref	Road	SATURN Link	Observed					Modelled					Diff					% Diff					GEH					Flows					WebTAG criterion GEH or FLOW				
				Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
Inner SL_IN	30	Broyle Road	6158_6157	411	38	449	18	467	414	39	453	17	470	3	1	4	-1	3	1%	2%	1%	-5%	1%	0.2	0.2	0.2	0.2	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	32	St Paul's Road	5854_5953	372	34	406	14	420	355	34	389	14	403	-17	0	-17	0	-17	-4%	0%	-4%	-3%	-4%	0.9	0.0	0.8	0.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	43	Westgate	5448_5648	157	6	163	4	167	178	8	186	4	191	21	2	23	0	24	14%	31%	14%	9%	14%	1.6	0.7	1.8	0.2	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	33	Via Ravenna	5344_5544	496	38	534	19	553	457	35	493	18	511	-39	-3	-42	-1	-42	-8%	-8%	-8%	-4%	-8%	1.8	0.5	1.8	0.2	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	35	Terminus Road	5043_50250	181	25	206	16	222	182	30	212	16	228	1	5	6	0	6	0%	21%	3%	0%	3%	0.1	1.0	0.4	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	37	Stockbridge Road	5739_5839	278	37	314	13	327	268	53	320	21	341	-10	16	6	8	14	-4%	42%	2%	62%	4%	0.6	2.3	0.3	2.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	25	Whyke Road	6936_7040	306	38	344	20	364	322	39	361	20	381	16	1	17	0	17	5%	2%	5%	0%	5%	0.9	0.1	0.9	0.0	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	40	Bognor Road	7742_7444	433	47	480	17	497	447	51	497	17	514	14	4	17	0	17	3%	8%	4%	1%	4%	0.6	0.6	0.8	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	42	Oving Road	7952_7750	189	18	207	4	211	143	17	160	5	165	-46	-1	-47	1	-46	-24%	-4%	-23%	16%	-22%	3.6	0.2	3.4	0.3	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	46	St Pancras	7555_7253	771	39	810	21	831	789	37	826	21	847	18	-2	16	0	16	2%	-4%	2%	0%	2%	0.6	0.3	0.6	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	105	Barnfield Drive	7658_7061	227	18	245	6	251	226	17	243	6	249	-1	-1	-2	0	-2	-1%	-4%	-1%	1%	-1%	0.1	0.2	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	28	College Lane	6358_6453	122	14	137	8	145	122	14	136	8	144	0	0	-1	0	-1	0%	0%	-1%	-2%	-1%	0.0	0.0	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Inner SL_OUT	29	Broyle Road	6157_6158	354	23	377	18	395	356	23	379	18	397	2	0	2	0	2	0%	0%	0%	-1%	0%	0.1	0.0	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	31	St Paul's Road	5953_5854	384	29	413	11	424	384	30	414	11	425	0	1	1	0	1	0%	4%	0%	-1%	0%	0.0	0.2	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	44	Westgate	5648_5448	146	13	158	4	162	151	14	165	4	169	5	1	7	0	7	3%	7%	4%	-2%	4%	0.4	0.2	0.5	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	34	Via Ravenna	5544_5344	508	35	543	25	568	527	33	560	25	585	19	-2	17	0	17	4%	-4%	3%	1%	3%	0.8	0.3	0.7	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	36	Terminus Road	50250_5043	153	35	188	13	201	154	37	191	13	204	1	2	3	0	3	1%	5%	2%	0%	2%	0.1	0.3	0.2	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	38	Stockbridge Road	5740_5839	360	34	394	16	410	338	52	390	22	412	-22	18	-4	6	2	-6%	53%	-1%	38%	1%	1.2	2.7	0.2	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	26	Whyke Road	7040_6936	264	31	295	18	313	305	32	337	18	355	41	1	42	0	42	16%	4%	14%	-1%	13%	2.4	0.2	2.4	0.1	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	39	Bognor Road	7444_7742	525	63	588	18	606	458	56	514	15	529	-67	-7	-74	-3	-77	-13%	-11%	-13%	-15%	-13%	3.0	0.9	3.2	0.7	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	41	Oving Road	7750_7952	222	15	237	5	242	257	18	275	7	282	35	3	38	2	40	16%	20%	16%	35%	16%	2.3	0.7	2.4	0.7	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	45	St Pancras	7253_7555	739	48	788	23	811	720	50	770	23	793	-19	2	-18	0	-18	-3%	4%	-2%	1%	-2%	0.7	0.2	0.6	0.1	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	106	Barnfield Drive	7061_7658	212	22	234	7	241	213	23	236	7	243	1	1	2	0	2	0%	3%	1%	-1%	1%	0.1	0.1	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	27	College Lane	6453_6358	155	18	173	10	183	155	18	173	10	183	0	0	0	0	0	0%	0%	0%	0%	0%	0.0	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Outer SL_IN	24	Lavant Road	4264_4262	359	47	406	15	421	323	49	372	15	387	-36	2	-34	0	-34	-10%	4%	-8%	1%	-8%	2.0	0.3	1.7	0.0	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	95	B2178	40138_50255					297	249	33	282	13	294					-3					-1%					0.1					Pass					Pass
	11	A27 EB	40124_1760	1,289	115	1,405	187	1,592	1,256	155	1,411	153	1,564	-33	40	6	-34	-28	-3%	35%	0%	-18%	-2%	0.9	3.4	0.2	2.6	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	117	Fishbourne Road (West)	4741_9001	392	72	464	19	483	454	72	527	19	546	62	0	63	0	63	16%	1%	14%	2%	13%	3.0	0.0	2.8	0.1	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	51	A286	4327_50263	432	53	485	23	508	387	53	440	23	463	-45	0	-45	0	-45	-10%	-1%	-9%	-2%	-9%	2.2	0.1	2.1	0.1	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	49	B2201 - Selsey Road	11013_50261	160	24	184	10	194	157	26	183	10	193	-3	2	-1	0	-1	-2%	9%	-1%	0%	-1%	0.3	0.4	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	61	B2145	6925_50264	454	51	505	28	533	411	47	458	27	485	-43	-4	-47	-1	-48	-9%	-8%	-9%	-4%	-9%	2.1	0.6	2.1	0.2	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	152	Vinnetrow Road	50266_10002	153	30	183	10	193	169	31	200	10	210	16	1	17	0	17	11%	3%	9%	-1%	9%	1.3	0.1	1.2	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	48	Bognor Road	9236_9135	636	89	726	57	783	732	97	829	54	883	96	8	103	-3	100	15%	9%	14%	-5%	13%	3.7	0.9	3.7	0.4	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	110	Shopwhyke Road	8752_8652	192	23	215	6	221	143	22	164	5	170	-49	-2	-51	-1	-51	-26%	-7%	-24%	-10%	-23%	3.8	0.3	3.7	0.3	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	14	Arundel Road	8257_30021	1,258	102	1,360	150	1,510	1,253	99	1,353	150	1,503	-5	-3	-7	0	-7	0%	-2%	-1%	0%	0%	0.1	0.3	0.2	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	60	Stane Street	8261_10004	253	23	276	18	294	261	24	284	18	302	8	1	8	0	8	3%	3%	3%	-1%	3%	0.5	0.1	0.5	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	108	Madgwick Lane	8166_7863	231	37	268	17	285	192	38	229	18	247	-39	1	-39	1	-38	-17%	1%	-14%	3%	-13%	2.7	0.1	2.5	0.1	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Outer SL_OUT	23	Lavant Road	4262_4264	346	46	392	14	406	357	46	402	14	416	11	0	10	0	10	3%	-1%	3%	0%	3%	0.6	0.1	0.5	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	96	B2178	50255_40138					324	256	27	283	12	295					-29					-9%					1.6					Pass					Pass
	12	A27 WB	1760_40134	1,186	117	1,303	179	1,481	1,254	164	1,418	152	1,570	68	47	115	-27	89	6%	40%	9%	-15%	6%	1.9	4.0	3.1	2.1	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	118	Fishbourne Road (West)	9001_4741	423	72	495	20	515	433	75	508	20	528	10	3	13	0	13	2%	4%	3%	0%	2%	0.5	0.3	0.6	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	52	A286	50263_4327	510	39	548	29	577	504	44	548	27	575	-6	5	0	-2	-2	-1%	14%	0%	-8%	0%	0.3	0.8	0.0	0.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	50	B2201 - Selsey Road	50261_11013	160	21	181	7	188	170	21	191	7	198	10	0	10	0	10	6%	-1%	5%	6%	5%	0.8	0.0	0.7	0.2	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	62	B2145	50264_6925	471	53	524	30	554	473	51	523	32	555	2	-2	-1	2	1	0%	-4%	0%	6%	0%	0.1	0.3	0.0	0.3	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	151	Vinnetrow Road	10002_50266	227	38	265	11	276	213	36	249	9	258	-14	-2	-16	-2	-18	-6%	-6%	-6%	-19%	-7%	0.9	0.4	1.0	0.7	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	47	Bognor Road	9137_9236	634	91	725	59	784	633	91	724	67	791	-1	0	-1	8	7	0%	0%	0%	13%	1%	0.0	0.0	0.0	1.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	109	Shopwhyke Road	8652_8752	220	25	246	6	252	231	25	256	9	265	11	0	10	3	13	5%	1%	4%	43%	5%	0.7	0.1	0.6	1.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	13	Arundel Road	10003_8258	1,133	96	1,229	133	1,362	1,139	96	1,235	121	1,356	6	0	6	-12	-6	1%	0%	1%	-9%	0%	0.2	0.0	0.2	1.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	59	Stane Street	10004_8261	247	25	272	23	295	253	26	279	20	299	6	1	7	-3	4	2%	6%	3%	-12%	1%	0.4	0.3	0.4	0.6	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	107	Madgwick Lane	7863_8166	224	33	257	15	272	154	31	185	11	196	-70	-2	-72	-4	-76	-31%	-6%	-28%	-29%	-28%	5.1	0.3	4.8	1.2	5.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
North SL_SB	90	B2141	1106_4068					131	59	13	72	14	86					-45					-34%					4.3					Pass					Pass
	98	A286	1077_4880	240	44	284	7	291	251	47	297	15	312	11	3	13	8	21	4%	6%	5%	109%	7%	0.7	0.4	0.8	2.3	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	76	A285	1656_6973	180	28	209	9	218	198	28	226	10	236	18	0	17	1	18	10%	0%	8%	6%	8%	1.3	0.0	1.2	0.2	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	190	A29	50136_50029	304	78	382	19	401	317	77	394	19	413	13	-1	12	0	12	4%	-1%	3%	1%	3%	0.7	0.1	0.6	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	18	Arundel Road	50018_50063	881	77	958	127	1,085	849	76	926	126	1,052	-32	-1	-32	-1	-33	-4%	-1%	-3%	-1%	-3%	1.1	0.1	1.1	0.1	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
North SL_NB	89	B2141	4068_1106					113	45	9	53	9	62					-51					-45%					5.4					Pass					Pass
	97	A286	4880_1077	196	35	231	6	237	206	33	239	9	248	10	-2	8	3	11	5%	-7%	3%	54%	5%	0.7	0.4	0.5	1.2	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	75	A285	6973_1656	149	21	171	6	177	141	22	163	6	169	-8	1	-8	0	-8	-5%	3%	-5%	1%	-5%	0.7	0.1	0.7	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	189	A29	50029_50136	293	69	362	15	377	312	69	381	15	397	19	0	19	0	20	7%	0%	5%	1%	5%	1.1	0.0	1.0	0.0	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	17	Arundel Road	50063_50018	868	73	941	119	1,060	820	72	892	118	1,010	-48	-1	-49	-1	-50	-6%	-1%	-5%	-1%	-5%	1.7	0.1	1.6	0.1	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Bognor Regis SL_SB	93	Pagham Road	50139_50173	461	55	517	17	534	439	55	494	18	512	-22	0	-23	1	-22	-5%	0%	-4%	5%	-4%	1.0	0.0	1.0	0.2	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	64	A259	50149_50143	665	80	744	48	792	688	81	769	47	816	23	1	25	-1	24	3%	1%	3%	-2%	3%	0.9	0.1	0.9	0.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	92	Lidsey Road	50274_50272	332	69	401	14	415	321	66	387	14	401	-11	-3	-14	0	-14	-3%	-4%	-3%	-2%	-3%	0.6	0.4	0.7	0.1	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	80	Church Lane	50164_50021	144	19	163	7	170	149	21	170	7	177	5	2	7	0	7	4%	9%	4%	3%	4%	0.5	0.4	0.6	0.1	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	82	Grevatt's Lane	50110_50021	536	67	602	19	621	538	68	606	19	625	2	1	4	0	4	0%	1%	1%	2%	1%	0.1	0.1	0.1	0.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Bognor Regis SL_NB	94	Pagham Road	50173_50139	428	51	480	18	498	397	48	445	17	462	-31	-3	-35	-1	-36	-7%	-7%	-7%	-3%	-7%	1.5	0.5	1.6	0.1	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	63	A259	50143_50149	638	82	720	50	770	676	86	763	51	813	38	4	43	1	43	6%	5%	6%	1%	6%	1.5	0.5	1.6	0.1	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	91	Lidsey Road	50272_50274	335	48	383	13	396	320	47	367	13	380	-15	-1	-16	0	-16	-5%	-2%	-4%	-1%	-4%	0.9	0.1	0.8	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	79	Church Lane	50021_50164	147	20	168	7	175	142	20	162	7	169	-5	0	-6	0	-6	-3%	-2%	-4%	-2%	-4%	0.4	0.1	0.5	0.1	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	81	Grevatt's Lane	50021_50110	484	65	549	21	570	495	66	560	22	582	11	1	11	1	12	2%	1%	2%	3%	2%	0.5	0.1	0.5	0.1	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Arun SL_EB	99	Bridge Road	50109_50204					989	767	118	885	61	946					-43					-4%					1.4					Pass					Pass
	22	Arundel Relief Road	50192_50193	950	87	1,037	124	1,161	891	86	978	122	1,100	-59	-1	-59	-2	-61	-6%	-1%	-6%	-1%	-5%	1.9	0.1	1.9	0.1	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Arun SL_WB	100	Bridge Road	50204_50109					1,022	797	90	887	72	959					-63					-6%					2.0					Pass					Pass
	21	Arundel Relief Road	50193_50192	930	83	1,014	125	1,139	899	82	981	124	1,106	-31	-1	-33	-1	-33	-3%	-1%	-3%	0%	-3%	1.0	0.1	1.0	0.1	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
SB	507	3(M) southbound between	40049_40111	1,546	254	1,800	138	1,938	1,528	253	1,782	138	1,920	-17	-1	-18	-1	-19	-1%	0%	-1%	0%	-1%	0.4	0.1	0.4	0.1	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
SB	508	ink A3(M) J4 southbound ac	40050_40111	493	81	575	44	619	493	81	574	40	614	0	0	-1	-5	-5	0%	0%	0%	-10%	-1%	0.0	0.0	0.0	0.7	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	504	A27 WB East of A3(M)	40023_40004	2,063	340	2,403	185	2,587	2,021	295	2,315	186	2,501	-42	-45	-87	1	-86	-2%	-13%	-4%	1%	-3%	0.9	2.5	1.8	0.1	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	500	nk A27 eastbound exit for A	40012_40014	1,663	274	1,937	149	2,086	1,538	274	1,812	128	1,940	-125	0	-125	-21	-146	-8%	0%	-6%	-14%	-7%	3.1	0.0	2.9	1.8	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	501	7 eastbound within the A3(M	40012_40032	1,536	253	1,789	137	1,926	1,505	252	1,757	136	1,893	-31	-1	-32	-2	-34	-2%	0%	-2%	-1%	-2%	0.8	0.1	0.8	0.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
NB	509	ink A3(M) J5 northbound ac	40014_40116	663	109	772	59	832	1,424	117	1,541	90	1,631	761	8	768	30	799	115%	7%	99%	51%	96%	23.5	0.7	22.6	3.5	22.8	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
NB	510	ink A3(M) northbound withi	40015_40116	1,402	231	1,633	125	1,758	512	147	659	40	699	-890	-84	-974	-86	-1,059	-63%	-36%	-60%	-68%	-60%	28.8	6.1	28.8	9.4	30.2	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
EB	503	A27 EB East of A3(M)	40032_40036	2,112	348	2,460	189	2,649	2,238	348	2,585	189	2,774	126	0	126	0	125	6%	0%	5%	0%	5%	2.7	0.0	2.5	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	502	A27 WB West of A3(M)	40003_1598	1,656	273	1,929	148	2,077	2,142	282	2,424	177	2,601	486	10	495	29	524	29%	4%	26%	19%	25%	11.1	0.6	10.6	2.3	10.8	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
EB	522	Chichester By-Pass	9001_11001	1,211	206	1,417	115	1,532	1,231	208	1,439	115	1,553	20	2	22	0	21	2%	1%	2%	0%	1%	0.6	0.1	0.6	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	523	Chichester By-Pass	11001_9001	1,269	216	1,485	120	1,605	1,229	227	1,456	120	1,576	-39	11	-29	0	-29	-3%	5%	-2%	0%	-2%	1.1	0.7	0.7	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	524	Chichester By-Pass	11002_11003	1,202	205	1,407	114	1,521	1,185	206	1,391	114	1,505	-17	1	-16	0	-16	-1%	0%	-1%	0%	-1%	0.5	0.1	0.4	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	525	Chichester By-Pass	6936_11004	1,262	215	1,477	120	1,597	1,227	222	1,449	120	1,569	-35	7	-28	1	-27	-3%	3%	-2%	1%	-2%	1.0	0.5	0.7	0.1	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	530	Fisbourne Road (West)	30001_4741	375	75	450	25	474	396	75	471	26	497	21	1	22	1	23	6%	1%	5%	4%	5%	1.1	0.1	1.0	0.2	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	531	Fisbourne Road (West)	4741_30001	380	76	456	25	481	425	77	502	25	527	44	1	46	0	46	12%	1%	10%	1%	9%	2.2	0.1	2.1	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
NB	534	Stockbridge Road	5740_5840	317	63	379	21	400	267	53	320	21	341	-49	-10	-59	0	-59	-16%	-15%	-16%	1%	-15%	2.9	1.3	3.2	0.1	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
SB	535	Stockbridge Road	5840_5740	329	65	395	22	416	339	53	392	22	415	10	-12	-2	1	-2	3%	-19%	-1%	2%	0%	0.6	1.6	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	546	Quarry Lane	7041_7640	150	30	180	10	190	127	28	155	10	164	-23	-2	-26	0	-26	-15%	-8%	-14%	-3%	-14%	2.0	0.4	2.0	0.1	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	547	Quarry Lane	7640_7041	152	30	182	10	192	117	29	146	10	156	-35	-1	-36	0	-36	-23%	-3%	-20%	3%	-19%	3.0	0.1	2.8	0.1	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	TOTAL				
	GEH OR Hourly flows				
	Car	LGV	Lights	HGV	Total
Pass	84	87	84	87	90
Fail	3	0	3	0	3
%Pass	97%	100%	97%	100%	97%

Screenline / Dir	Site Ref	Road	SATURN Link	Observed					Modelled					Diff					% Diff					GEH					Flows					WebTAG criterion GEH or				
				Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
Inner SL_IN	30	Broyle Road	6158_6157	434	18	452	7	459	450	20	470	7	476	16	2	18	0	17	4%	10%	4%	-3%	4%	0.8	0.4	0.8	0.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	32	St Paul's Road	5854_5953	378	20	398	6	404	369	20	389	6	395	-9	0	-9	0	-9	-3%	1%	-2%	1%	-2%	0.5	0.0	0.5	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	43	Westgate	5448_5648	184	3	188	1	189	88	4	93	1	94	-96	1	-95	0	-95	-52%	44%	-51%	-13%	-51%	8.2	0.7	8.0	0.1	8.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	33	Via Ravenna	5344_5544	551	25	576	8	584	521	30	551	7	558	-30	5	-25	-1	-26	-5%	19%	-4%	-11%	-4%	1.3	0.9	1.1	0.3	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	35	Terminus Road	5043_50250	162	11	173	7	180	174	12	187	7	194	12	1	14	0	14	8%	11%	8%	3%	8%	1.0	0.4	1.0	0.1	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	37	Stockbridge Road	5739_5839	299	35	334	10	344	297	34	330	10	340	-2	-1	-4	0	-4	-1%	-4%	-1%	-2%	-1%	0.1	0.2	0.2	0.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	25	Whyke Road	6936_7040	229	19	248	11	259	188	18	206	11	217	-41	-1	-42	0	-42	-18%	-3%	-17%	-3%	-16%	2.8	0.1	2.8	0.1	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	40	Bognor Road	7742_7444	491	37	528	13	541	521	37	558	13	572	30	0	30	0	31	6%	0%	6%	3%	6%	1.3	0.0	1.3	0.1	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	42	Oving Road	7952_7750	227	17	244	3	247	220	16	236	4	240	-7	-1	-8	1	-7	-3%	-6%	-3%	37%	-3%	0.5	0.2	0.5	0.6	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	46	St Pancras	7555_7253	764	28	792	15	807	779	40	819	14	833	15	12	27	-1	26	2%	43%	3%	-9%	3%	0.6	2.0	1.0	0.4	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	105	Barnfield Drive	7658_7061	257	23	280	4	284	230	23	253	4	257	-27	0	-27	0	-27	-11%	2%	-9%	-6%	-9%	1.7	0.1	1.6	0.1	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	28	College Lane	6358_6453	133	10	142	8	150	134	10	144	8	152	1	0	2	0	2	1%	3%	1%	4%	2%	0.1	0.1	0.2	0.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Inner SL_OUT	29	Broyle Road	6157_6158	477	12	489	7	496	476	15	491	7	498	-1	3	2	0	2	0%	25%	0%	-2%	0%	0.0	0.8	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	31	St Paul's Road	5953_5854	637	21	657	6	663	619	18	637	6	643	-18	-3	-20	0	-20	-3%	-15%	-3%	1%	-3%	0.7	0.7	0.8	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	44	Westgate	5648_5448	334	8	341	3	344	424	27	451	3	454	90	19	110	0	110	27%	232%	32%	-2%	32%	4.6	4.5	5.5	0.0	5.5	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Fail
	34	Via Ravenna	5544_5344	525	22	547	17	564	496	19	515	15	530	-29	-3	-32	-2	-34	-6%	-14%	-6%	-11%	-6%	1.3	0.7	1.4	0.5	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	36	Terminus Road	50250_5043	262	23	285	8	293	230	18	248	8	256	-32	-5	-37	0	-37	-12%	-23%	-13%	-3%	-13%	2.0	1.2	2.3	0.1	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	38	Stockbridge Road	5740_5839	448	14	462	11	473	398	36	434	11	445	-50	22	-28	0	-28	-11%	155%	-6%	-2%	-6%	2.4	4.4	1.3	0.1	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	26	Whyke Road	7040_6936	404	14	419	12	431	423	24	446	12	458	19	10	27	0	27	5%	69%	7%	0%	6%	0.9	2.2	1.3	0.0	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	39	Bognor Road	7444_7742	619	36	654	12	666	537	35	573	12	585	-82	-1	-81	0	-81	-13%	-2%	-12%	-1%	-12%	3.4	0.1	3.3	0.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	41	Oving Road	7750_7952	395	16	411	2	413	458	19	478	2	480	63	3	67	0	67	16%	22%	16%	-7%	16%	3.1	0.8	3.2	0.1	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	45	St Pancras	7253_7555	895	29	924	10	934	988	45	1,032	10	1,043	93	16	108	0	109	10%	54%	12%	4%	12%	3.0	2.6	3.5	0.1	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	106	Barnfield Drive	7061_7658	388	28	416	2	418	372	19	391	2	393	-16	-9	-25	0	-25	-4%	-33%	-6%	7%	-6%	0.8	1.9	1.3	0.1	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	27	College Lane	6453_6358	230	15	245	9	254	237	12	250	9	259	7	-3	5	0	5	3%	-18%	2%	3%	2%	0.5	0.7	0.3	0.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Outer SL_IN	24	Lavant Road	4264_4262	464	61	526	19	545	386	47	433	18	451	-78	-14	-93	-1	-94	-17%	-23%	-18%	-5%	-17%	3.8	1.9	4.2	0.2	4.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	95	B2178	40138_50255					301	341	28	370	10	380					79					26%					4.3					Pass					Pass
	11	A27 EB	40124_1760	1,839	72	1,911	75	1,986	1,809	169	1,978	76	2,054	-30	97	67	1	68	-2%	134%	4%	1%	3%	0.7	8.8	1.5	0.1	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	117	Fishbourne Road (West)	4741_9001	369	45	414	6	420	417	49	465	11	477	48	4	51	5	57	13%	8%	12%	88%	14%	2.4	0.5	2.5	1.8	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	51	A286	4327_50263	516	50	566	10	576	456	49	505	10	514	-60	-1	-61	0	-62	-12%	-2%	-11%	-3%	-11%	2.7	0.1	2.7	0.1	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	49	B2201 - Selsey Road	11013_50261	200	21	221	5	226	198	20	218	5	223	-2	-1	-3	0	-3	-1%	-3%	-1%	5%	-1%	0.2	0.2	0.2	0.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	61	B2145	6925_50264	463	48	511	16	527	493	47	540	16	555	30	-1	29	0	28	6%	-2%	6%	-3%	5%	1.4	0.1	1.3	0.1	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	152	Vinnetrow Road	50266_10002	156	24	180	9	189	150	24	174	8	182	-6	0	-6	-1	-7	-4%	0%	-3%	-7%	-4%	0.5	0.0	0.4	0.2	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	48	Bognor Road	9236_9135	758	73	831	25	856	939	83	1,022	34	1,056	181	10	191	9	200	24%	14%	23%	36%	23%	6.2	1.2	6.3	1.7	6.5	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
	110	Shopwhyke Road	8752_8652	232	18	250	1	251	284	21	305	3	308	52	3	55	2	57	22%	19%	22%	172%	23%	3.2	0.8	3.3	1.3	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	14	Arundel Road	8257_30021	1,337	82	1,419	70	1,489	1,270	92	1,361	61	1,423	-67	10	-58	-9	-66	-5%	12%	-4%	-12%	-4%	1.9	1.1	1.5	1.1	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	60	Stane Street	8261_10004	195	17	212	8	220	207	21	227	9	236	12	4	15	1	16	6%	22%	7%	7%	7%	0.8	0.8	1.0	0.2	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	108	Madgwick Lane	8166_7863	359	50	410	3	413	311	54	365	3	368	-48	4	-46	0	-45	-13%	7%	-11%	7%	-11%	2.6	0.5	2.3	0.1	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Outer SL_OUT	23	Lavant Road	4262_4264	521	69	590	22	612	527	62	588	20	608	6	-7	-2	-2	-4	1%	-11%	0%	-9%	-1%	0.2	0.9	0.1	0.4	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	96	B2178	50255_40138					752	407	26	433	8	442					-310					-41%					12.7					Fail					Fail
	12	A27 WB	1760_40134	1,832	103	1,935	92	2,027	1,888	128	2,016	85	2,101	56	25	81	-7	74	3%	24%	4%	-8%	4%	1.3	2.3	1.8	0.8	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	118	Fishbourne Road (West)	9001_4741	405	43	448	12	460	459	83	541	13	554	54	40	93	1	94	13%	92%	21%	5%	20%	2.6	5.0	4.2	0.2	4.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	52	A286	50263_4327	490	23	513	10	523	363	11	374	10	384	-127	-12	-139	0	-139	-26%	-51%	-27%	0%	-27%	6.2	2.8	6.6	0.0	6.5	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
	50	B2201 - Selsey Road	50261_11013	239	20	259	3	262	236	21	257	3	260	-3	1	-2	0	-2	-1%	6%	-1%	0%	-1%	0.2	0.3	0.1	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	62	B2145	50264_6925	888	56	944	18	962	911	70	981	18	999	23	14	37	0	37	3%	25%	4%	0%	4%	0.8	1.8	1.2	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	151	Vinnetrow Road	10002_50266	321	57	378	12	390	329	57	386	13	399	8	0	8	1	9	2%	1%	2%	6%	2%	0.4	0.1	0.4	0.2	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	47	Bognor Road	9137_9236	833	81	914	24	938	995	85	1,081	25	1,105	162	4	167	1	167	19%	6%	18%	4%	18%	5.4	0.5	5.3	0.2	5.2	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
	109	Shopwhyke Road	8652_8752	479	60	539	3	542	354	56	411	4	414	-125	-4	-128	1	-128	-26%	-6%	-24%	26%	-24%	6.1	0.5	5.9	0.4	5.8	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
	13	Arundel Road	10003_8258	1,876	64	1,939	51	1,990	1,791	69	1,860	49	1,909	-85	5	-79	-2	-81	-5%	8%	-4%	-4%	-4%	2.0	0.6	1.8	0.3	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	59	Stane Street	10004_8261	262	10	272	9	281	298	17	315	9	324	36	7	43	0	43	14%	72%	16%	1%	15%	2.1	2.0	2.5	0.0	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	107	Madgwick Lane	7863_8166	240	18	258	3	261	186	18	205	3	208	-54	0	-53	0	-53	-22%	1%	-21%	0%	-20%	3.7	0.0	3.5	0.0	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
North SL_SB	90	B2141	1106_4068					200	84	12	96	10	107					-93					-47%					7.6					Pass					Pass
	98	A286	1077_4880	269	49	318	8	326	282	49	331	8	339	13	0	13	0	13	5%	0%	4%	4%	4%	0.8	0.0	0.7	0.1	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	76	A285	1656_6973	238	37	275	3	278	226	30	256	4	260	-12	-7	-19	1	-18	-5%	-19%	-7%	48%	-6%	0.8	1.2	1.2	0.7	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	190	A29	50136_50029	530	150	681	6	687	555	160	715	12	726	25	10	34	6	39	5%	7%	5%	95%	6%	1.1	0.8	1.3	1.9	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	18	Arundel Road	50018_50063	1,013	57	1,070	57	1,127	1,004	57	1,061	56	1,116	-9	0	-9	-1	-11	-1%	0%	-1%	-2%	-1%	0.3	0.0	0.3	0.2	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
North SL_NB	89	B2141	4068_1106					206	68	12	80	6	86					-120					-58%					9.9					Fail					Fail
	97	A286	4880_1077	346	63	409	10	419	355	60	415	10	425	9	-3	6	0	6	3%	-5%	1%	0%	1%	0.5	0.4	0.3	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	75	A285	6973_1656	269	20	289	2	291	263	25	288	3	290	-6	5	-1	1	-1	-2%	23%	-1%	25%	0%	0.4	1.0	0.1	0.3	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	189	A29	50029_50136	512	47	560	8	568	505	47	552	8	560	-7	0	-8	0	-8	-1%	-1%	-1%	0%	-1%	0.3	0.0	0.4	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	17	Arundel Road	50063_50018	1,170	41	1,211	54	1,266	1,164	47	1,211	54	1,265	-6	6	0	0	-1	0%	13%	0%	0%	0%	0.2	0.8	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Bognor Regis SL_SB	93	Pagham Road	50139_50173	1,069	85	1,154	13	1,167	1,046	82	1,128	13	1,141	-23	-3	-26	0	-26	-2%	-3%	-2%	1%	-2%	0.7	0.3	0.8	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	64	A259	50149_50143	1,032	45	1,078	18	1,096	1,057	58	1,115	19	1,134	25	13	37	1	38	2%	29%	3%	3%	3%	0.8	1.8	1.1	0.1	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	92	Lidsey Road	50274_50272	504	105	609	21	630	490	98	588	21	609	-14	-7	-21	0	-21	-3%	-6%	-3%	-1%	-3%	0.6	0.6	0.9	0.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	80	Church Lane	50164_50021	206	22	228	3	231	204	25	229	3	232	-2	3	1	0	1	-1%	12%	0%	8%	0%	0.1	0.5	0.1	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	82	Grevatt's Lane	50110_50021	970	74	1,044	4	1,048	966	73	1,039	7	1,046	-4	-1	-5	3	-2	0%	-1%	0%	80%	0%	0.1	0.1	0.2	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Bognor Regis SL_NB	94	Pagham Road	50173_50139	408	48	457	9	466	366	43	410	8	418	-42	-5	-47	-1	-48	-10%	-10%	-10%	-13%	-10%	2.1	0.7	2.3	0.4	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	63	A259	50143_50149	684	51	735	21	756	732	58	789	23	812	48	7	54	2	56	7%	13%	7%	10%	7%	1.8	0.9	2.0	0.4	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	91	Lidsey Road	50272_50274	372	78	450	15	465	364	75	439	15	454	-8	-3	-11	0	-11	-2%	-4%	-3%	1%	-2%	0.4	0.4	0.5	0.1	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	79	Church Lane	50021_50164	166	20	186	5	191	160	21	182	5	187	-6	1	-4	0	-4	-4%	7%	-2%	0%	-2%	0.5	0.3	0.3	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	81	Grevatt's Lane	50021_50110	542	52	594	6	600	601	52	653	7	660	59	0	59	1	60	11%	0%	10%	16%	10%	2.5	0.0	2.3	0.4	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Arun SL_EB	99	Bridge Road	50109_50204					1,407	1,099	156	1,255	30	1,285					-122					-9%					3.3					Pass					Pass
	22	Arundel Relief Road	50192_50193	1,246	53	1,299	55	1,354	1,264	60	1,323	54	1,378	18	7	24	-1	24	1%	13%	2%	-1%	2%	0.5	0.9	0.7	0.1	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Arun SL_WB	100	Bridge Road	50204_50109					1,274	1,147	72	1,219	33	1,253					-21					-2%					0.6					Pass					Pass
	21	Arundel Relief Road	50193_50192	1,072	56	1,128	51	1,179	1,071	56	1,127	50	1,177	-1	0	-1	-1	-2	0%	0%	0%	-2%	0%	0.0	0.0	0.0	0.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
SB	507	on link A3(M) southbound between J3 and J4	40049_40111	2,413	276	2,690	107	2,797	1,358	277	1,635	97	1,731	-1,055	0	-1,055	-10	-1,065	-44%	0%	-39%	-10%	-38%	24.3	0.0	22.7	1.0	22.4	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
SB	508	on link A3(M) J4 southbound access	40050_40111	569	65	634	25	660	569	65	633	16	650	-1	0	-1	-9	-10	0%	0%	0%	-36%	-2%	0.0	0.0	0.0	2.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	504	A27 WB East of A3(M)	40023_40004	2,829	324	3,153	125	3,279	2,738	254	2,992	108	3,100	-91	-70	-161	-17	-178	-3%	-22%	-5%	-14%	-5%	1.7	4.1	2.9	1.6	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	500	on link A27 eastbound exit for A3(M)	40012_40014	3,005	344	3,349	133	3,483	2,260	317	2,577	168	2,745	-745	-27	-772	35	-738	-25%	-8%	-23%	26%	-21%	14.5	1.5	14.2	2.8	13.2	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
EB	501	on link A27 eastbound within the A3(M) junction	40012_40032	2,442	280	2,721	108	2,830	2,535	305	2,839	72	2,912	93	25	118	-36	82	4%	9%	4%	-33%	3%	1.9	1.5	2.2	3.8	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
NB	509	on link A3(M) J5 northbound access	40014_40116	1,077	123	1,201	48	1,249	1,926	120	2,047	47	2,093	849	-3	846	-1	845	79%	-3%	70%	-2%	68%	21.9	0.3	21.0	0.1	20.7	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
NB	510	on link A3(M) northbound within J5	40015_40116	2,568	294	2,862	114	2,976	323	144	467	31	498	-2,245	-150	-2,395	-83	-2,477	-87%	-51%	-84%	-73%	-83%	59.0	10.1	58.7	9.7	59.4	Fail	Fail	Fail	Pass	Fail	Fail	Fail	Fail	Pass	Fail
EB	503	A27 EB East of A3(M)	40032_40036	3,321	380	3,701	147	3,849	3,434	404	3,837	99	3,936	113	23	136	-48	88	3%	6%	4%	-33%	2%	1.9	1.2	2.2	4.3	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	502	A27 WB West of A3(M)	40003_1598	2,225	255	2,480	99	2,579	2,521	378	2,899	150	3,049	296	123	419	51	470	13%	48%	17%	52%	18%	6.1	6.9	8.1	4.6	8.9	Pass	Fail	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Fail
EB	522	Chichester By-Pass	9001_11001	1,595	187	1,782	66	1,848	1,594	176	1,769	66	1,836	-1	-11	-12	0	-12	0%	-6%	-1%	1%	-1%	0.0	0.9	0.3	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	523	Chichester By-Pass	11001_9001	1,419	166	1,585	59	1,644	1,524	176	1,700	64	1,764	105	9	114	6	120	7%	6%	7%	10%	7%	2.7	0.7	2.8	0.7	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	524	Chichester By-Pass	11002_11003	1,690	198	1,888	70	1,958	1,538	186	1,724	69	1,793	-152	-12	-164	0	-165	-9%	-6%	-9%	-1%	-8%	3.8	0.9	3.9	0.1	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	525	Chichester By-Pass	6936_11004	1,350	158	1,509	56	1,565	1,365	156	1,520	61	1,582	15	-3	12	6	17	1%	-2%	1%	10%	1%	0.4	0.2	0.3	0.7	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	530	Fisbourne Road (West)	30001_4741	425	52	478	14	492	435	52	487	14	501	10	0	10	-1	9	2%	0%	2%	-4%	2%	0.5	0.0	0.4	0.1	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	531	Fisbourne Road (West)	4741_30001	411	51	461	14	475	492	89	581	14	595	82	38	120	0	120	20%	76%	26%	2%	25%	3.8	4.6	5.3	0.1	5.2	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Fail
NB	534	Stockbridge Road	5740_5840	285	35	320	10	330	276	33	309	10	319	-9	-2	-11	0	-11	-3%	-6%	-3%	1%	-3%	0.5	0.4	0.6	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
SB	535	Stockbridge Road	5840_5740	396	49	445	13	459	403	39	443	12	454	7	-10	-3	-2	-4	2%	-20%	-1%	-13%	-1%	0.4	1.5	0.1	0.5	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
EB	546	Quarry Lane	7041_7640	80	10	90	3	93	78	10	88	3	91	-3	0	-2	0	-2	-3%	5%	-2%	12%	-2%	0.3	0.2	0.2	0.2	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
WB	547	Quarry Lane	7640_7041	214	26	240	7	248	137	25	162	7	169	-77	-2	-78	0	-78	-36%	-6%	-33%	1%	-32%	5.8	0.3	5.5	0.0	5.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	TOTAL GEH OR Hourly flows				
	Car	LGV	Lights	HGV	Total
Pass	79	85	77	87	80
Fail	8	2	10	0	13
%Pass	91%	98%	89%	####	86%

Appendix C Flow Validation

AM FLOW VALIDATION																																			
Link Details				SATURN Link	Observed					Modelled					Diff					% Diff					GEH					Flows					WebTAG criterion GEH or				
Ref	Direction	Source	Road		Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
1	EB	TRADS	Arundel Road	50030_50029	1,238	120	1,358	151	1,509	1,233	182	1,415	144	1,559	-5	62	57	-7	50	0%	52%	4%	-5%	3%	0.1	5.0	1.5	0.6	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
2	WB	TRADS	Arundel Road	50029_50030	1,739	95	1,834	124	1,958	1,778	150	1,929	115	2,044	39	55	95	-9	86	2%	58%	5%	-7%	4%	0.9	5.0	2.2	0.8	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
3	EB	TRADS	Arundel Road	10006_50152	1,143	134	1,276	135	1,411	1,153	145	1,299	135	1,434	10	11	23	0	23	1%	8%	2%	0%	2%	0.3	1.0	0.6	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
4	WB	TRADS	Arundel Road	50160_50150	1,644	87	1,731	121	1,852	1,690	128	1,819	113	1,932	46	41	88	-8	80	3%	47%	5%	-7%	4%	1.1	4.0	2.1	0.7	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
5	EB	TRADS	Chichester By-Pass	11070_11007	920	106	1,025	128	1,153	791	121	912	112	1,024	-129	15	-113	-16	-129	-14%	14%	-11%	-12%	-11%	4.4	1.4	3.6	1.5	3.9	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
6	WB	TRADS	Chichester By-Pass	11007_11070	1,137	97	1,234	125	1,359	1,101	109	1,210	135	1,346	-36	12	-24	10	-13	-3%	12%	-2%	8%	-1%	1.1	1.2	0.7	0.9	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
7	EB	TRADS	Chichester By-Pass	11002_11003	1,163	137	1,300	160	1,460	1,048	211	1,259	127	1,386	-115	74	-41	-33	-74	-10%	54%	-3%	-20%	-5%	3.5	5.6	1.1	2.7	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
8	WB	TRADS	Chichester By-Pass	6936_11004	1,667	137	1,804	164	1,968	1,560	249	1,809	166	1,975	-107	112	5	2	7	-6%	82%	0%	1%	0%	2.7	8.1	0.1	0.1	0.2	Pass	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass
9	EB	TRADS	Chichester By-Pass	9001_11001	1,101	154	1,256	185	1,440	1,099	218	1,317	132	1,449	-2	64	61	-53	9	0%	41%	5%	-28%	1%	0.0	4.7	1.7	4.2	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	WB	TRADS	Chichester By-Pass	11001_9001	1,726	134	1,860	160	2,020	1,641	245	1,886	171	2,057	-85	111	26	11	37	-5%	83%	1%	7%	2%	2.1	8.0	0.6	0.9	0.8	Pass	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass
15	EB	TRADS	Chichester Road	50230_50278	939	70	1,009	109	1,118	790	67	857	116	973	-149	-3	-152	7	-145	-16%	-4%	-15%	7%	-13%	5.1	0.4	5.0	0.7	4.5	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Pass	Pass
16	WB	TRADS	Chichester Road	50278_50230	1,164	55	1,219	97	1,316	1,260	73	1,333	107	1,439	96	18	114	10	123	8%	32%	9%	10%	9%	2.8	2.2	3.2	1.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
53	NB	WSCC	St Pancras	6546_6547	826	80	905	20	925	844	86	929	18	948	18	6	24	-2	23	2%	7%	3%	-8%	2%	0.6	0.7	0.8	0.4	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
55	NB	WSCC	Stockbridge Road	5447_5750	486	37	523	22	545	449	24	473	25	498	-37	-13	-50	3	-47	-8%	-36%	-10%	15%	-9%	1.7	2.4	2.2	0.7	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
56	SB	WSCC	Orchard Street	5750_5447	582	27	609	22	631	630	38	667	9	676	48	11	58	-13	45	8%	39%	10%	-61%	7%	1.9	1.9	2.3	3.4	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
57	NB	WSCC	St Paul's Road	5558_5459	277	27	304	6	310	204	25	230	13	243	-73	-2	-74	7	-67	-26%	-6%	-24%	120%	-22%	4.7	0.3	4.5	2.3	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
58	SB	WSCC	St Pauls's Road	5459_5558	639	40	679	9	688	671	94	766	19	784	32	54	87	10	96	5%	136%	13%	109%	14%	1.3	6.6	3.2	2.6	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
65	NB	WSCC	Selsey Road	4226_4132	560	64	624	27	651	544	57	602	23	624	-16	-7	-22	-4	-27	-3%	-10%	-4%	-16%	-4%	0.7	0.8	0.9	0.9	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
66	SB	WSCC	Selsey Road	4132_4226	372	61	432	23	455	327	40	368	19	387	-45	-21	-64	-4	-68	-12%	-34%	-15%	-17%	-15%	2.4	2.9	3.2	0.9	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
67	NB	WSCC	Main Road	30003_11012	550	50	600	19	619	470	47	517	27	544	-80	-3	-83	8	-75	-15%	-6%	-14%	42%	-12%	3.6	0.4	3.5	1.7	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
68	SB	WSCC	Main Road	11012_30003	424	84	508	17	525	501	87	588	33	622	77	3	80	16	97	18%	4%	16%	94%	18%	3.6	0.4	3.4	3.2	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
69	EB	WSCC	Fisbourne Road (West)	30001_4741	439	55	494	13	507	490	81	571	25	596	51	26	77	12	89	12%	48%	16%	93%	18%	2.3	3.2	3.3	2.8	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
70	WB	WSCC	Fisbourne Road (West)	4741_30001	374	80	454	20	474	443	106	550	25	575	69	26	96	5	101	19%	33%	21%	27%	21%	3.4	2.7	4.3	1.1	4.4	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass
71	EB	WSCC	A286	4068_4880	154	26	179	6	185	178	36	213	5	219	24	10	34	-1	34	15%	37%	19%	-9%	18%	1.8	1.7	2.5	0.2	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
72	WB	WSCC	A286	4880_4068	204	16	220	8	228	181	32	213	3	216	-23	16	-7	-5	-12	-11%	98%	-3%	-57%	-5%	1.6	3.2	0.5	1.9	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
83	NB	WSCC	A29	1038_1199	436	63	499	21	520	321	76	397	24	421	-115	13	-102	3	-99	-26%	20%	-20%	14%	-19%	5.9	1.5	4.8	0.6	4.6	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Pass	Pass
84	SB	WSCC	A29	1199_1038	306	39	345	24	369	344	56	400	16	416	38	17	55	-8	47	12%	44%	16%	-33%	13%	2.1	2.5	2.8	1.7	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
101	EB	WSCC	A259	50204_50202					698	576	68	644	23	667					-31					-4%					1.2					Pass					Pass
102	WB	WSCC	A259	50202_50204					840	429	46	475	35	510					-330					-39%					12.7					Fail					Fail
103	NB	WSCC	A284 - Lyminster Road	50201_50200					464	428	24	451	19	470					6					1%					0.3					Pass					Pass
104	SB	WSCC	A284 - Lyminster Road	50200_50201					477	281	45	326	22	348					-129					-27%					6.3					Fail					Fail
534	NB	CTS_SL_1_NB	Main Road	30003_11012	550	50	600	19	619	470	47	517	27	544	-80	-3	-83	8	-75	-15%	-6%	-14%	42%	-12%	3.6	0.4	3.5	1.7	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
540	NB		Selsey Road	4226_4132	560	64	624	27	651	544	57	602	23	624	-16	-7	-22	-4	-27	-3%	-10%	-4%	-16%	-4%	0.7	0.8	0.9	0.9	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
535	SB	CTS_SL_1_SB	Main Road	11012_30003	424	84	508	17	525	501	87	588	33	622	77	3	80	16	97	18%	4%	16%	94%	18%	3.6	0.4	3.4	3.2	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
541	SB		Selsey Road	4132_4226	372	61	432	23	455	327	40	368	19	387	-45	-21	-64	-4	-68	-12%	-34%	-15%	-17%	-15%	2.4	2.9	3.2	0.9	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
521	EB	CTS_SL_2_EB	A27 EB	40124_1760	1,512	146	1,658	190	1,848	1,450	189	1,639	189	1,828	-62	43	-19	-1	-20	-4%	29%	-1%	-1%	-1%	1.6	3.3	0.5	0.1	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
552	EB		Main Road	1001_1255	259	52	311	15	327	160	37	198	14	212	-99	-14	-113	-2	-115	-38%	-28%	-36%	-10%	-35%	6.8	2.1	7.1	0.4	7.0	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Fail
600	EB		New Brighton Road	40045_40136	108	10	118	5	123	95	33	127	14	141	-14	23	9	8	18	-13%	240%	8%	164%	14%	1.4	5.0	0.8	2.8	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
12	WB	CTS_SL_2_WB	A27 WB	1760_40134	1,542	87	1,629	121	1,750	1,549	187	1,736	154	1,890	7	100	107	33	140	0%	115%	7%	27%	8%	0.2	8.5	2.6	2.8	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
553	WB		Main Road	1255_1001	271	54	325	16	342	374	135	508	55	563	103	81	183	38	221	38%	149%	56%	238%	65%	5.7	8.3	9.0	6.5	10.4	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
601	WB		New Brighton Road	40136_40045	148	20	168	6	174	78	21	99	9	108	-70	1	-69	3	-66	-47%	3%	-41%	53%	-38%	6.6	0.1	6.0	1.2	5.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	TOTAL				
	GEH OR Hourly flows				
	Car	LGV	Lights	HGV	Total
Pass	34	35	35	37	37
Fail	3	2	2	0	4
%Pass	92%	95%	95%	####	90%

IP FLOW VALIDATION																																								
Link Details				SATURN Link	Observed					Modelled					Diff					% Diff					GEH					Flows					WebTAG criterion GEH or FLOW					
Ref	Direction	Source	Road		Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total		
1	EB	TRADS	Arundel Road	50030_50029	1,149	97	1,247	148	1,395	1,090	131	1,221	128	1,348	-59	34	-26	-20	-47	-5%	35%	-2%	-14%	-3%	1.8	3.2	0.7	1.7	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
2	WB	TRADS	Arundel Road	50029_50030	1,234	110	1,344	161	1,505	1,134	148	1,282	131	1,413	-100	38	-62	-30	-92	-8%	34%	-5%	-19%	-6%	2.9	3.3	1.7	2.5	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
3	EB	TRADS	Arundel Road	10006_50152	1,231	114	1,345	141	1,486	1,268	127	1,395	130	1,524	37	13	50	-11	38	3%	11%	4%	-8%	3%	1.0	1.2	1.3	1.0	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
4	WB	TRADS	Arundel Road	50160_50150	1,111	106	1,217	148	1,365	982	103	1,085	127	1,213	-129	-3	-132	-21	-152	-12%	-2%	-11%	-14%	-11%	4.0	0.2	3.9	1.8	4.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
5	EB	TRADS	Chichester By-Pass	11070_11007	1,077	84	1,161	126	1,287	913	114	1,027	120	1,147	-164	30	-134	-6	-140	-15%	36%	-12%	-5%	-11%	5.2	3.0	4.0	0.6	4.0	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass		
6	WB	TRADS	Chichester By-Pass	11007_11070	1,019	105	1,124	152	1,276	979	128	1,107	150	1,258	-40	23	-17	-2	-18	-4%	22%	-1%	-1%	-1%	1.2	2.1	0.5	0.1	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
7	EB	TRADS	Chichester By-Pass	11002_11003	1,289	114	1,404	166	1,570	1,185	206	1,391	114	1,505	-104	92	-13	-52	-65	-8%	81%	-1%	-31%	-4%	3.0	7.3	0.4	4.4	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
8	WB	TRADS	Chichester By-Pass	6936_11004	1,200	117	1,318	190	1,507	1,227	222	1,449	120	1,569	27	105	131	-70	62	2%	90%	10%	-37%	4%	0.8	8.1	3.5	5.6	1.6	Pass	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass		
9	EB	TRADS	Chichester By-Pass	9001_11001	1,341	133	1,474	166	1,640	1,231	208	1,439	115	1,553	-110	75	-35	-51	-87	-8%	56%	-2%	-31%	-5%	3.1	5.7	0.9	4.3	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
10	WB	TRADS	Chichester By-Pass	11001_9001	1,296	131	1,426	189	1,615	1,229	227	1,456	120	1,576	-67	96	30	-69	-39	-5%	73%	2%	-36%	-2%	1.9	7.2	0.8	5.5	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
15	EB	TRADS	Chichester Road	50230_50278	836	62	899	108	1,007	811	73	884	115	999	-26	11	-15	7	-8	-3%	18%	-2%	7%	-1%	0.9	1.4	0.5	0.7	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
16	WB	TRADS	Chichester Road	50278_50230	881	65	946	119	1,065	855	78	932	123	1,055	-26	13	-14	4	-10	-3%	19%	-1%	3%	-1%	0.9	1.5	0.5	0.3	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
53	NB	WSCC	St Pancras	6546_6547	928	79	1,007	24	1,031	971	94	1,065	32	1,097	43	15	58	8	66	5%	19%	6%	34%	6%	1.4	1.6	1.8	1.5	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
55	NB	WSCC	Stockbridge Road	5447_5750	447	32	479	19	498	372	30	402	23	425	-75	-2	-77	4	-73	-17%	-7%	-16%	22%	-15%	3.7	0.4	3.7	0.9	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
56	SB	WSCC	Orchard Street	5750_5447	519	35	554	22	576	466	24	490	13	503	-53	-11	-64	-9	-73	-10%	-31%	-12%	-42%	-13%	2.4	2.0	2.8	2.2	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
57	NB	WSCC	St Paul's Road	5558_5459	323	24	347	7	354	243	23	266	8	274	-80	-1	-81	1	-80	-25%	-3%	-23%	16%	-23%	4.8	0.1	4.6	0.4	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
58	SB	WSCC	St Pauls's Road	5459_5558	294	26	320	10	330	239	29	268	10	278	-55	3	-52	0	-52	-19%	12%	-16%	0%	-16%	3.4	0.6	3.0	0.0	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
65	NB	WSCC	Selsey Road	4226_4132	410	59	469	22	491	332	39	371	25	397	-78	-20	-98	3	-94	-19%	-33%	-21%	15%	-19%	4.1	2.8	4.8	0.7	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
66	SB	WSCC	Selsey Road	4132_4226	430	60	489	22	511	465	40	505	32	537	35	-20	16	10	26	8%	-33%	3%	43%	5%	1.6	2.8	0.7	1.8	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
67	NB	WSCC	Main Road	30003_11012	532	70	602	25	627	598	83	681	46	728	66	13	79	21	101	12%	19%	13%	85%	16%	2.8	1.5	3.1	3.6	3.9	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass		
68	SB	WSCC	Main Road	11012_30003	632	84	716	26	742	653	74	727	47	774	21	-10	11	21	32	3%	-12%	2%	82%	4%	0.8	1.1	0.4	3.5	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
69	EB	WSCC	Fisbourne Road (West)	30001_4741	426	63	489	24	513	396	75	471	26	497	-30	12	-18	2	-16	-7%	20%	-4%	7%	-3%	1.5	1.5	0.8	0.3	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
70	WB	WSCC	Fisbourne Road (West)	4741_30001	416	60	476	23	499	425	77	502	25	527	9	17	26	2	28	2%	28%	5%	10%	6%	0.4	2.0	1.2	0.5	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
71	EB	WSCC	A286	4068_4880	158	19	177	9	186	140	17	157	6	163	-18	-2	-20	-3	-23	-11%	-11%	-11%	-39%	-13%	1.5	0.5	1.5	1.3	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
72	WB	WSCC	A286	4880_4068	174	20	194	9	203	149	23	172	6	179	-25	3	-22	-3	-24	-14%	17%	-11%	-31%	-12%	2.0	0.7	1.6	1.0	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
83	NB	WSCC	A29	1038_1199	262	41	303	24	327	193	40	233	16	249	-69	-1	-70	-8	-78	-26%	-3%	-23%	-35%	-24%	4.6	0.2	4.3	1.9	4.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
84	SB	WSCC	A29	1199_1038	331	56	387	28	415	244	45	289	15	304	-87	-11	-98	-13	-111	-26%	-20%	-25%	-45%	-27%	5.1	1.6	5.3	2.7	5.8	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Fail		
101	EB	WSCC	A259	50204_50202					674	400	63	463	32	495					-179					-27%					7.4					Fail					Fail		
102	WB	WSCC	A259	50202_50204					716	434	50	484	31	515					-201					-28%					8.1					Fail					Fail		
103	NB	WSCC	A284 - Lyminster Road	50201_50200					402	385	36	421	37	458					56					14%					2.7					Pass					Pass		
104	SB	WSCC	A284 - Lyminster Road	50200_50201					465	311	32	343	29	373					-92					-20%					4.5					Pass					Pass		
534	NB	CTS_SL_1_NB	Main Road	30003_11012	532	70	602	25	627	598	83	681	46	728	66	13	79	21	101	12%	19%	13%	85%	16%	2.8	1.5	3.1	3.6	3.9	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass		
540	NB		Selsey Road	4226_4132	410	59	469	22	491	332	39	371	25	397	-78	-20	-98	3	-94	-19%	-33%	-21%	15%	-19%	4.1	2.8	4.8	0.7	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
535	SB	CTS_SL_1_SB	Main Road	11012_30003	632	84	716	26	742	653	74	727	47	774	21	-10	11	21	32	3%	-12%	2%	82%	4%	0.8	1.1	0.4	3.5	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
541	SB		Selsey Road	4132_4226	430	60	489	22	511	465	40	505	32	537	35	-20	16	10	26	8%	-33%	3%	43%	5%	1.6	2.8	0.7	1.8	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
521	EB	CTS_SL_2_EB	A27 EB	40124_1760	1,289	115	1,405	187	1,592	1,256	155	1,411	153	1,564	-33	40	6	-34	-28	-3%	35%	0%	-18%	-2%	0.9	3.4	0.2	2.6	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
552	EB		Main Road	1001_1255	194	39	232	13	245	145	44	189	18	207	-49	6	-43	6	-38	-25%	15%	-19%	43%	-15%	3.8	0.9	3.0	1.4	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
600	EB		New Brighton Road	40045_40136	93	15	107	7	114	46	15	61	8	69	-47	0	-46	1	-45	-4%	1%	-43%	19%	-40%	5.6	0.0	5.1	0.5	4.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
12	WB	CTS_SL_2_WB	A27 WB	1760_40134	1,186	117	1,303	179	1,481	1,254	164	1,418	152	1,570	68	47	115	-27	89		40%	9%	-15%	6%	1.9	4.0	3.1	2.1	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
553	WB		Main Road	1255_1001	196	39	235	13	247	155	33	189	14	203	-40	-5	-46	1	-45	-21%	-14%	-19%	5%	-18%	3.0	0.9	3.1	0.2	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		
601	WB		New Brighton Road	40136_40045	87	17	104	8	112	53	9	62	6	67	-34	-8	-42	-2	-44	-39%	-48%	-41%	-25%	-40%	4.1	2.3	4.7	0.7	4.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass		

	TOTAL				
	GEH OR Hourly flows				
	Car	LGV	Lights	HGV	Total
Pass	36	36	37	37	38
Fail	1	1	0	0	3
%Pass	97%	97%	100%	100%	93%

PM FLOW VALIDATION																																						
Link Details				SATURN Link	Observed					Modelled					Diff					% Diff					GEH					Flows					WebTAG criterion GEH or FLOW				
Ref	Direction	Source	Road		Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
1	EB	TRADS	Arundel Road	50030_50029	1,822	58	1,880	65	1,945	1,627	90	1,717	60	1,777	-195	32	-163	-5	-168	-11%	54%	-9%	-7%	-9%	4.7	3.7	3.9	0.6	3.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
2	WB	TRADS	Arundel Road	50029_50030	1,538	90	1,627	67	1,695	1,521	214	1,735	58	1,792	-17	124	108	-9	97	-1%	138%	7%	-14%	6%	0.4	10.1	2.6	1.2	2.3	Pass	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass
3	EB	TRADS	Arundel Road	10006_50152	2,163	90	2,253	71	2,324	1,937	96	2,033	61	2,094	-226	6	-220	-10	-230	-10%	7%	-10%	-14%	-10%	5.0	0.6	4.7	1.3	4.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
4	WB	TRADS	Arundel Road	50160_50150	1,303	88	1,391	64	1,455	1,189	120	1,309	54	1,363	-114	32	-82	-10	-92	-9%	36%	-6%	-15%	-6%	3.2	3.1	2.2	1.3	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
5	EB	TRADS	Chichester By-Pass	11070_11007	1,227	47	1,274	55	1,329	1,004	83	1,087	53	1,140	-223	36	-187	-2	-189	-18%	76%	-15%	-3%	-14%	6.7	4.4	5.5	0.2	5.4	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Pass	Pass	Pass
6	WB	TRADS	Chichester By-Pass	11007_11070	1,016	54	1,070	56	1,126	1,144	102	1,246	52	1,298	128	48	176	-4	172	13%	89%	16%	-8%	15%	3.9	5.4	5.2	0.6	4.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
7	EB	TRADS	Chichester By-Pass	11002_11003	1,783	74	1,858	80	1,938	1,538	186	1,724	69	1,793	-245	112	-134	-11	-145	-14%	151%	-7%	-13%	-7%	6.0	9.8	3.2	1.2	3.4	Fail	Fail	Pass	Pass	Pass	Fail	Fail	Pass	Pass	Pass
8	WB	TRADS	Chichester By-Pass	6936_11004	1,420	102	1,522	104	1,626	1,365	156	1,520	61	1,582	-55	54	-2	-43	-44	-4%	52%	0%	-41%	-3%	1.5	4.7	0.0	4.7	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
9	EB	TRADS	Chichester By-Pass	9001_11001	1,774	88	1,862	73	1,935	1,594	176	1,769	66	1,836	-180	88	-93	-7	-99	-10%	100%	-5%	-9%	-5%	4.4	7.6	2.2	0.8	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	WB	TRADS	Chichester By-Pass	11001_9001	1,552	98	1,649	91	1,740	1,524	176	1,700	64	1,764	-28	78	51	-27	24	-2%	79%	3%	-29%	1%	0.7	6.6	1.2	3.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
15	EB	TRADS	Chichester Road	50230_50278	1,192	46	1,238	48	1,286	1,100	45	1,145	51	1,196	-92	-1	-93	3	-90	-8%	-3%	-8%	7%	-7%	2.7	0.2	2.7	0.5	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
16	WB	TRADS	Chichester Road	50278_50230	966	46	1,012	52	1,064	1,044	62	1,106	54	1,160	78	16	94	2	96	8%	35%	9%	4%	9%	2.5	2.2	2.9	0.3	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
53	NB	WSCC	St Pancras	6546_6547	1,274	76	1,350	30	1,380	1,478	86	1,564	22	1,586	204	10	214	-8	206	16%	14%	16%	-26%	15%	5.5	1.2	5.6	1.6	5.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
55	NB	WSCC	Stockbridge Road	5447_5750	583	16	599	11	610	509	13	522	8	531	-74	-3	-77	-3	-79	-13%	-17%	-13%	-24%	-13%	3.2	0.7	3.2	0.8	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
56	SB	WSCC	Orchard Street	5750_5447	598	23	621	13	634	607	36	643	7	650	9	13	22	-6	16	2%	55%	4%	-43%	3%	0.4	2.3	0.9	1.8	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
57	NB	WSCC	St Paul's Road	5558_5459	733	30	763	4	767	359	18	377	5	382	-374	-12	-386	1	-385	-51%	-40%	-51%	30%	-50%	16.0	2.5	16.2	0.6	16.1	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
58	SB	WSCC	St Pauls's Road	5459_5558	322	22	345	2	347	326	26	352	6	358	4	4	7	4	11	1%	17%	2%	224%	3%	0.2	0.8	0.4	2.2	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
65	NB	WSCC	Selsey Road	4226_4132	517	49	567	12	579	435	30	465	13	478	-82	-19	-102	1	-101	-16%	-39%	-18%	11%	-17%	3.8	3.0	4.5	0.4	4.4	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Pass	Pass
66	SB	WSCC	Selsey Road	4132_4226	631	64	696	11	707	536	41	578	15	593	-95	-23	-118	4	-114	-15%	-35%	-17%	36%	-16%	3.9	3.1	4.7	1.1	4.5	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Pass	Pass
67	NB	WSCC	Main Road	30003_11012	664	79	744	12	756	851	78	930	24	953	187	-1	186	12	197	28%	-1%	25%	99%	26%	6.8	0.1	6.4	2.8	6.8	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
68	SB	WSCC	Main Road	11012_30003	683	58	741	9	750	706	47	753	23	776	23	-11	12	14	26	3%	-19%	2%	153%	3%	0.9	1.5	0.4	3.5	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
69	EB	WSCC	Fisbourne Road (West)	30001_4741	447	47	494	14	508	435	52	487	14	501	-12	5	-7	0	-7	-3%	11%	-1%	-2%	-1%	0.6	0.8	0.3	0.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
70	WB	WSCC	Fisbourne Road (West)	4741_30001	469	46	515	11	526	492	89	581	14	595	23	43	66	3	69	5%	93%	13%	28%	13%	1.1	5.2	2.8	0.9	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
71	EB	WSCC	A286	4068_4880	244	17	261	3	264	232	38	270	8	277	-12	21	9	5	13	-5%	123%	3%	166%	5%	0.8	4.0	0.5	2.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
72	WB	WSCC	A286	4880_4068	218	23	241	7	248	173	24	196	7	203	-45	1	-45	0	-45	-21%	3%	-19%	-3%	-18%	3.2	0.1	3.0	0.1	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
83	NB	WSCC	A29	1038_1199	428	29	457	13	470	338	40	378	8	387	-90	11	-79	-5	-83	-21%	38%	-17%	-36%	-18%	4.6	1.9	3.9	1.4	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
84	SB	WSCC	A29	1199_1038	594	73	667	14	681	449	98	547	11	559	-145	25	-120	-3	-122	-24%	34%	-18%	-20%	-18%	6.3	2.7	4.9	0.8	4.91	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Pass	Pass	Pass
101	EB	WSCC	A259	50204_50202					816	636	93	728	17	745					-71					-9%					2.5					Pass					Pass
102	WB	WSCC	A259	50202_50204					801	674	45	719	13	731					-70					-9%					2.5					Pass					Pass
103	NB	WSCC	A284 - Lyminster Road	50201_50200					477	357	18	375	8	384					-93					-20%					4.5					Pass					Pass
104	SB	WSCC	A284 - Lyminster Road	50200_50201					617	380	29	409	8	417					-200					-32%					8.8					Fail					Fail
534	NB	CTS_SL_1_NB	Main Road	30003_11012	664	79	744	12	756	851	78	930	24	953	187	-1	186	12	197	28%	-1%	25%	99%	26%	6.8	0.1	6.4	2.8	6.8	Fail	Pass	Fail	Pass	Fail	Fail	Pass	Fail	Pass	Fail
540	NB		Selsey Road	4226_4132	517	49	567	12	579	435	30	465	13	478	-82	-19	-102	1	-101	-16%	-39%	-18%	11%	-17%	3.8	3.0	4.5	0.4	4.4	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Pass	Pass
535	SB	CTS_SL_1_SB	Main Road	11012_30003	683	58	741	9	750	706	47	753	23	776	23	-11	12	14	26	3%	-19%	2%	153%	3%	0.9	1.5	0.4	3.5	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
541	SB		Selsey Road	4132_4226	631	64	696	11	707	536	41	578	15	593	-95	-23	-118	4	-114	-15%	-35%	-17%	36%	-16%	3.9	3.1	4.7	1.1	4.5	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Pass	Pass
521	EB	CTS_SL_2_EB	A27 EB	40124_1760	1,839	72	1,911	75	1,986	1,809	169	1,978	76	2,054	-30	97	67	1	68	-2%	134%	4%	1%	3%	0.7	8.8	1.5	0.1	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
552	EB		Main Road	1001_1255	291	36	327	10	337	288	57	345	26	371	-3	21	18	16	34	-1%	58%	5%	165%	10%	0.2	3.1	1.0	3.8	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
600	EB		New Brighton Road	40045_40136	184	30	214	7	221	151	32	183	14	197	-33	2	-31	7	-24	-2%	6%	-14%	95%	-11%	2.5	0.3	2.2	2.1	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
12	WB	CTS_SL_2_WB	A27 WB	1760_40134	1,832	103	1,935	92	2,027	1,888	128	2,016	85	2,101	56	25	81	-7	74		24%	4%	-8%	4%	1.3	2.3	1.8	0.8	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
553	WB		Main Road	1255_1001	258	32	290	9	299	261	67	328	10	338	3	35	38	2	39	1%	111%	13%	19%	13%	0.2	5.0	2.1	0.5	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
601	WB		New Brighton Road	40136_40045	113	24	136	4	140	166	20	186	5	191	53	-4	50	1	51	47%	-15%	36%	33%	36%	4.5	0.8	3.9	0.6	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	TOTAL				
	GEH OR Hourly flows				
	Car	LGV	Lights	HGV	Total
Pass	31	35	34	37	37
Fail	6	2	3	0	4
%Pass	84%	95%	92%	100%	90%

Appendix D Turn Flow Validation

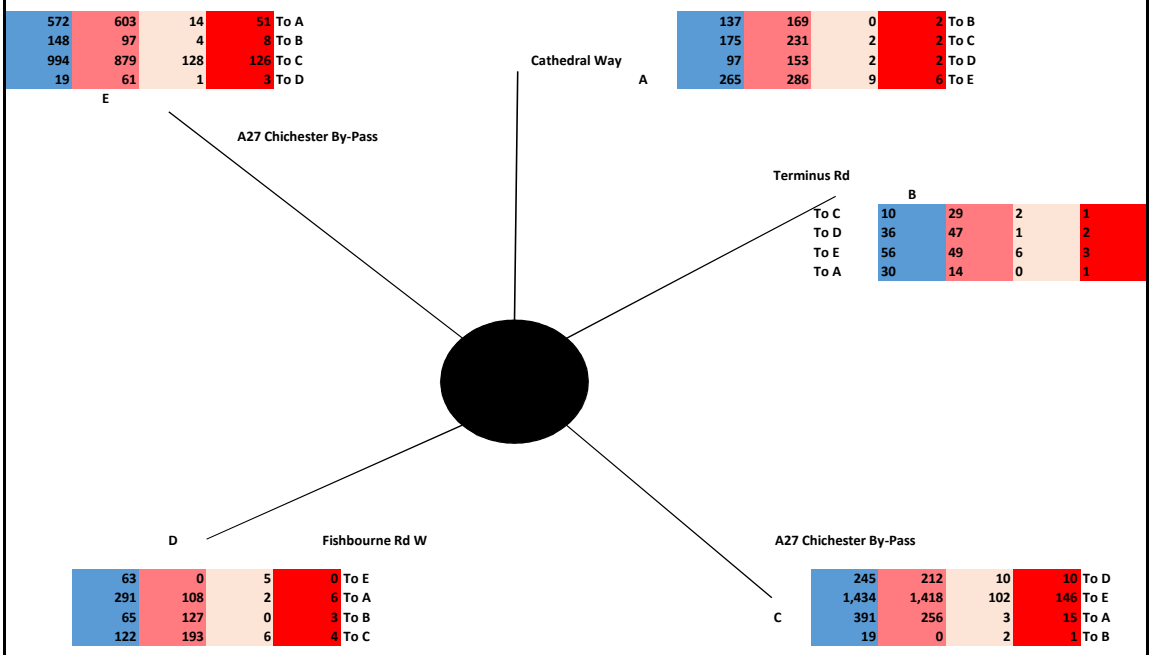
AM TURN FLOW VALIDATION

Road	Movement	SATURN Link	Observed					Modelled					Diff					% Diff					GEH					WebTAG flow criterion					WebTAG criterion GEH or FLOW				
			Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
Fisbourne	E TO A	4645_9001_4945	520	52	572	14	586	568	36	603	51	654	48	-16	31	37	68	9.2%	-31.5%	5.5%	262.8%	11.6%	2.0	2.5	1.3	6.5	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO B	4645_9001_5043	114	34	148	4	152	87	9	97	8	105	-27	-25	-51	4	-47	-23.3%	-72.9%	-34.7%	110.9%	-30.8%	2.6	5.3	4.6	1.8	4.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO C	4645_9001_11001	691	303	994	128	1,122	742	137	879	126	1,005	51	-166	-115	-2	-117	7.4%	-54.9%	-11.6%	-1.4%	-10.4%	1.9	11.2	3.8	0.2	3.6	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	E TO D	4645_9001_4741	16	3	19	1	20	53	7	61	3	64	37	4	42	2	44	231.8%	148.3%	218.6%	202.6%	217.8%	6.3	1.9	6.6	1.4	6.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO E	4645_9001_4644	8	6	14	2	16	0	0	0	0	0	-8	-6	-14	-2	-16	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	4.0	3.5	5.3	2.0	5.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	4945_9001_5043	125	12	137	0	137	144	24	169	2	170	19	12	32	2	33	15.5%	103.9%	23.2%		24.4%	1.7	2.9	2.6	1.8	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	4945_9001_11001	161	14	175	2	177	182	49	231	2	233	21	35	56	0	56	12.8%	253.1%	32.0%	-12.4%	31.5%	1.6	6.3	3.9	0.2	3.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	4945_9001_4741	87	10	97	2	99	126	27	153	2	154	39	17	56	0	55	44.4%	171.2%	57.5%	-12.2%	56.1%	3.7	4.0	5.0	0.2	4.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO E	4945_9001_4644	247	18	265	9	274	245	41	286	6	292	-2	23	21	-3	18	-0.9%	125.7%	7.7%	-31.3%	6.5%	0.1	4.2	1.2	1.0	1.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	4945_9001_4945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	5043_9001_11001	6	4	10	2	12	19	9	29	1	30	13	5	19	-1	18	220.0%	136.8%	186.7%	-52.6%	146.8%	3.7	2.1	4.2	0.9	3.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	5043_9001_4741	21	15	36	1	37	31	15	47	2	48	10	0	11	1	11	49.6%	2.1%	29.8%	57.8%	30.5%	2.0	0.1	1.7	0.5	1.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO E	5043_9001_4644	43	13	56	6	62	37	12	49	3	52	-6	-1	-7	-3	-10	-13.1%	-10.3%	-12.5%	-57.0%	-16.8%	0.9	0.4	1.0	1.7	1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	5043_9001_4945	20	10	30	0	30	11	3	14	1	15	-9	-7	-16	1	-15	-43.4%	-69.5%	-52.1%		-49.6%	2.2	2.7	3.3	1.2	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	5043_9001_5043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	11001_9001_4741	185	60	245	10	255	150	61	212	10	221	-35	1	-33	0	-34	-18.7%	2.2%	-13.6%	-4.5%	-13.3%	2.7	0.2	2.2	0.1	2.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	11001_9001_4644	1,183	251	1,434	102	1,536	1,281	137	1,418	146	1,564	98	-114	-16	44	28	8.3%	-45.5%	-1.1%	43.3%	1.8%	2.8	8.2	0.4	4.0	0.7	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	C TO A	11001_9001_4945	370	21	391	3	394	209	47	256	15	271	-161	26	-135	12	-123	-43.4%	122.3%	-34.5%	404.5%	-31.1%	9.4	4.4	7.5	4.0	6.7	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO B	11001_9001_5043	12	7	19	2	21	0	0	0	1	1	-12	-7	-19	-1	-20	-99.8%	-100.0%	-99.8%	-74.8%	-97.5%	4.9	3.7	6.1	1.3	6.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	11001_9001_11001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO E	4741_9001_4644	61	2	63	5	68	0	0	0	0	0	-61	-2	-63	-5	-68	-99.6%	-98.5%	-99.6%	-99.4%	-99.6%	11.0	2.0	11.2	3.1	11.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	4741_9001_4945	275	16	291	2	293	100	8	108	6	114	-175	-8	-183	4	-179	-63.6%	-51.4%	-63.0%	191.3%	-61.2%	12.8	2.4	13.0	1.9	12.6	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO B	4741_9001_5043	58	7	65	0	65	119	8	127	3	130	61	1	62	3	65	104.9%	9.6%	94.7%		99.4%	6.5	0.2	6.3	2.5	6.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	4741_9001_11001	104	18	122	6	128	169	25	193	4	197	65	7	71	-2	69	62.2%	36.5%	58.4%	-35.1%	54.0%	5.5	1.4	5.7	0.9	5.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	4741_9001_4741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0.2		0.2		0.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Stockbridge	D TO A	11001_5739_5839	48	10	58	5	63	68	10	79	2	81	20	0	21	-3	18	42.3%	4.7%	35.8%	-56.2%	28.5%	2.7	0.1	2.5	1.5	2.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11001_5739_11002	732	259	991	114	1,105	909	178	1,087	123	1,210	177	-81	96	9	105	24.1%	-31.2%	9.7%	7.6%	9.5%	6.2	5.5	3.0	0.8	3.1	0	1	1	1	1	Fail	Pass	Pass	Pass	Pass
	D TO C	11001_5739_50257	179	73	252	17	269	123	29	151	8	159	-56	-44	-101	-10	-110	-31.5%	-60.4%	-39.9%	-55.9%	-40.9%	4.6	6.2	7.1	2.7	7.5	1	1	0	1	0	Pass	Pass	Fail	Pass	Fail
	D TO D	11001_5739_11001	0	2	2	0	2	0	0	0	0	0	0	-2	-2	0	-2		-100.0%	-100.0%		-100.0%		2.0	2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	5839_5739_11002	104	32	136	6	142	44	13	58	2	60	-60	-19	-78	-4	-82	-57.4%	-58.3%	-57.6%	-60.8%	-57.7%	6.9	3.9	8.0	1.8	8.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	5839_5739_50257	98	28	126	8	134	205	34	239	17	256	107	6	113	9	122	109.7%	20.0%	89.7%	116.1%	91.3%	8.7	1.0	8.4	2.6	8.8	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO D	5839_5739_11001	70	19	89	7	96	2	1	4	4	8	-68	-18	-85	-3	-88	-96.7%	-93.1%	-95.9%	-44.3%	-92.2%	11.3	5.5	12.5	1.3	12.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	5839_5739_5839	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	11002_5739_50257	152	33	185	6	191	174	44	218	13	231	22	11	33	7	40	14.4%	34.0%	17.9%	109.3%	20.8%	1.7	1.8	2.3	2.2	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	11002_5739_11001	1,257	234	1,491	100	1,591	1,274	192	1,466	151	1,617	17	-42	-25	51	26	1.4%	-17.9%	-1.7%	50.7%	1.6%	0.5	2.9	0.6	4.5	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	11002_5739_5839	217	30	247	6	253	112	13	125	3	128	-105	-17	-122	-3	-125	-48.3%	-57.3%	-49.4%	-56.7%	-49.6%	8.2	3.7	9.0	1.6	9.1	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	B TO B	11002_5739_11002	18	2	20	0	20	0	0	0	0	0	-18	-2	-20	0	-20	-100.0%	-100.0%	-100.0%		-100.0%	6.0	2.0	6.3		6.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50257_5739_11001	334	40	374	13	387	386	54	440	18	458	52	14	66	5	71	15.5%	35.6%	17.7%	40.3%	18.4%	2.7	2.1	3.3	1.3	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50257_5739_5839	181	21	202	6	208	159	24	182	9	191	-22	3	-20	3	-17	-12.3%	12.8%	-9.7%	44.6%	-8.1%	1.7	0.6	1.4	1.0	1.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50257_5739_11002	141	41	182	12	194	97	20	117	2	119	-44	-21	-65	-10	-75	-31.3%	-50.7%	-35.7%	-82.1%	-38.6%	4.1	3.8	5.3	3.7	6.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50257_5739_50257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Whyke	D TO A	11004_6936_7040	105	34	139	5	144	180	33	214	5	219	75	-1	75	0	75	71.9%	-2.8%	53.6%	-0.3%	51.7%	6.3	0.2	5.6	0.0	5.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11004_6936_11005	721	261	982	120	1,102	800	162	962	115	1,077	79	-99	-20	-5	-25	10.9%	-37.8%	-2.0%	-4.3%	-2.3%	2.9	6.8	0.6	0.5	0.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11004_6936_50264	149	28	177	8	185	68	16	83	7	91	-81	-12	-94	-1	-94	-54.7%	-43.3%	-52.9%	-6.5%	-50.9%	7.8	2.6	8.2	0.2	8.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11004_6936_11004	2	0	2	0	2	0	0	0	0	0	-2	0	-2	0	-2	-100.0%		-100.0%		-100.0%	2.0		2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	7040_6936_11005	42	6	48	2	50	70	6	75	0	75	28	0	27	-2	25	65.9%	-7.7%	56.7%	-98.3%	50.5%	3.7	0.2	3.5	1.9	3.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	7040_6936_50264	82	15	97	7	104	105	8	113	7	120	23	-7	16	0	16	28.1%	-44.2%	16.9%	-2.3%	15.6%	2.4	1.9	1.6	0.1	1.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	7040_6936_11004	74	24	98	1	99	93	34	126	8	134	19	10	28	7	35	25.1%	40.3%	28.8%	700.0%	35.6%	2.0	1.8	2.7	3.3	3.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	7040_6936_7040	1	1	2	0	2	0	0	0	0	0	-1	-1	-2	0	-2	-100.0%	-100.0%	-100.0%		-100.0%	1.4	1.4	2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	11005_6936_50264	123	29	152	9	161	196	10	206	10	217	73	-19	54	1	56	59.5%	-65.0%	35.7%	15.4%	34.6%	5.8	4.3	4.1	0.4	4.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	11005_6936_11004	1,104	204	1,308	104	1,412	1,044	149	1,193	144	1,337	-60	-55	-115	40	-75	-5.4%	-27.0%	-8.8%	38.3%	-5.3%	1.8	4.1	3.2	3.6	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	11005_6936_7040	62	14	76	2	78	37	0	37	0	37	-25	-14	-39	-2	-41	-40.9%	-96.6%	-51.1%	-99.1%	-52.4%	3.6	5.0	5.2	2.0	5.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	11005_6936_11005	0	2	2	0	2	0	0	0	0	0	0	-2	-2	0	-2		-100.0%	-100.0%		-100.0%		2.0	2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50264_6936_11004	394	39	433	6	439	425	68	493	12	506	31	29	60	6	67	8.0%	74.4%	14.0%	107.4%	15.2%	1.6	4.0	2.8	2.1	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50264_6936_7040	294	34	328	12	340	239	8	248	9	256	-55	-26	-80	-3	-84	-18.6%	-75.1%	-24.5%	-28.4%	-24.6%	3.4	5.5	4.7	1.1	4.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50264_6936_11005	151	30	181	10	191	206	17	223	6	229	55	-13	42	-4	38	36.2%	-42.8%	23.1%	-38.1%	19.9%	4.1	2.6	2.9	1.3	2.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50264_6936_50264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Bognor Rd	D TO E	11006_10002_7742	66	16	82	3	85	33	4	36	1	37	-33	-12	-46	-2	-48	-50.5%	-77.9%	-55.8%	-69.0%	-56.3%	4.7	4.0	6.0	1.5	6.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	11006_10002_11070	606	216	822	90	912	719	104	822	102	924	113	-112	0	12	12	18.6%	-52.0%	0.0%	13.6%	1.4%	4.4	8.9	0.0	1.3	0.4	0	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	D TO B	11006_10002_9137	221	73	294	44	338	249	54	303	18	321	28	-19	9	-26	-17	12.6%	-26.1%	3.0%	-58.1%	-5.0%	1.8	2.4	0.5	4.6	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11006_10002_50266	13	2	15	5	20	73	24	98	0	98	60	22	83	-5	78	463.9%	1117.0%	551.0%	-98.9%	388.5%	9.2	6.2	11.0	3.1	10.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11006_10002_11006	2	0	2	0	2	0	0	0	0	0	-2	0	-2	0	-2	-100.0%		-100.0%		-100.0%	2.0		2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO A	7742_10002_11070	67	34	101	3	104	55	14	70	10	80	-12	-20	-31	7	-24	-17.6%	-57.4%	-31.0%	234.3%	-23.3%	1.5	4.0	3.4	2.8	2.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO B	7742_10002_9137	215	38	253	12	265	288	36	324	25	349	73	-2	71	13	84	33.9%	-5.1%	28.0%	107.6%	31.6%	4.6	0.3	4.2	3.0	4.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO C	7742_10002_50266	68	10	78	1	79	72	11	83	5	88	4	1	5	4	9	6.6%	5.1%	6.4%	409.6%	11.5%	0.5	0.2	0.6	2.3	1.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO D	7742_10002_11006	68	19	87	2	89	77	15	92	3	95	9	-4	5	1	6	12.5%	-20.5%	5.3%	72.8%	6.9%	1.0	0.9	0.5	0.9	0.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO E	7742_10002_7742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0.3		0.3		0.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	11070_10002_9137	57	13	70	12	82	36	4	40	10	50	-21	-9	-30	-2	-32	-36.9%	-68.0%	-42.6%	-20.1%	-39.3%	3.1	3.0	4.0	0.7	4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	11070_10002_50266	42	8	50	2	52	22	3	24	5	29	-20	-5	-26	3	-23	-48.0%	-67.0%	-51.0%	138.7%	-43.7%	3.6	2.3	4.2	1.5	3.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	11070_10002_11006	935	158	1,093	66	1,159	920	94	1,014	114	1,128	-15	-64	-79	48	-31	-1.6%	-40.3%	-7.2%	72.9%	-2.7%	0.5	5.7	2.4	5.1	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO E	11070_10002_7742	65	23	88	3	91	92	5	96	3	99	27	-18	8	0	8	40.8%	-79.2%	9.4%	-1.2%	9.1%	3.0	4.9	0.9	0.0	0.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	11070_10002_11070	3	1	4	5	9	0	0	0	0	0	-3	-1	-4	-5	-9	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	2.4	1.4	2.8	3.2	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	9135_10002_50266	10	3	13	1	14	0	0	0	0	0	-10	-3	-13	-1	-14	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	4.5	2.4	5.1	1.4	5.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	9135_10002_11006	368	60	428	43	471	316	54	369	41	410	-52	-6	-59	-2	-61	-14.2%	-10.7%	-13.7%	-5.3%	-12.9%	2.8	0.8	2.9	0.4	2.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO E	9135_10002_7742	379	57	436	10	446	399	24	423	13	436	20	-33	-13	3	-10	5.2%	-57.5%	-3.0%	30.6%	-2.2%	1.0	5.1	0.6	0.9	0.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	9135_10002_11070	65	18	83	9	92	0	0	0	0	0	-65	-18	-83	-9	-92	-100.0%	-99.9%	-100.0%	-100.0%	-100.0%	11.4	6.0	12.9	4.2	13.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	9135_10002_9137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50266_10002_11006	56	6	62	1	63	1	2	3	0	3	-55	-4	-59	-1	-60	-98.1%	-71.0%	-95.5%	-76.1%	-95.2%	10.3	2.2	10.4	1.0	10.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	50266_10002_7742	77	12	89	1	90	166	21	187	4	191	89	9	98	3	101	115.8%	72.4%	109.9%	271.3%	111.7%	8.1	2.1	8.3	1.8	8.5	1	1	1	1	0	Pass	Pass	Pass	Pass	Fail
	C TO A	50266_10002_11070	37	8	45	2	47	33	5	38	2	40	-4	-3	-7	0	-7	-10.7%	-33.1%	-14.7%	-7.0%	-14.4%	0.7	1.0	1.0	0.1	1.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50266_10002_9137	0	2	2	2	4	0	0	0	0	0	0	-2	-2	-2	-4		-98.5%	-93.5%	-98.5%	-96.0%	0.4	2.0	1.8	2.0	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50266_10002_50266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Oving Rd	C TO D	11007_7952_7750	10	7	17	1	18	0	0	0	0	0	-10	-7	-17	-1	-18	-95.8%	-99.6%	-97.4%	-100.0%	-97.5%	4.2	3.7	5.6	1.4	5.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	11007_7952_11008	632	227	859	102	961	730	113	844	110	954	98	-114	-15	8	-7	15.6%	-50.2%	-1.8%	7.9%	-0.8%	3.8	8.7	0.5	0.8	0.2	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	C TO B	11007_7952_8652	70	8	78	0	78	60	8	68	2	70	-10	0	-10	2	-8	-13.7%	-1.5%	-12.4%		-9.8%	1.2	0.0	1.1	2.0	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	7750_7952_11008	64	15	79	1	80	38	7	45	4	48	-26	-8	-34	3	-32	-40.9%	-52.9%	-43.2%	258.3%	-39.4%	3.7	2.4	4.3	1.7	3.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	7750_7952_8652	78	11	89	0	89	129	11	141	1	142	51	0	52	1	53	66.0%	3.2%	58.2%		59.2%	5.1	0.1	4.8	1.3	4.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	7750_7952_11007	6	1	7	2	9	0	0	0	0	0	-6	-1	-7	-2	-9	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	3.5	1.4	3.7	2.0	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	11008_7952_8652	90	4	94	4	98	32	2	34	3	36	-58	-2	-60	-1	-62	-64.4%	-60.3%	-64.2%	-30.5%	-62.8%	7.4	1.4	7.6	0.7	7.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	11008_7952_11007	934	209	1,143	83	1,226	1,027	92	1,120	130	1,250	93	-117	-23	47	24	10.0%	-55.8%	-2.0%	56.9%	2.0%	3.0	9.5	0.7	4.6	0.7	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	A TO D	11008_7952_7750	145	21	166	3	169	128	4	132	3	135	-17	-17	-34	0	-34	-11.4%	-83.0%	-20.4%	5.9%	-20.0%	1.4	5.0	2.8	0.1	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	8652_7952_11007	106	8	114	2	116	80	17	97	6	103	-26	9	-17	4	-13	-24.9%	116.0%	-15.0%	194.3%	-11.4%	2.7	2.6	1.7	2.0	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	8652_7952_7750	195	15	210	1	211	186	11	198	3	200	-9	-4	-12	2	-11	-4.5%	-23.9%	-5.9%	175.2%	-5.0%	0.6	1.0	0.9	1.3	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	8652_7952_11008	159	12	171	1	172	113	26	140	4	144	-46	14	-31	3	-28	-28.9%	120.3%	-18.4%	313.5%	-16.5%	3.9	3.3	2.5	2.0	2.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Portfield	D TO A	7755_10003_10004	18	6	24	0	24	0	0	0	0	0	-18	-6	-24	0	-24	-100.0%	-100.0%	-100.0%		-100.0%	6.0	3.5	6.9		6.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	7755_10003_8258	358	55	413	15	428	351	18	369	16	385	-7	-37	-44	1	-43	-1.8%	-67.6%	-10.6%	5.7%	-10.0%	0.3	6.2	2.2	0.2	2.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	7755_10003_30022	125	20	145	5	150	5	2	6	3	9	-120	-18	-139	-2	-141	-96.2%	-91.6%	-95.6%	-44.9%	-93.9%	14.9	5.6	15.9	1.1	15.8	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO D	7755_10003_7755	50	8	58	1	59	7	0	7	0	7	-43	-8	-51	-1	-52	-86.5%	-94.1%	-87.5%	-82.6%	-87.4%	8.1	3.7	8.9	1.1	9.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	10004_10003_8258	31	3	34	5	39	47	0	47	0	47	16	-3	13	-5	8	51.1%	-100.0%	37.8%	-100.0%	20.1%	2.5	2.4	2.0	3.2	1.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	10004_10003_30022	120	24	144	11	155	112	13	125	24	149	-9	-11	-19	13	-6	-7.1%	-44.7%	-13.4%	118.1%	-4.0%	0.8	2.5	1.7	3.1	0.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	10004_10003_7755	6	2	8	0	8	5	1	6	1	6	-1	-1	-2	1	-2	-18.3%	-63.0%	-29.5%		-22.4%	0.5	1.1	0.9	1.1	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	10004_10003_10004	2	0	2	3	5	0	0	0	0	0	-2	0	-2	-3	-5	-100.0%		-100.0%	-100.0%	-100.0%	2.0		2.0	2.4	3.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	30021_10003_30022	938	156	1,094	70	1,164	1,071	83	1,153	107	1,261	133	-74	59	37	97	14.2%	-47.1%	5.4%	53.4%	8.3%	4.2	6.7	1.8	4.0	2.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	30021_10003_7755	690	64	754	12	766	822	53	875	16	891	132	-11	121	4	125	19.2%	-17.1%	16.1%	29.5%	16.3%	4.8	1.4	4.3	1.0	4.3	0	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	30021_10003_10004	83	18	101	5	106	0	0	0	0	0	-83	-18	-101	-5	-106	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	12.9	6.0	14.2	3.2	14.6	1	1	0	1	0	Pass	Pass	Fail	Pass	Fail
	B TO B	30021_10003_8258	14	3	17	2	19	0	0	0	0	0	-14	-3	-17	-2	-19	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	5.3	2.4	5.8	2.0	6.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	30022_10003_7755	193	26	219	7	226	63	7	70	1	71	-130	-19	-149	-6	-155	-67.4%	-73.4%	-68.1%	-85.6%	-68.7%	11.5	4.7	12.4	3.0	12.7	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO A	30022_10003_10004	220	62	282	13	295	149	40	189	10	199	-71	-22	-93	-3	-96	-32.3%	-35.2%	-32.9%	-23.7%	-32.5%	5.2	3.0	6.1	0.9	6.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	30022_10003_8258	518	212	730	97	827	660	98	758	107	865	142	-114	28	10	38	27.4%	-53.6%	3.9%	10.3%	4.6%	5.8	9.1	1.0	1.0	1.3	0	0	1	1	1	Fail	Fail	Pass	Pass	Pass
	C TO C	30022_10003_30022	6	0	6	7	13	1	0	1	2	3	-5	0	-5	-5	-10	-83.2%		-81.8%	-71.4%	-76.2%	2.7	0.4	2.6	2.4	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Avenue de Chartres / Via Ravenna Rdb	A TO B	5745_5744_5844	165	26	191	6	197	65	11	75	0	75	-100	-15	-116	-6	-122	-60.9%	-59.4%	-60.7%	-96.2%	-61.8%	9.4	3.6	10.0	3.3	10.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO C	5745_5744_5743	59	1	60	0	60	90	5	94	2	96	31	4	34	2	36	52.1%	357.0%	57.2%		59.8%	3.6	2.1	3.9	1.8	4.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	5745_5744_5544	271	22	293	10	303	260	1	261	8	269	-11	-21	-32	-2	-34	-3.9%	-96.4%	-10.9%	-20.0%	-11.2%	0.7	6.3	1.9	0.7	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	5745_5744_5645	12	3	15	0	15	0	0	0	0	0	-12	-3	-15	0	-15	-100.0%	-100.0%	-100.0%		-100.0%	4.9	2.4	5.5		5.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	5845_5744_5743	56	0	56	0	56	155	10	165	4	169	99	10	109	4	113	177.1%		194.9%		202.6%	9.7	4.5	10.4	2.9	10.7	1	1	0	1	0	Pass	Pass	Fail	Pass	Fail
	B TO D	5845_5744_5544	233	8	241	5	246	187	51	237	8	246	-46	43	-4	3	0	-19.9%	534.4%	-1.5%	62.7%	-0.2%	3.2	7.9	0.2	1.2	0.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	5845_5744_5645	168	26	194	15	209	116	17	133	9	142	-52	-9	-61	-6	-67	-30.9%	-32.9%	-31.2%	-42.3%	-32.0%	4.4	1.8	4.7	1.8	5.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	5845_5744_5844	9	0	9	1	10	0	0	0	0	0	-9	0	-9	-1	-10	-100.0%		-100.0%	-100.0%	-100.0%	4.2		4.2	1.4	4.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	5743_5744_5544	12	1	13	0	13	4	1	5	0	5	-8	0	-8	0	-8	-62.8%	-33.0%	-60.5%		-59.8%	2.6	0.4	2.6	0.4	2.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	5743_5744_5645	8	0	8	0	8	3	0	3	0	3	-5	0	-5	0	-5	-65.4%		-61.3%		-59.1%	2.3	0.8	2.1	0.6	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	5743_5744_5844	1	0	1	0	1	2	0	2	0	2	1	0	1	0	1	71.0%		109.0%		116.0%	0.6	0.9	0.9	0.4	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	5743_5744_5743	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	5544_5744_5645	325	23	348	13	361	167	1	168	19	187	-158	-22	-180	6	-174	-48.6%	-94.9%	-51.7%	43.3%	-48.2%	10.1	6.3	11.2	1.4	10.5	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO B	5544_5744_5844	325	19	344	5	349	342	24	366	5	371	17	5	22	0	22	5.4%	24.5%	6.4%	4.7%	6.4%	1.0	1.0	1.2	0.1	1.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	5544_5744_5743	103	1	104	0	104	96	7	102	2	105	-7	6	-2	2	1	-7.3%	572.0%	-1.7%		0.5%	0.8	2.9	0.2	2.2	0.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	5544_5744_5544	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Gyratory at East St / Market Rd / St Pancras / New Park Rd / The Hornet	A TO B	6650_6648_6748	452	73	525	19	544	518	53	571	19	590	66	-20	46	0	46	14.7%	-27.9%	8.8%	-1.6%	8.4%	3.0	2.6	2.0	0.1	1.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	6650_6648_6543	499	47	546	8	554	526	66	592	24	616	27	19	46	16	62	5.4%	40.9%	8.5%	195.6%	11.2%	1.2	2.6	1.9	3.9	2.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	6748_6648_6543	689	95	784	18	802	896	102	998	33	1,031	207	7	214	15	229	30.0%	7.2%	27.3%	83.0%	28.5%	7.3	0.7	7.2	3.0	7.6	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	G TO A	20003_6547_6650_6648	455	72	527	10	537	556	52	608	19	627	101	-20	81	9	90	22.2%	-27.8%	15.4%	91.3%	16.8%	4.5	2.5	3.4	2.4	3.7	0	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	F TO G	6546_6547_20003	444	87	531	11	542	531	61	592	9	601	87	-26	61	-2	59	19.5%	-29.4%	11.5%	-17.3%	10.9%	3.9	3.0	2.6	0.6	2.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	F TO A	6546_6547_6650_6648	299	55	354	23	377	65	7	72	0	72	-234	-48	-282	-23	-305	-78.3%	-87.3%	-79.7%	-98.1%	-80.8%	17.3	8.6	19.3	6.6	20.3	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO E	6446_6542_6448	14	6	20	1	21	0	0	0	1	1	-14	-6	-20	0	-20	-97.6%	-99.3%	-98.2%	-34.8%	-95.1%	5.1	3.4	6.2	0.4	6.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO F	6542_6546_6547	368	54	422	20	442	251	21	272	4	276	-117	-33	-150	-16	-166	-31.7%	-60.9%	-35.5%	-82.1%	-37.6%	6.6	5.4	8.0	4.8	8.8	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	E TO F	6448_6546_6547	44	14	58	5	63	17	2	19	1	20	-27	-12	-39	-4	-43	-60.8%	-88.1%	-67.4%	-83.8%	-68.7%	4.8	4.4	6.3	2.5	6.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	6543_6446_6445	726	50	776	16	792	689	93	781	30	811	-37	43	5	14	19	-5.2%	85.5%	0.7%	84.8%	2.4%	1.4	5.1	0.2	2.8	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	6543_6542_6448	132	19	151	2	153	159	12	171	13	184	27	-7	20	11	31	20.2%	-36.2%	13.1%	552.0%	20.1%	2.2	1.7	1.6	4.0	2.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO F	6543_6546_6547	329	74	403	9	412	575	63	638	14	652	246	-11	235	5	240	74.8%	-14.6%	58.3%	55.0%	58.3%	11.6	1.3	10.3	1.5	10.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail

	GEH Statistics					Flow Criterion					GEH OR Hourly flows				
Pass	89	94	85	115	84	121	132	123	138	122	124	132	123	138	122
Fail	37	28	43	3	44	17	6	15	0	16	14	6	15	0	16
%Pass	71%	77%	66%	97%	66%	88%	96%	89%	100%	88%	90%	96%	89%	100%	88%

AM

A27 Fishbourne Roundabout



572	603	14	51	To A
148	97	4	8	To B
994	879	128	126	To C
19	61	1	3	To D

137	169	0	2	To B
175	231	2	2	To C
97	153	2	2	To D
265	286	9	6	To E

10	29	2	1	To C
36	47	1	2	To D
56	49	6	3	To E
30	14	0	1	To A

63	0	5	0	To E
291	108	2	6	To A
65	127	0	3	To B
122	193	6	4	To C

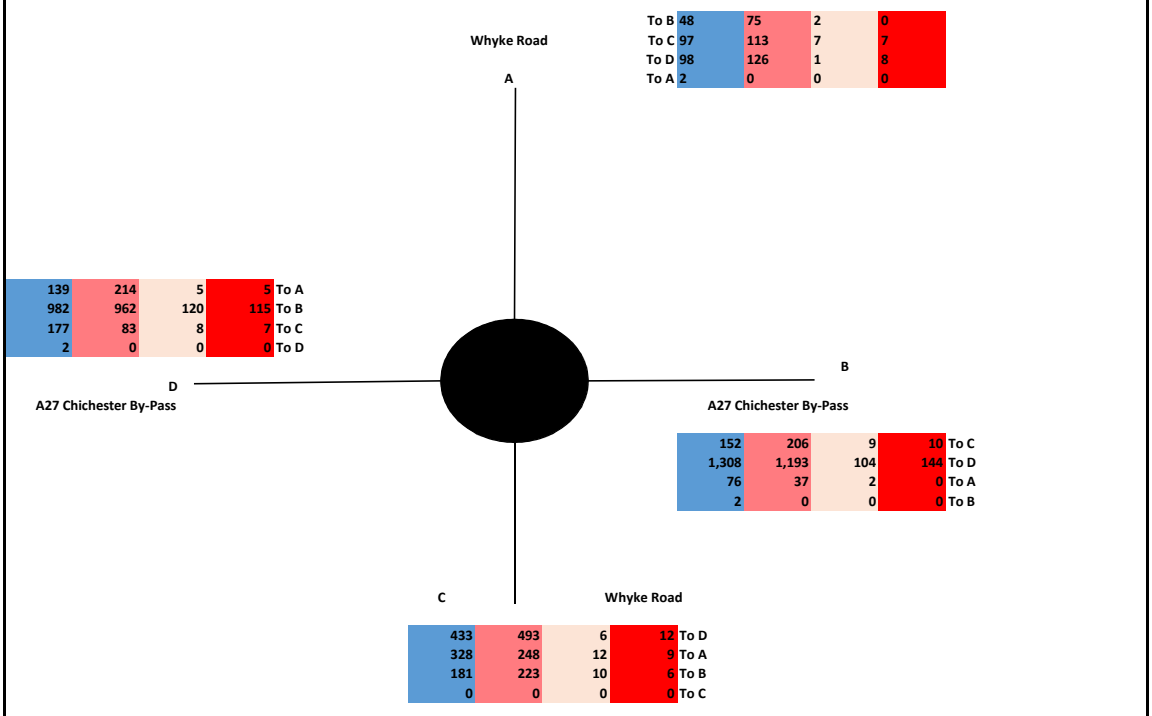
245	212	10	10	To D
1,434	1,418	102	146	To E
391	256	3	15	To A
19	0	2	1	To B

	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Fishbourne Roundabout

A27 Whyke Roundabout



To B	48	75	2	0
To C	97	113	7	7
To D	98	126	1	8
To A	2	0	0	0

139	214	5	5	To A
982	962	120	115	To B
177	83	8	7	To C
2	0	0	0	To D

152	206	9	10	To C
1,308	1,193	104	144	To D
76	37	2	0	To A
2	0	0	0	To B

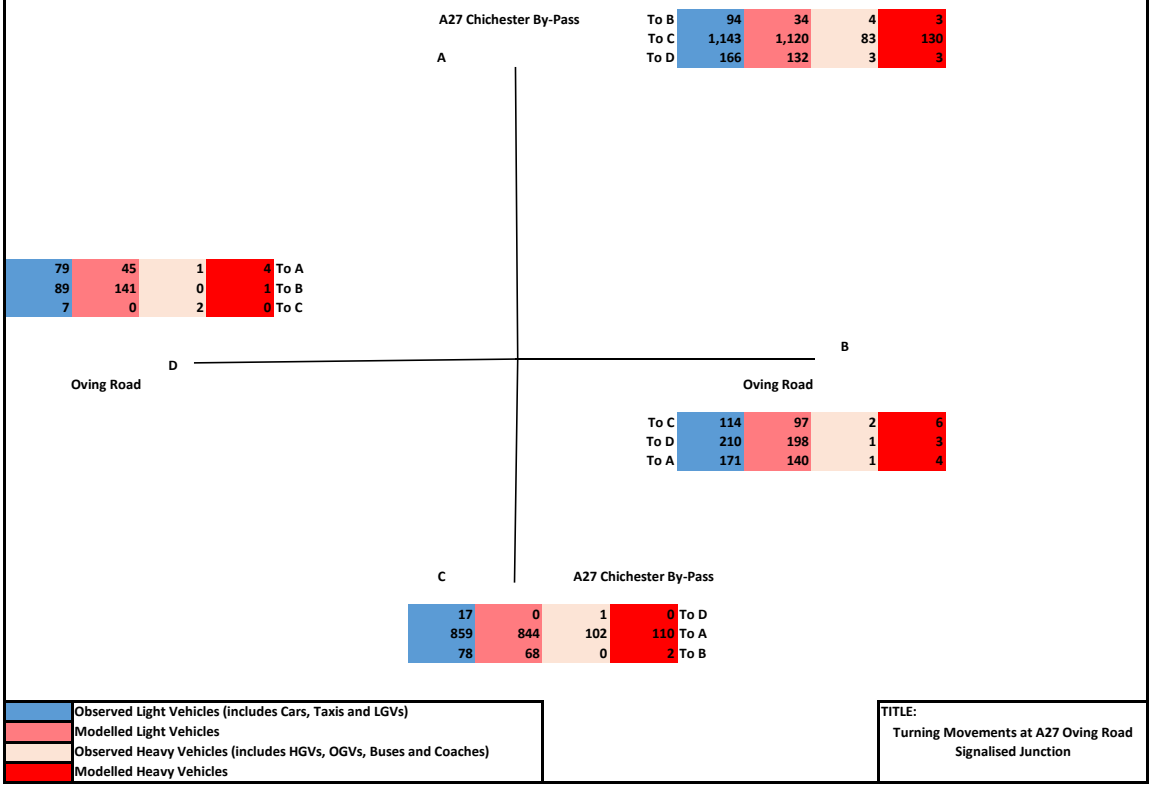
433	493	6	12	To D
328	248	12	9	To A
181	223	10	6	To B
0	0	0	0	To C

	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Whyke Roundabout

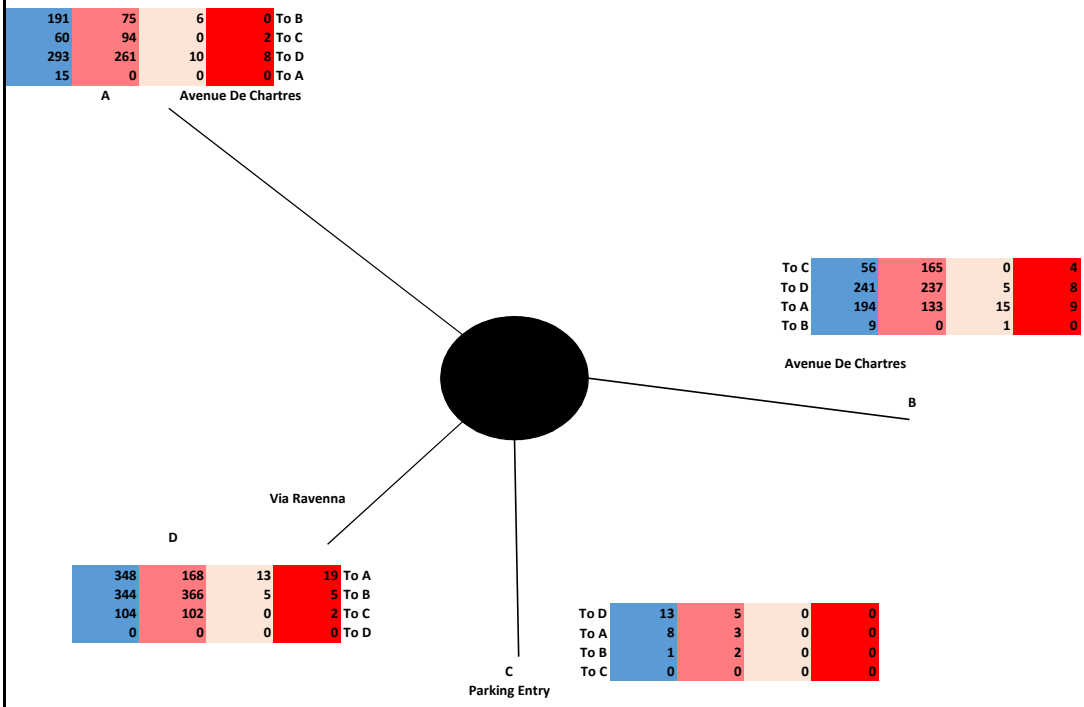
A27 Oving Road Signalised Junction



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Oving Road Signalised Junction

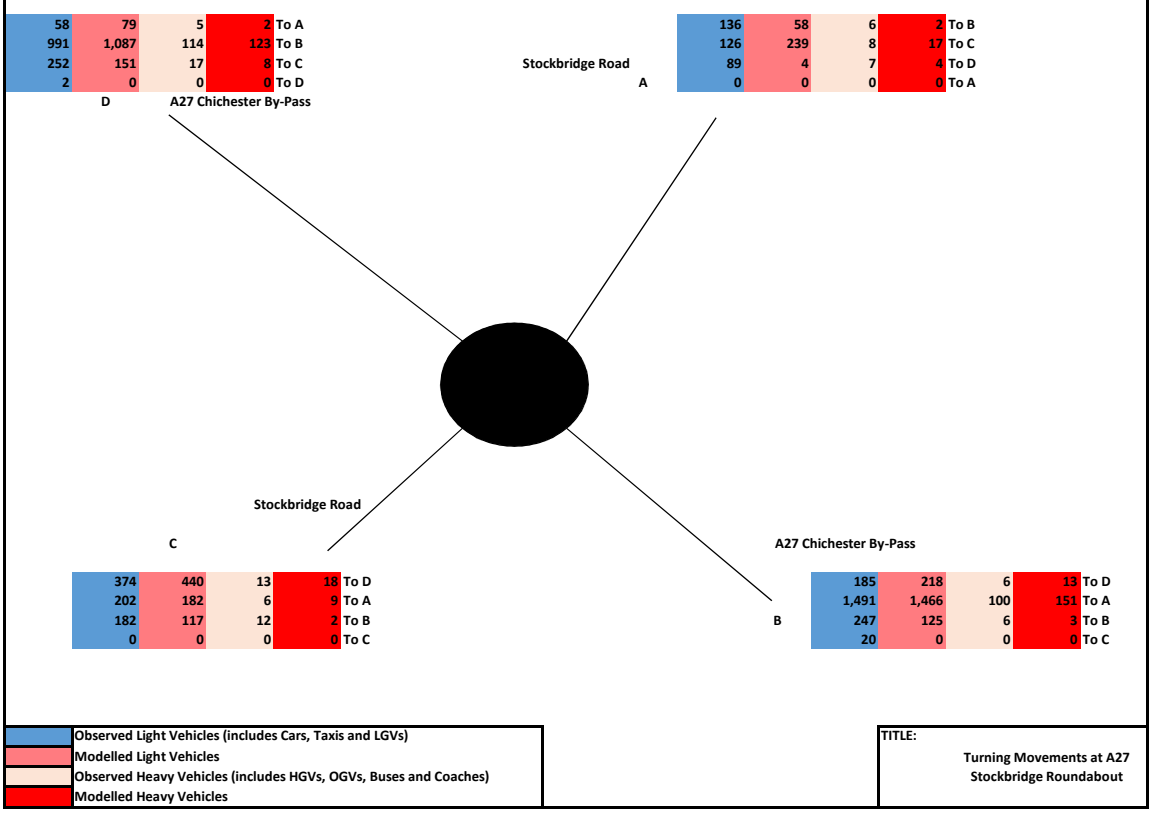
Via Ravenna/Avenue De Chartres Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at Via Ravenna/Avenue De Chartres Roundabout

A27 Stockbridge Roundabout

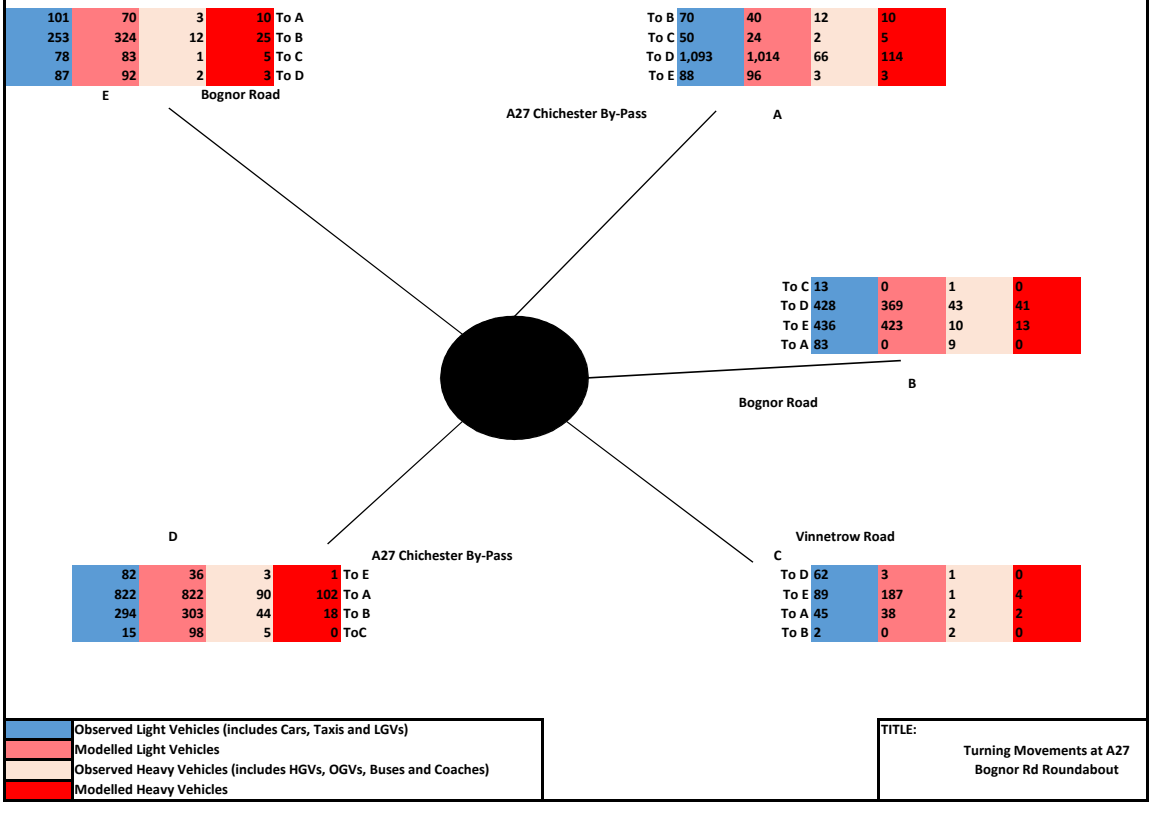


	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Stockbridge Roundabout

A27 Bognor Rd Roundabout

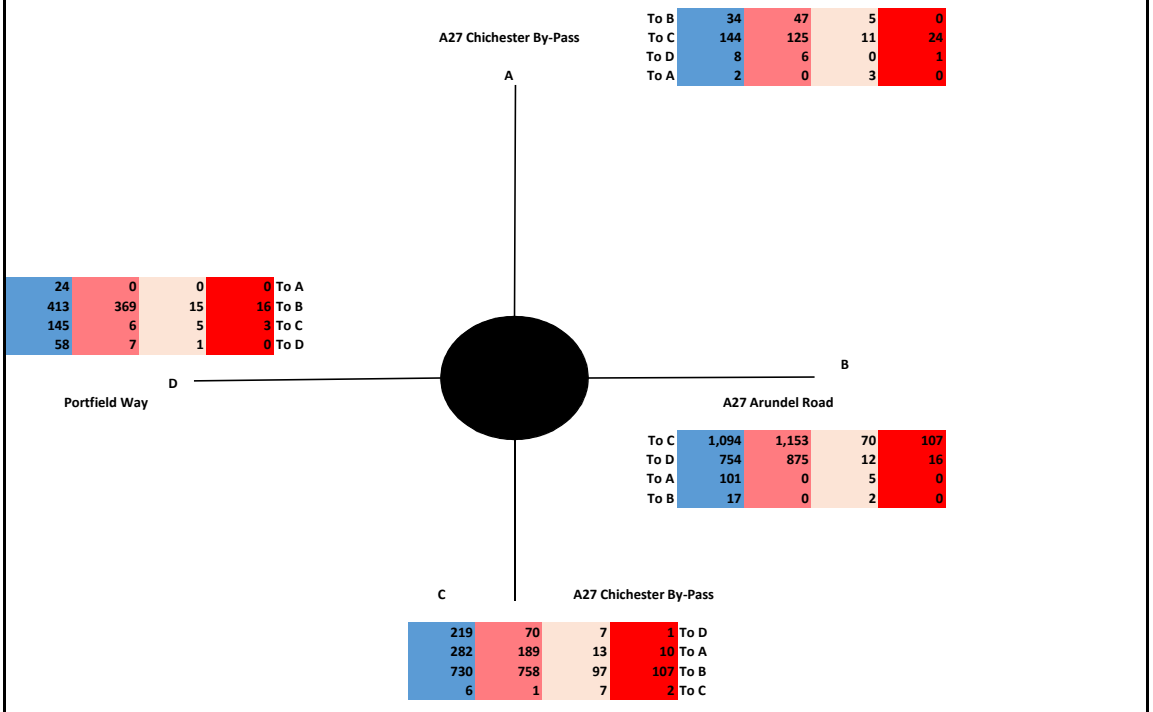


	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Bognor Rd Roundabout

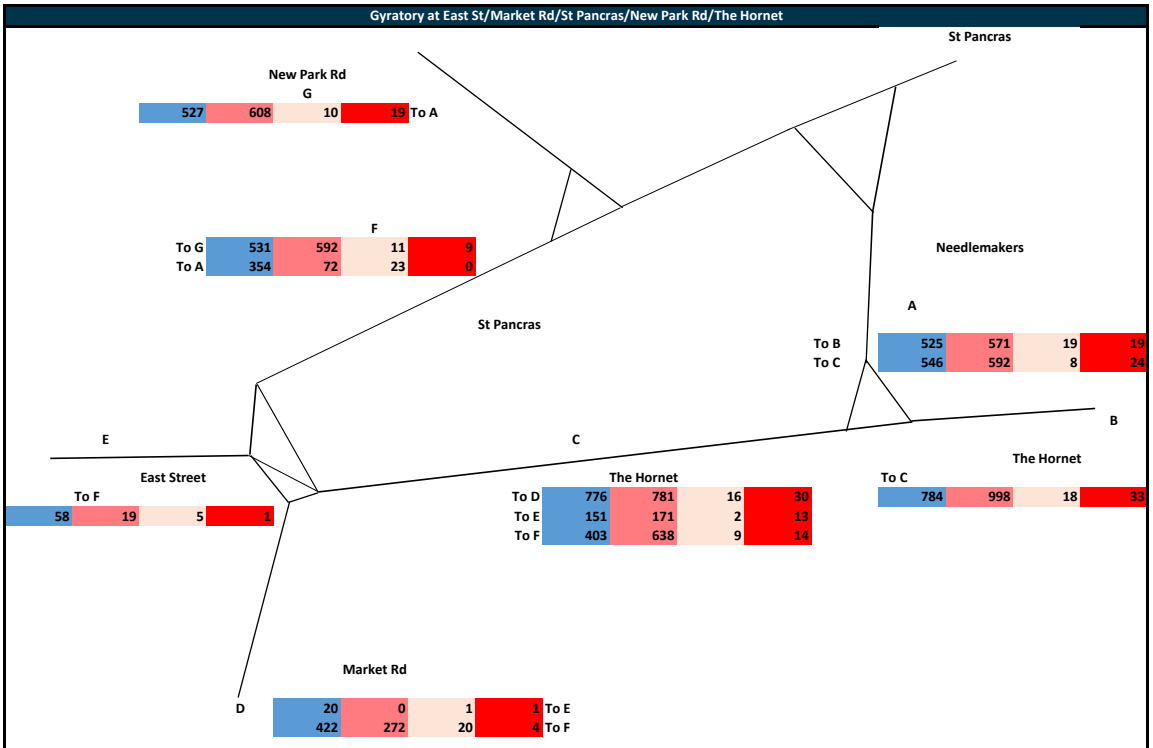
A27 Portfield Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Portfield Roundabout

Gyratory at East St/Market Rd/St Pancras/New Park Rd/The Hornet



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at Gyratory at East St/Market Rd/St Pancras/New Park Rd/The Hornet

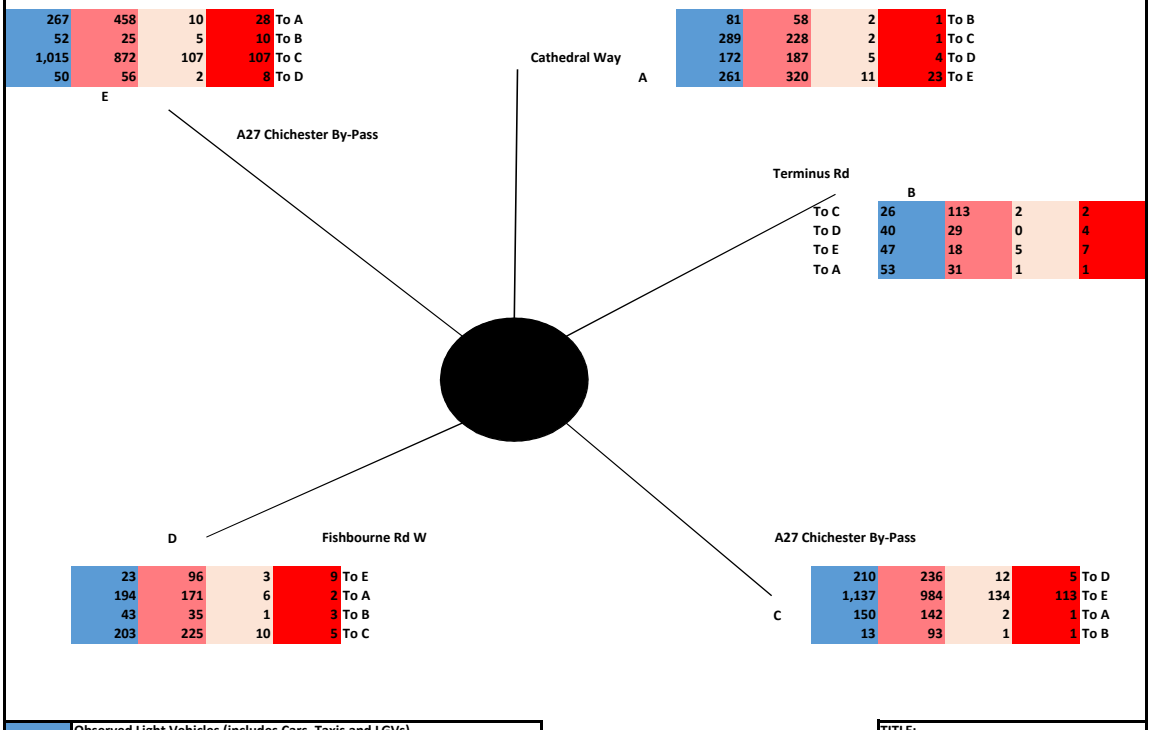
IP TURN FLOW VALIDATION

Road	Movement	SATURN Link	Observed					Modelled					Diff					% Diff					GEH					WebTAG flow criterion					WebTAG criterion GEH or FLOW				
			Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
Fisbourne	E TO A	4645_9001_4945	235	32	267	10	277	425	33	458	28	486	190	1	191	18	209	80.9%	1.9%	71.4%	184.7%	75.5%	10.5	0.1	10.0	4.2	10.7	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	E TO B	4645_9001_5043	36	16	52	5	57	22	3	25	10	36	-14	-13	-27	5	-21	-37.7%	-81.9%	-51.3%	106.3%	-37.5%	2.5	4.3	4.3	1.9	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO C	4645_9001_11001	809	206	1,015	107	1,122	758	114	872	107	979	-51	-92	-143	0	-143	-6.3%	-44.8%	-14.1%	-0.3%	-12.8%	1.8	7.3	4.7	0.0	4.4	1	1	0	1	1	Pass	Pass	Pass	Pass	Pass
	E TO D	4645_9001_4741	42	8	50	2	52	50	6	56	8	63	8	-2	6	6	11	19.3%	-27.4%	11.8%	275.9%	22.0%	1.2	0.8	0.8	2.5	1.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO E	4645_9001_4644	2	0	2	0	2	0	0	0	0	0	-2	0	-2	0	-2	-100.0%		-100.0%		-100.0%	2.0		2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	4945_9001_5043	66	15	81	2	83	53	5	58	1	59	-13	-10	-23	-1	-24	-20.0%	-64.5%	-28.2%	-37.4%	-28.5%	1.7	3.0	2.7	0.6	2.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	4945_9001_11001	271	18	289	2	291	204	24	228	1	229	-67	6	-61	-1	-62	-24.5%	31.5%	-21.1%	-49.8%	-21.3%	4.3	1.2	3.8	0.8	3.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	4945_9001_4741	159	13	172	5	177	168	19	187	4	191	9	6	15	-1	14	5.8%	43.2%	8.6%	-20.4%	7.8%	0.7	1.4	1.1	0.5	1.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO E	4945_9001_4644	225	36	261	11	272	300	20	320	23	342	75	-16	59	12	70	33.2%	-44.1%	22.5%	105.8%	25.9%	4.6	3.0	3.4	2.8	4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	4945_9001_4945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	5043_9001_11001	20	6	26	2	28	87	26	113	2	115	67	20	87	0	87	334.8%	340.5%	336.1%	-19.8%	310.7%	9.2	5.1	10.5	0.3	10.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	5043_9001_4741	32	8	40	0	40	24	5	29	4	32	-8	-3	-11	4	-8	-26.2%	-38.6%	-28.7%		-19.6%	1.6	1.2	2.0	2.7	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO E	5043_9001_4644	34	13	47	5	52	16	2	18	7	25	-18	-11	-29	2	-27	-52.1%	-86.1%	-61.5%	37.0%	-52.0%	3.5	4.1	5.1	0.8	4.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	5043_9001_4945	45	8	53	1	54	28	3	31	1	32	-17	-5	-22	0	-22	-38.7%	-56.5%	-41.4%	-2.2%	-40.7%	2.9	1.9	3.4	0.0	3.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	5043_9001_5043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	11001_9001_4741	170	40	210	12	222	191	45	236	5	241	21	5	26	-7	19	12.3%	13.3%	12.5%	-59.7%	8.6%	1.6	0.8	1.8	2.5	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	11001_9001_4644	876	261	1,137	134	1,271	847	138	984	113	1,098	-29	-123	-153	-21	-173	-3.4%	-47.1%	-13.4%	-15.4%	-13.6%	1.0	8.7	4.7	1.8	5.0	1	0	0	1	0	Pass	Fail	Pass	Pass	Fail
	C TO A	11001_9001_4945	135	15	150	2	152	115	27	142	1	143	-20	12	-8	-1	-9	-14.8%	78.9%	-5.4%	-58.9%	-6.1%	1.8	2.6	0.7	1.0	0.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	11001_9001_5043	10	3	13	1	14	77	17	93	1	95	67	14	80	0	81	666.5%	458.7%	618.5%	11.7%	575.2%	10.1	4.4	11.0	0.1	10.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	11001_9001_11001	6	2	8	1	9	0	0	0	0	0	-6	-2	-8	-1	-9	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	3.5	2.0	4.0	1.4	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO E	4741_9001_4644	18	5	23	3	26	92	4	96	9	104	74	-1	73	6	78	410.9%	-22.6%	316.7%	186.8%	301.7%	10.0	0.5	9.4	2.3	9.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	4741_9001_4945	178	16	194	6	200	152	19	171	2	173	-26	3	-23	-4	-27	-14.8%	18.8%	-12.0%	-66.2%	-13.6%	2.0	0.7	1.7	2.0	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	4741_9001_5043	33	10	43	1	44	30	5	35	3	38	-3	-5	-8	2	-6	-9.9%	-46.9%	-18.5%	242.2%	-12.6%	0.6	1.7	1.3	1.6	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	4741_9001_11001	162	41	203	10	213	181	44	225	5	230	19	3	22	-5	17	11.7%	7.9%	11.0%	-47.4%	8.2%	1.5	0.5	1.5	1.7	1.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	4741_9001_4741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Stockbridge	D TO A	11001_5739_5839	43	11	54	3	57	26	10	36	3	38	-17	-1	-18	0	-19	-40.0%	-10.4%	-33.9%	-9.4%	-32.6%	2.9	0.4	2.7	0.2	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11001_5739_11002	881	207	1,088	106	1,194	831	164	994	103	1,097	-50	-43	-94	-3	-97	-5.7%	-21.0%	-8.6%	-3.1%	-8.1%	1.7	3.2	2.9	0.3	2.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11001_5739_50257	291	41	332	12	344	374	34	409	9	418	83	-7	77	-3	74	28.6%	-15.9%	23.1%	-24.1%	21.5%	4.6	1.1	4.0	0.9	3.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11001_5739_11001	4	2	6	0	6	0	0	0	0	0	-4	-2	-6	0	-6	-100.0%	-100.0%	-100.0%		-100.0%	2.8	2.0	3.5		3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	5839_5739_11002	123	30	153	6	159	97	9	106	2	108	-26	-21	-47	-4	-51	-20.8%	-71.2%	-30.7%	-73.9%	-32.3%	2.4	4.9	4.1	2.3	4.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	5839_5739_50257	184	26	210	6	216	179	31	210	19	229	-5	5	0	13	13	-2.8%	18.6%	-0.2%	214.3%	5.8%	0.4	0.9	0.0	3.6	0.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	5839_5739_11001	60	15	75	4	79	68	13	82	2	84	8	-2	7	-2	5	14.2%	-11.6%	9.0%	-52.5%	5.9%	1.1	0.5	0.8	1.2	0.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	5839_5739_5839	1	0	1	0	1	0	0	0	0	0	-1	0	-1	0	-1	-100.0%		-100.0%		-100.0%	1.4		1.4		1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	11002_5739_50257	195	28	223	8	231	253	35	288	10	298	58	7	65	2	67	29.6%	25.3%	29.0%	27.3%	29.0%	3.9	1.3	4.1	0.7	4.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	11002_5739_11001	894	250	1,144	131	1,275	944	182	1,126	110	1,236	50	-68	-18	-21	-39	5.6%	-27.0%	-1.5%	-16.3%	-3.1%	1.6	4.6	0.5	1.9	1.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	11002_5739_5839	100	20	120	4	124	30	5	35	0	35	-70	-15	-85	-4	-89	-69.8%	-76.4%	-70.9%	-87.7%	-71.5%	8.7	4.3	9.7	2.3	9.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	11002_5739_11002	15	3	18	1	19	0	0	0	0	0	-15	-3	-18	-1	-19	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	5.5	2.4	6.0	1.4	6.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50257_5739_11001	247	55	302	16	318	217	31	248	8	257	-30	-24	-54	-8	-61	-12.0%	-43.4%	-17.8%	-47.4%	-19.2%	2.0	3.6	3.2	2.2	3.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50257_5739_5839	170	29	199	7	206	212	38	249	18	267	42	9	50	11	61	24.4%	30.8%	25.4%	155.2%	29.8%	3.0	1.5	3.4	3.1	4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50257_5739_11002	156	30	186	12	198	257	34	290	10	300	101	4	104	-2	102	64.7%	11.9%	56.2%	-20.4%	51.5%	7.0	0.6	6.8	0.7	6.5	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO C	50257_5739_50257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Whyke	D TO A	11004_6936_7040	66	27	93	4	97	156	30	186	7	193	90	3	93	3	96	136.5%	10.9%	100.1%	81.2%	99.3%	8.6	0.6	7.9	1.4	8.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11004_6936_11005	949	217	1,166	112	1,278	917	144	1,061	104	1,165	-32	-73	-105	-8	-113	-3.4%	-33.5%	-9.0%	-7.0%	-8.8%	1.0	5.4	3.1	0.8	3.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11004_6936_50264	160	27	187	8	195	112	32	143	2	146	-48	5	-44	-6	-49	-30.2%	17.3%	-23.3%	-69.1%	-25.2%	4.1	0.9	3.4	2.4	3.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11004_6936_11004	8	1	9	1	10	0	0	0	0	0	-8	-1	-9	-1	-10	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	4.0	1.4	4.2	1.4	4.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	7040_6936_11005	39	7	46	1	47	56	0	56	0	56	17	-7	10	-1	9	43.0%	-95.3%	21.9%	-74.8%	19.9%	2.4	3.5	1.4	0.9	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	7040_6936_50264	116	18	134	9	143	166	10	176	15	191	50	-8	42	6	48	43.4%	-47.1%	31.2%	67.1%	33.5%	4.2	2.3	3.4	1.7	3.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	7040_6936_11004	64	28	92	3	95	83	22	105	2	108	19	-6	13	-1	13	29.4%	-19.9%	14.4%	-17.8%	13.4%	2.2	1.1	1.3	0.3	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	7040_6936_7040	0	1	1	0	1	0	0	0	0	0	0	-1	-1	0	-1		-100.0%	-100.0%		-100.0%		1.4	1.4		1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	11005_6936_50264	126	25	151	10	161	195	10	204	14	219	69	-15	53	4	58	54.4%	-60.8%	35.4%	42.8%	35.8%	5.4	3.6	4.0	1.2	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	11005_6936_11004	966	243	1,209	124	1,333	985	168	1,153	116	1,269	19	-75	-56	-8	-64	2.0%	-30.7%	-4.6%	-6.6%	-4.8%	0.6	5.2	1.6	0.7	1.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	11005_6936_7040	29	6	35	1	36	55	2	57	0	57	26	-4	22	-1	21	89.4%	-60.7%	63.7%	-100.0%	59.1%	4.0	1.8	3.3	1.4	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	11005_6936_11005	1	0	1	1	2	0	0	0	0	0	-1	0	-1	-1	-2	-100.0%		-100.0%	-100.0%	-100.0%	1.4		1.4	1.4	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50264_6936_11004	164	28	192	11	203	159	32	191	2	193	-5	4	-1	-9	-10	-2.9%	13.5%	-0.5%	-83.8%	-5.0%	0.4	0.7	0.1	3.6	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50264_6936_7040	123	18	141	10	151	111	7	118	13	131	-12	-11	-23	3	-20	-9.6%	-63.3%	-16.5%	28.0%	-13.5%	1.1	3.2	2.0	0.8	1.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50264_6936_11005	122	27	149	8	157	141	9	149	12	162	19	-18	0	4	5	15.4%	-68.0%	0.3%	54.9%	3.1%	1.6	4.3	0.0	1.4	0.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50264_6936_50264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Bognor Rd	D TO E	11006_10002_7742	71	18	89	5	94	40	10	50	0	50	-31	-8	-39	-5	-44	-43.8%	-46.3%	-44.3%	-92.5%	-46.9%	4.2	2.2	4.7	2.8	5.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	11006_10002_11070	796	169	965	83	1,048	736	90	826	89	915	-60	-79	-139	6	-133	-7.5%	-46.8%	-14.4%	7.8%	-12.7%	2.2	7.0	4.7	0.7	4.2	1	1	0	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11006_10002_9137	224	53	277	30	307	252	52	305	27	331	28	-1	28	-3	24	12.6%	-1.3%	9.9%	-10.2%	8.0%	1.8	0.1	1.6	0.6	1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11006_10002_50266	20	4	24	2	26	86	1	87	0	87	66	-3	63	-2	61	328.0%	-66.3%	262.3%	-98.3%	234.5%	9.0	1.6	8.5	1.9	8.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11006_10002_11006	5	2	7	1	8	0	0	0	0	0	-5	-2	-7	-1	-8	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	3.2	2.0	3.7	1.4	4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO A	7742_10002_11070	78	29	107	5	112	49	7	56	8	64	-29	-22	-51	3	-48	-36.6%	-77.1%	-47.6%	61.0%	-42.7%	3.6	5.3	5.6	1.2	5.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO B	7742_10002_9137	256	40	296	11	307	297	30	327	21	348	41	-10	31	10	41	16.0%	-25.8%	10.4%	92.3%	13.3%	2.5	1.7	1.7	2.5	2.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO C	7742_10002_50266	102	14	116	1	117	89	21	110	2	112	-13	7	-6	1	-5	-12.9%	50.6%	-5.3%	143.0%	-4.0%	1.4	1.7	0.6	1.1	0.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO D	7742_10002_11006	68	18	86	4	90	44	8	52	0	52	-24	-10	-34	-4	-38	-35.6%	-55.7%	-39.8%	-90.7%	-42.1%	3.2	2.8	4.1	2.5	4.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO E	7742_10002_7742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0.6	0.2	0.6	0.1	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	11070_10002_9137	89	12	101	7	108	89	10	99	19	117	0	-2	-2	12	9	0.0%	-20.4%	-2.4%	169.3%	8.7%	0.0	0.7	0.2	3.3	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	11070_10002_50266	78	13	91	6	97	40	13	53	6	60	-38	0	-38	0	-37	-48.8%	2.5%	-41.5%	5.7%	-38.6%	5.0	0.1	4.4	0.1	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	11070_10002_11006	720	175	895	97	992	817	102	919	114	1,032	97	-73	24	17	40	13.4%	-41.7%	2.6%	17.2%	4.1%	3.5	6.2	0.8	1.6	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO E	11070_10002_7742	31	11	42	2	44	34	3	37	11	48	3	-8	-5	9	4	9.8%	-73.0%	-11.9%	464.1%	9.7%	0.5	3.0	0.8	3.6	0.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	11070_10002_11070	2	0	2	2	4	0	0	0	0	0	-2	0	-2	-2	-4	-100.0%		-100.0%	-100.0%	-100.0%	2.0		2.0	2.0	2.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	9135_10002_50266	25	4	29	2	31	0	0	0	0	1	-25	-4	-29	-2	-30	-98.4%	-98.5%	-98.4%	-95.9%	-98.3%	6.9	2.8	7.4	1.9	7.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	9135_10002_11006	279	64	343	35	378	362	70	432	16	448	83	6	89	-19	70	29.8%	9.2%	26.0%	-54.2%	18.6%	4.6	0.7	4.5	3.8	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO E	9135_10002_7742	202	36	238	11	249	291	20	311	21	332	89	-16	73	10	83	43.9%	-43.2%	30.8%	92.2%	33.5%	5.7	2.9	4.4	2.5	4.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	9135_10002_11070	115	11	126	9	135	78	7	85	17	102	-37	-4	-41	8	-33	-31.8%	-37.6%	-32.3%	90.4%	-24.1%	3.7	1.4	4.0	2.3	3.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	9135_10002_9137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50266_10002_11006	31	8	39	3	42	18	2	20	0	20	-13	-6	-19	-3	-22	-42.7%	-77.6%	-49.8%	-97.2%	-53.2%	2.7	2.8	3.6	2.3	4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	50266_10002_7742	65	9	74	1	75	86	16	103	3	105	21	7	29	2	30	32.9%	80.6%	38.7%	152.2%	40.2%	2.5	2.0	3.0	1.1	3.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50266_10002_11070	53	10	63	5	68	65	13	77	7	85	12	3	14	2	17	22.2%	25.9%	22.8%	43.7%	24.4%	1.5	0.8	1.7	0.9	1.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50266_10002_9137	4	2	6	2	8	0	0	1	0	1	-4	-2	-5	-2	-7	-90.5%	-93.5%	-91.5%	-92.8%	-91.8%	2.4	1.8	3.0	1.8	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50266_10002_50266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Oving Rd	C TO D	11007_7952_7750	25	10	35	1	36	64	5	69	1	70	39	-5	34	0	34	154.7%	-45.7%	97.4%	-42.6%	93.5%	5.8	1.6	4.7	0.5	4.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	11007_7952_11008	847	202	1,049	95	1,144	793	98	891	117	1,008	-54	-104	-158	22	-136	-6.4%	-51.5%	-15.1%	23.6%	-11.8%	1.9	8.5	5.1	2.2	4.1	1	0	0	1	1	Pass	Fail	Fail	Pass	Pass
	C TO B	11007_7952_8652	43	7	50	1	51	57	11	67	2	69	14	4	17	1	18	31.6%	52.9%	34.5%	82.2%	35.5%	1.9	1.2	2.3	0.7	2.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	7750_7952_11008	86	15	101	2	103	99	7	105	5	111	13	-8	4	3	8	14.6%	-55.4%	4.2%	163.0%	7.3%	1.3	2.5	0.4	1.7	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	7750_7952_8652	97	11	108	1	109	121	9	130	1	131	24	-2	22	0	22	24.7%	-20.3%	20.1%	49.1%	20.4%	2.3	0.7	2.0	0.4	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	7750_7952_11007	16	6	22	1	23	38	3	40	0	40	22	-3	18	-1	17	134.8%	-57.7%	82.3%	-98.7%	74.4%	4.2	1.7	3.2	1.4	3.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	11008_7952_8652	78	7	85	3	88	55	6	60	5	66	-23	-1	-25	2	-22	-30.1%	-16.4%	-29.0%	77.0%	-25.3%	2.9	0.5	2.9	1.1	2.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	11008_7952_11007	801	223	1,024	108	1,132	913	117	1,030	151	1,181	112	-106	6	43	49	14.0%	-47.7%	0.6%	40.0%	4.3%	3.8	8.2	0.2	3.8	1.4	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	A TO D	11008_7952_7750	60	16	76	3	79	38	6	44	4	48	-22	-10	-32	1	-31	-36.5%	-60.6%	-41.6%	25.4%	-39.0%	3.1	2.9	4.1	0.4	3.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	8652_7952_11007	38	6	44	1	45	44	11	54	1	55	6	5	10	0	10	14.7%	76.8%	23.1%	21.7%	23.1%	0.9	1.6	1.5	0.2	1.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	8652_7952_7750	86	10	96	1	97	41	6	47	0	47	-45	-4	-49	-1	-50	-52.0%	-44.7%	-51.3%	-67.8%	-51.4%	5.6	1.6	5.8	0.8	5.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	8652_7952_11008	86	7	93	3	96	58	5	63	4	67	-28	-2	-30	1	-29	-32.6%	-23.6%	-31.9%	28.6%	-30.1%	3.3	0.7	3.4	0.5	3.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Portfield	D TO A	7755_10003_10004	14	3	17	0	17	0	0	0	0	0	-14	-3	-17	0	-17	-100.0%	-100.0%	-100.0%		-100.0%	5.3	2.4	5.8		5.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	7755_10003_8258	465	49	514	10	524	468	20	488	23	511	3	-29	-26	13	-13	0.6%	-58.6%	-5.1%	132.0%	-2.5%	0.1	4.9	1.2	3.2	0.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	7755_10003_30022	294	27	321	5	326	72	9	81	5	86	-222	-18	-240	0	-240	-75.4%	-68.4%	-74.8%	-3.3%	-73.7%	16.4	4.4	16.9	0.1	16.7	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO D	7755_10003_7755	114	5	119	0	119	6	1	7	0	7	-108	-4	-112	0	-112	-94.8%	-88.6%	-94.5%		-94.4%	13.9	2.7	14.2	0.4	14.2	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO B	10004_10003_8258	29	7	36	10	46	0	0	0	0	0	-29	-7	-36	-10	-46	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	7.6	3.7	8.5	4.5	9.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	10004_10003_30022	135	28	163	20	183	203	33	236	28	265	68	5	73	8	82	50.5%	18.6%	45.0%	40.6%	44.6%	5.2	0.9	5.2	1.7	5.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	10004_10003_7755	24	4	28	1	29	1	0	1	0	1	-23	-4	-27	-1	-28	-97.5%	-95.8%	-97.3%	-64.8%	-96.1%	6.7	2.7	7.2	0.8	7.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	10004_10003_10004	1	0	1	1	2	0	0	0	0	0	-1	0	-1	-1	-2	-100.0%		-100.0%	-100.0%	-100.0%	1.4		1.4	1.4	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	30021_10003_30022	649	184	833	95	928	719	86	805	126	932	70	-98	-28	31	4	10.8%	-53.3%	-3.3%	32.9%	0.4%	2.7	8.4	1.0	3.0	0.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	30021_10003_7755	432	41	473	8	481	534	14	547	24	571	102	-27	74	16	90	23.6%	-67.0%	15.7%	194.0%	18.7%	4.6	5.3	3.3	3.9	3.9	0	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	30021_10003_10004	30	7	37	9	46	0	0	0	0	0	-30	-7	-37	-9	-46	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	7.7	3.7	8.6	4.2	9.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	30021_10003_8258	7	1	8	0	8	0	0	0	0	0	-7	-1	-8	0	-8	-100.0%	-100.0%	-100.0%		-100.0%	3.7	1.4	4.0		4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	30022_10003_7755	305	25	330	5	335	90	7	97	4	100	-215	-18	-233	-2	-235	-70.4%	-73.4%	-70.7%	-30.0%	-70.1%	15.3	4.6	16.0	0.7	15.9	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO A	30022_10003_10004	168	34	202	22	224	172	23	195	24	219	4	-11	-7	2	-5	2.2%	-32.8%	-3.7%	10.5%	-2.3%	0.3	2.1	0.5	0.5	0.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	30022_10003_8258	606	165	771	81	852	672	76	748	98	845	66	-89	-23	17	-7	10.9%	-53.9%	-3.0%	20.4%	-0.8%	2.6	8.1	0.8	1.7	0.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	30022_10003_30022	2	1	3	1	4	11	1	12	1	13	9	0	9	0	9	447.5%	18.0%	304.3%	4.8%	229.4%	3.5	0.2	3.3	0.0	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Avenue de Chartres / Via Ravenna Rdb	A TO B	5745_5744_5844	141	22	163	4	167	38	9	47	1	47	-103	-13	-116	-3	-120	-73.2%	-59.2%	-71.3%	-87.3%	-71.7%	10.9	3.3	11.4	2.3	11.6	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO C	5745_5744_5743	20	0	20	0	20	18	2	21	1	22	-2	2	1	1	2	-8.3%		4.0%		8.6%	0.4	2.2	0.2	1.4	0.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	5745_5744_5544	293	34	327	17	344	315	1	316	16	332	22	-33	-11	-1	-12	7.6%	-98.4%	-3.4%	-8.3%	-3.6%	1.3	8.1	0.6	0.4	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	5745_5744_5645	17	2	19	1	20	0	0	0	0	0	-17	-2	-19	-1	-20	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	5.8	2.0	6.2	1.4	6.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	5845_5744_5743	28	1	29	0	29	66	7	73	3	75	38	6	44	3	46	135.6%	565.0%	150.4%		160.3%	5.5	2.9	6.1	2.4	6.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	5845_5744_5544	219	13	232	3	235	174	27	201	9	210	-45	14	-31	6	-25	-20.6%	109.4%	-13.3%	203.5%	-10.6%	3.2	3.2	2.1	2.5	1.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	5845_5744_5645	123	19	142	15	157	165	21	186	13	199	42	2	44	-2	42	34.5%	8.3%	31.0%	-15.0%	26.6%	3.5	0.4	3.4	0.6	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	5845_5744_5844	16	3	19	1	20	0	0	0	0	0	-16	-3	-19	-1	-20	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	5.7	2.4	6.2	1.4	6.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	5743_5744_5544	42	1	43	0	43	43	5	48	1	49	1	4	5	1	6	2.1%	397.0%	11.3%		13.7%	0.1	2.3	0.7	1.4	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	5743_5744_5645	18	1	19	0	19	24	2	26	1	27	6	1	7	1	8	34.3%	92.0%	37.3%		43.2%	1.3	0.8	1.5	1.5	1.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	5743_5744_5844	24	1	25	0	25	59	6	66	2	68	35	5	41	2	43	147.7%	511.0%	162.2%		171.6%	5.5	2.7	6.0	2.2	6.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	5743_5744_5743	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	5544_5744_5645	242	19	261	14	275	37	2	40	12	52	-205	-17	-221	-2	-223	-84.5%	-87.7%	-84.8%	-14.8%	-81.2%	17.3	5.1	18.0	0.6	17.5	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO B	5544_5744_5844	259	19	278	3	281	370	29	399	5	403	111	10	121	2	122	42.8%	51.9%	43.4%	57.5%	43.6%	6.3	2.0	6.6	0.9	6.6	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO C	5544_5744_5743	29	1	30	0	30	50	4	54	2	56	21	3	24	2	26	71.4%	312.0%	79.5%		85.9%	3.3	2.0	3.7	2.0	3.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	5544_5744_5544	3	0	3	0	3	0	0	0	0	0	-3	0	-3	0	-3	-100.0%		-100.0%		-100.0%	2.4		2.4		2.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Gyratory at East St / Market Rd / St Pancras / New Park Rd / The Hornet	A TO B	6650_6648_6748	496	73	569	18	587	654	68	722	31	754	158	-5	153	13	167	31.8%	-6.4%	26.9%	74.9%	28.4%	6.6	0.6	6.0	2.7	6.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO C	6650_6648_6543	415	41	456	7	463	389	37	426	22	448	-26	-4	-30	15	-15	-6.3%	-9.7%	-6.6%	214.0%	-3.2%	1.3	0.6	1.4	3.9	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	6748_6648_6543	446	62	508	19	527	593	66	659	31	690	147	4	151	12	163	33.1%	5.7%	29.7%	61.8%	30.9%	6.5	0.4	6.3	2.4	6.6	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	G TO A	20003_6547_6650_6648	463	75	538	10	548	472	50	522	26	548	9	-25	-16	16	0	1.9%	-33.3%	-3.0%	160.9%	0.0%	0.4	3.2	0.7	3.8	0.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	F TO G	6546_6547_20003	357	56	413	10	423	381	41	421	12	433	24	-15	8	2	10	6.6%	-27.2%	2.0%	20.9%	2.5%	1.2	2.2	0.4	0.6	0.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	F TO A	6546_6547_6650_6648	461	45	506	18	524	181	19	200	3	203	-280	-26	-306	-15	-321	-60.7%	-57.8%	-60.5%	-83.1%	-61.3%	15.6	4.6	16.3	4.6	16.8	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO E	6446_6542_6448	21	3	24	1	25	0	0	0	1	2	-21	-3	-24	0	-23	-98.2%	-98.0%	-98.2%	17.0%	-93.6%	6.3	2.4	6.7	0.2	6.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO F	6542_6546_6547	471	46	517	21	538	523	52	575	11	587	52	6	58	-10	49	11.0%	14.0%	11.3%	-46.9%	9.0%	2.3	0.9	2.5	2.5	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO F	6448_6546_6547	131	13	144	1	145	59	5	64	2	67	-72	-8	-80	1	-78	-54.9%	-60.1%	-55.4%	142.6%	-54.0%	7.4	2.6	7.8	1.1	7.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	6543_6446_6445	466	44	510	19	529	495	56	551	30	581	29	12	41	11	52	6.3%	27.3%	8.1%	55.7%	9.8%	1.3	1.7	1.8	2.1	2.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	6543_6542_6448	156	12	168	1	169	98	10	108	5	113	-58	-2	-60	4	-56	-36.9%	-16.8%	-35.5%	359.1%	-33.2%	5.1	0.6	5.1	2.1	4.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO F	6543_6546_6547	223	44	267	6	273	389	37	426	19	444	166	-7	159	13	171	74.4%	-16.8%	59.4%	209.2%	62.7%	9.5	1.2	8.5	3.6	9.0	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail

	GEH Statistics					Flow Criterion					GEH OR Hourly flows				
Pass	93	109	94	123	95	125	135	122	138	125	126	135	125	138	125
Fail	36	15	36	0	35	13	3	16	0	13	12	3	13	0	13
%Pass	72%	88%	72%	100%	73%	91%	98%	88%	100%	91%	91%	98%	91%	100%	91%

IP

A27 Fishbourne Roundabout



267	458	10	28	To A
52	25	5	10	To B
1,015	872	107	107	To C
50	56	2	8	To D

81	58	2	1	To B
289	228	2	1	To C
172	187	5	4	To D
261	320	11	23	To E

To C	26	113	2	2
To D	40	29	0	4
To E	47	18	5	7
To A	53	31	1	1

23	96	3	9	To E
194	171	6	2	To A
43	35	1	3	To B
203	225	10	5	To C

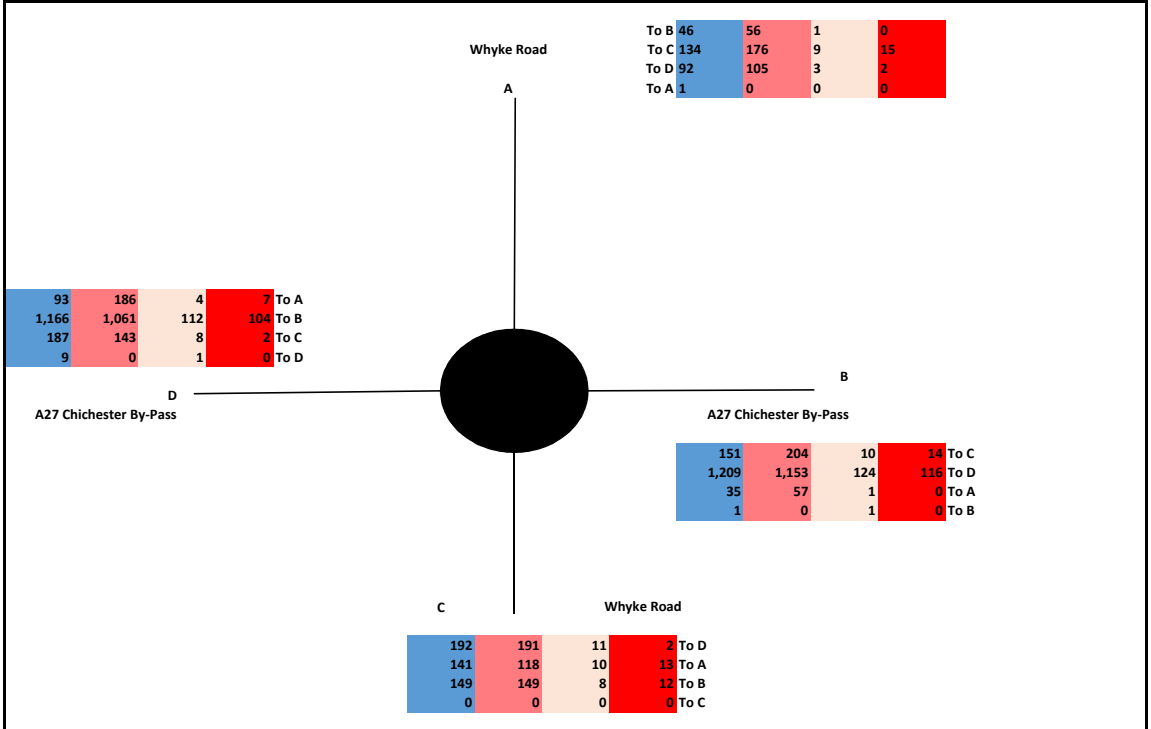
210	236	12	5	To D
1,137	984	134	113	To E
150	142	2	1	To A
13	93	1	1	To B

	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Fishbourne Roundabout

A27 Whyke Roundabout



To B	46	56	1	0
To C	134	176	9	15
To D	92	105	3	2
To A	1	0	0	0

93	186	4	7	To A
1,166	1,061	112	104	To B
187	143	8	2	To C
9	0	1	0	To D

151	204	10	14	To C
1,209	1,153	124	116	To D
35	57	1	0	To A
1	0	1	0	To B

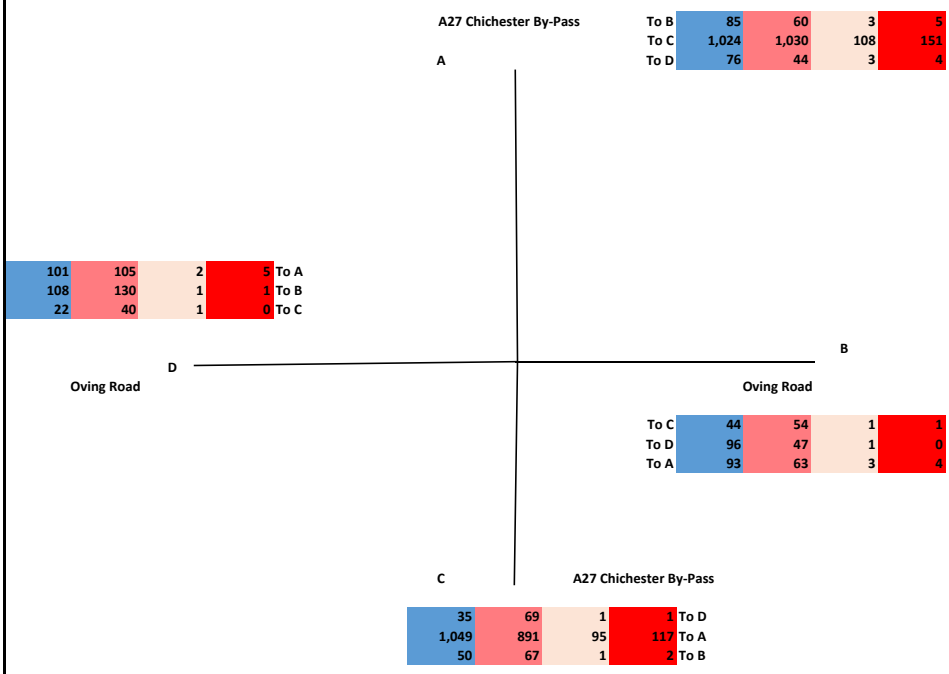
192	191	11	2	To D
141	118	10	13	To A
149	149	8	12	To B
0	0	0	0	To C

	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Whyke Roundabout

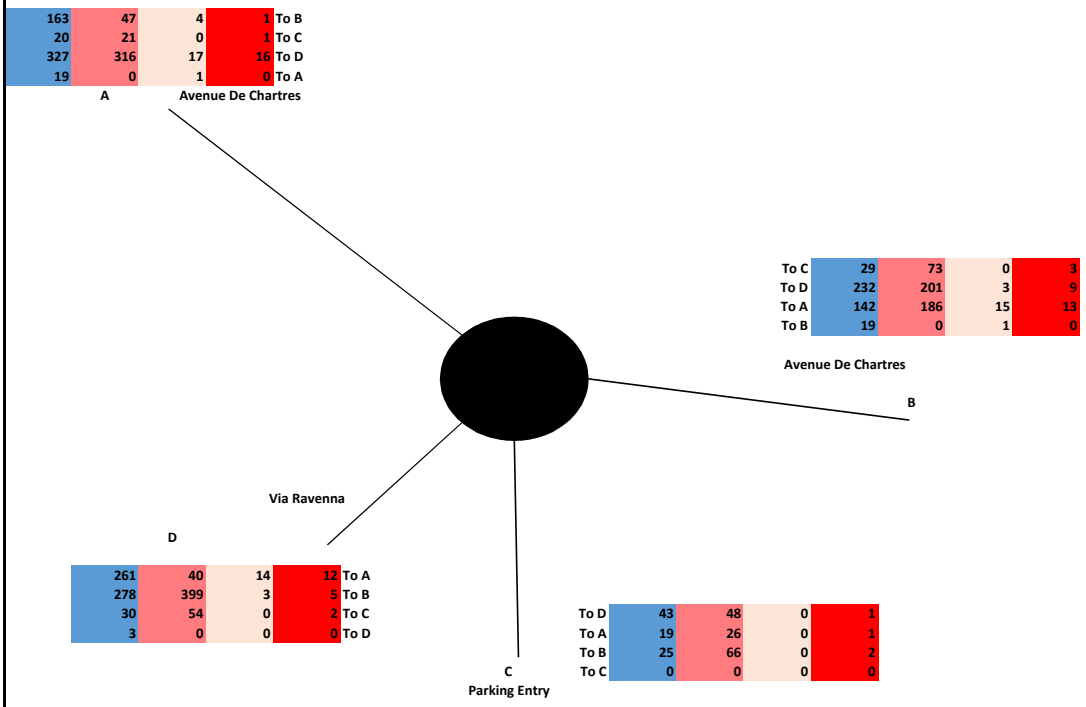
A27 Oving Road Signalised Junction



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Oving Road Signalised Junction

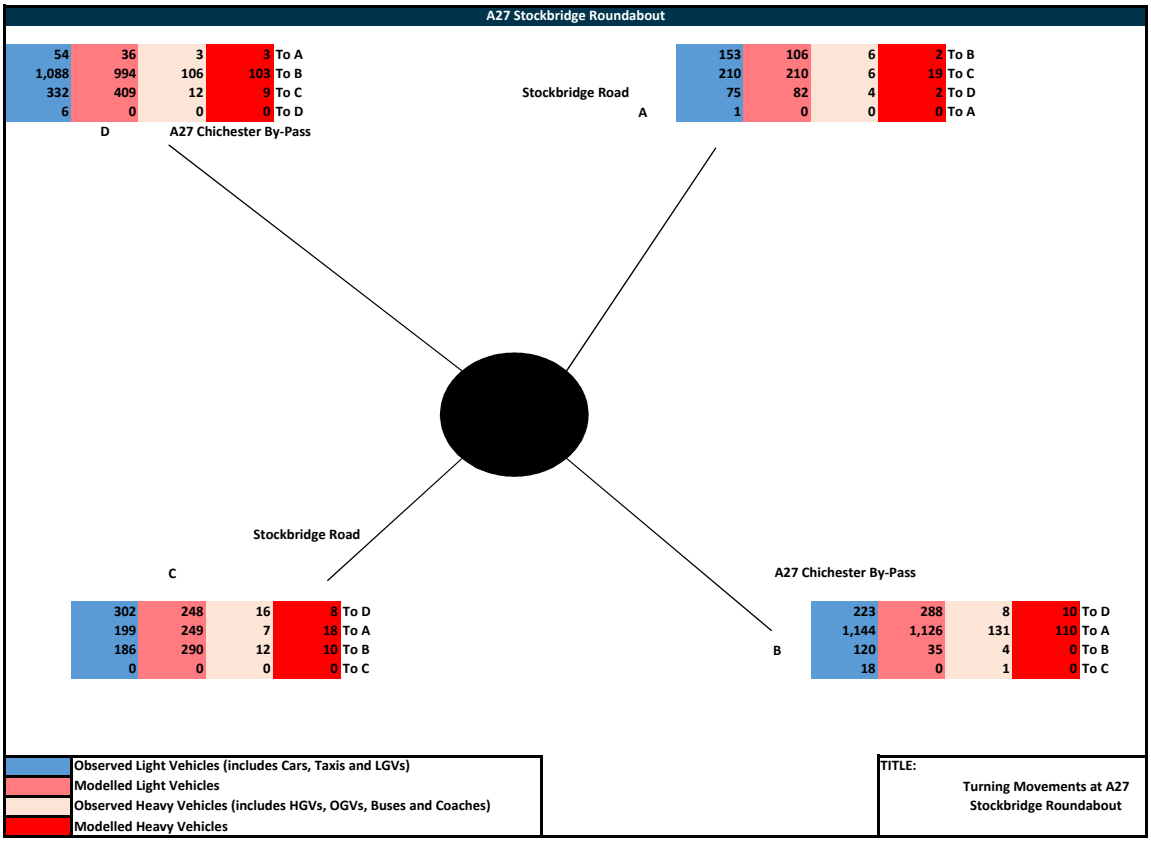
Via Ravenna/Avenue De Chartres Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at Via Ravenna/Avenue De Chartres Roundabout

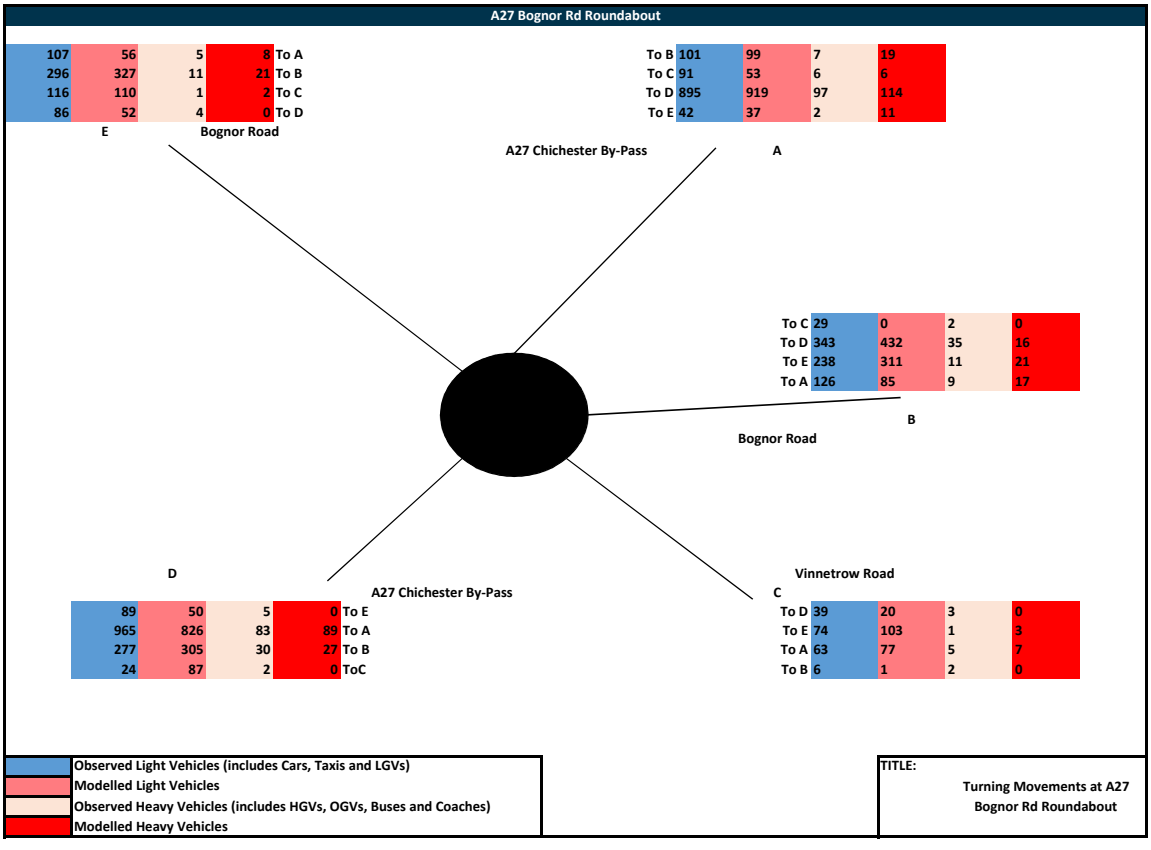
A27 Stockbridge Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Stockbridge Roundabout

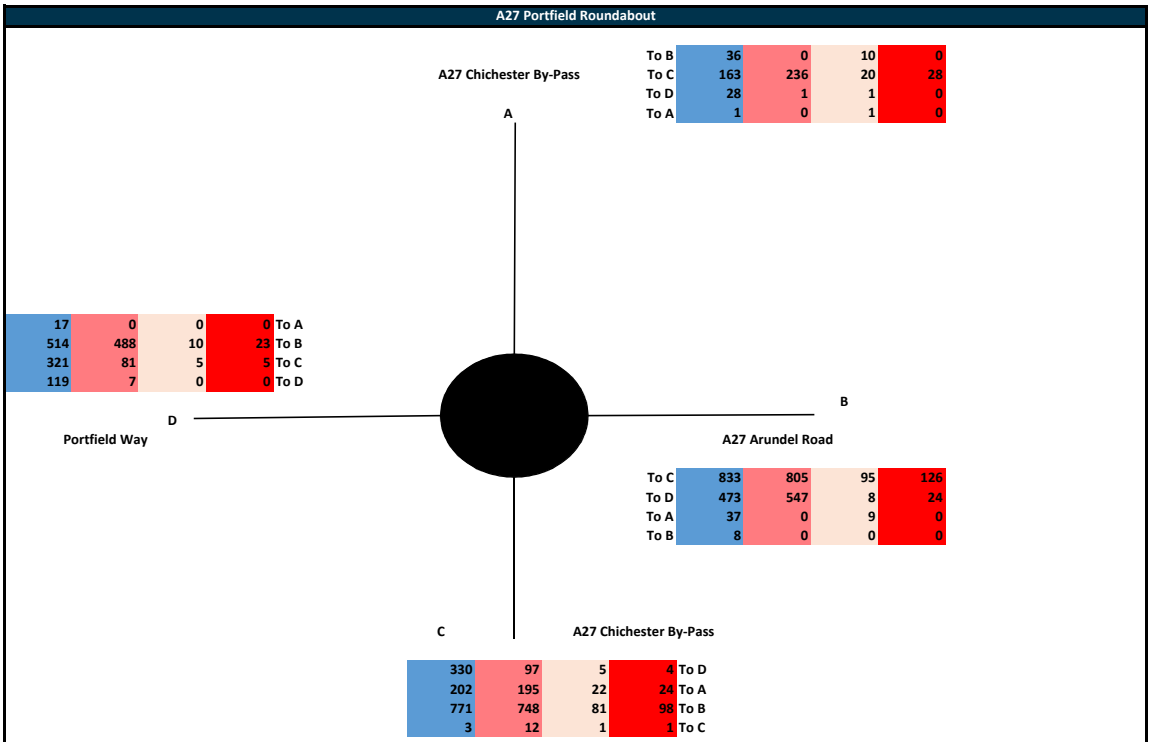
A27 Bognor Rd Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Bognor Rd Roundabout

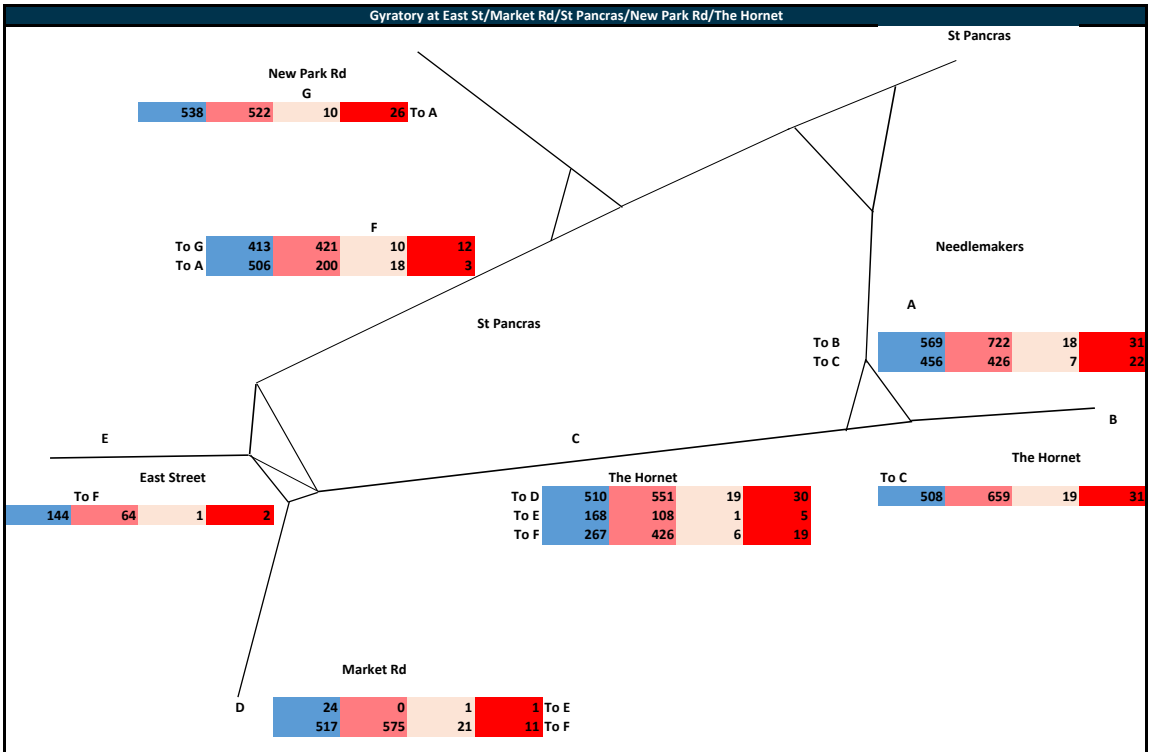
A27 Portfield Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Portfield Roundabout

Gyratory at East St/Market Rd/St Pancras/New Park Rd/The Hornet



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at Gyratory at East St/Market Rd/St Pancras/New Park Rd/The Hornet

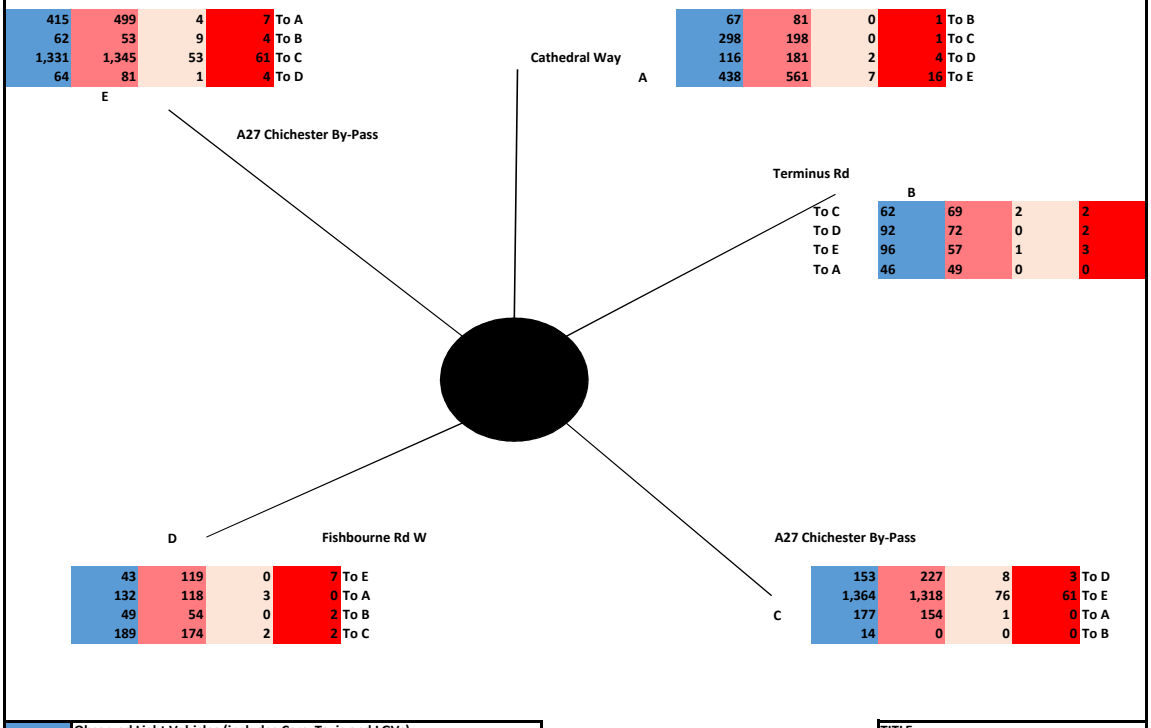
PM TURN FLOW VALIDATION

Road	Movement	SATURN Link	Observed					Modelled					Diff					% Diff					GEH					WebTAG flow criterion					WebTAG criterion GEH or FLOW				
			Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total	Car	LGV	Lights	HGV	Total
Fisbourne	E TO A	4645_9001_4945	390	25	415	4	419	475	25	499	7	506	85	0	84	3	87	21.7%	-0.3%	20.3%	72.2%	20.8%	4.1	0.0	3.9	1.2	4.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO B	4645_9001_5043	56	6	62	9	71	49	4	53	4	57	-7	-2	-9	-5	-14	-13.0%	-30.7%	-14.7%	-52.7%	-19.5%	1.0	0.8	1.2	1.8	1.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO C	4645_9001_11001	1,162	169	1,331	53	1,384	1,210	135	1,345	61	1,406	48	-34	14	8	22	4.1%	-20.1%	1.1%	15.1%	1.6%	1.4	2.8	0.4	1.1	0.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO D	4645_9001_4741	52	12	64	1	65	76	5	81	4	85	24	-7	17	3	20	46.3%	-62.4%	25.9%	294.8%	30.0%	3.0	2.6	1.9	1.9	2.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO E	4645_9001_4644	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	4945_9001_5043	55	12	67	0	67	77	4	81	1	82	22	-8	14	1	15	39.5%	-66.4%	20.6%		22.2%	2.7	2.8	1.6	1.5	1.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	4945_9001_11001	284	14	298	0	298	184	14	198	1	199	-100	0	-100	1	-99	-35.3%	-0.2%	-33.6%		-33.2%	6.5	0.0	6.4	1.7	6.3	0	1	0	1	1	Fail	Pass	Fail	Pass	Pass
	A TO D	4945_9001_4741	112	4	116	2	118	167	14	181	4	185	55	10	65	2	67	49.1%	255.3%	56.2%	82.4%	56.6%	4.7	3.4	5.3	1.0	5.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO E	4945_9001_4644	409	29	438	7	445	534	27	561	16	576	125	-2	123	9	131	30.5%	-8.0%	28.0%	124.9%	29.5%	5.8	0.4	5.5	2.6	5.8	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO A	4945_9001_4945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	5043_9001_11001	58	4	62	2	64	65	4	69	2	71	7	0	7	0	7	12.2%	8.5%	12.0%	-0.2%	11.6%	0.9	0.2	0.9	0.0	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	5043_9001_4741	83	9	92	0	92	64	8	72	2	75	-19	-1	-20	2	-17	-22.4%	-10.4%	-21.3%		-18.6%	2.2	0.3	2.2	2.2	1.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO E	5043_9001_4644	81	15	96	1	97	56	2	57	3	60	-25	-13	-39	2	-37	-31.4%	-88.5%	-40.4%	191.7%	-38.0%	3.1	4.6	4.4	1.4	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	5043_9001_4945	40	6	46	0	46	45	4	49	0	49	5	-2	3	0	3	13.6%	-39.0%	6.8%		7.6%	0.8	1.1	0.5	0.9	0.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	5043_9001_5043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	11001_9001_4741	137	16	153	8	161	169	59	227	3	230	32	43	74	-5	69	23.0%	267.6%	48.6%	-62.0%	43.1%	2.6	7.0	5.4	2.1	5.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	11001_9001_4644	1,133	231	1,364	76	1,440	1,224	94	1,318	61	1,379	91	-137	-46	-15	-61	8.1%	-59.4%	-3.4%	-19.8%	-4.2%	2.7	10.8	1.3	1.8	1.6	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	C TO A	11001_9001_4945	162	15	177	1	178	131	23	154	0	155	-31	8	-23	-1	-23	-19.1%	54.4%	-12.8%	-71.3%	-13.2%	2.5	1.9	1.8	0.9	1.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	11001_9001_5043	12	2	14	0	14	0	0	0	0	0	-12	-2	-14	0	-14	-99.7%	-100.0%	-99.7%		-99.7%	4.9	2.0	5.3	0.1	5.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	11001_9001_11001	13	2	15	0	15	0	0	0	0	0	-13	-2	-15	0	-15	-100.0%	-100.0%	-100.0%		-100.0%	5.1	2.0	5.5		5.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO E	4741_9001_4644	37	6	43	0	43	112	8	119	7	126	75	2	76	7	83	201.5%	27.2%	177.1%		192.7%	8.6	0.6	8.5	3.7	9.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	4741_9001_4945	127	5	132	3	135	105	13	118	0	119	-22	8	-14	-3	-16	-17.0%	159.6%	-10.3%	-83.9%	-11.9%	2.0	2.7	1.2	1.9	1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	4741_9001_5043	40	9	49	0	49	50	4	54	2	56	10	-5	5	2	7	25.0%	-54.1%	10.4%		14.1%	1.5	1.9	0.7	1.9	1.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	4741_9001_11001	165	24	189	2	191	150	24	174	2	176	-15	0	-15	0	-15	-9.3%	-0.1%	-8.1%	15.4%	-7.9%	1.2	0.0	1.1	0.2	1.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	4741_9001_4741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0.3	0.1	0.3	0.1	0.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Stockbridge	D TO A	11001_5739_5839	41	0	41	0	41	58	12	70	3	72	17	12	29	3	31	41.1%		70.0%		76.4%	2.4	4.9	3.9	2.3	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11001_5739_11002	1,329	189	1,518	58	1,576	1,178	140	1,317	61	1,378	-151	-49	-201	3	-198	-11.4%	-26.0%	-13.2%	5.1%	-12.5%	4.3	3.8	5.3	0.4	5.1	1	1	0	1	1	Pass	Pass	Fail	Pass	Pass
	D TO C	11001_5739_50257	360	50	410	5	415	358	24	382	3	385	-2	-26	-28	-2	-30	-0.5%	-52.3%	-6.8%	-47.6%	-7.3%	0.1	4.3	1.4	1.2	1.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11001_5739_11001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	5839_5739_11002	154	17	171	2	173	78	10	88	1	89	-76	-7	-83	-1	-84	-49.5%	-42.4%	-48.8%	-44.8%	-48.7%	7.1	2.0	7.3	0.7	7.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	5839_5739_50257	195	15	210	5	215	301	21	321	9	330	106	6	111	4	115	54.2%	37.4%	53.0%	77.3%	53.6%	6.7	1.3	6.8	1.5	7.0	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO D	5839_5739_11001	51	3	54	1	55	22	6	27	1	28	-29	3	-27	0	-27	-57.4%	85.0%	-49.5%	-7.8%	-48.7%	4.9	1.2	4.2	0.1	4.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	5839_5739_5839	1	0	1	0	1	0	0	0	0	0	-1	0	-1	0	-1	-97.0%		-97.0%		-97.0%	1.4		1.4		1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	11002_5739_50257	193	18	211	0	211	105	17	122	3	125	-88	-1	-89	3	-86	-45.6%	-6.3%	-42.2%		-40.8%	7.2	0.3	6.9	2.4	6.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	11002_5739_11001	1,043	237	1,280	68	1,348	1,228	137	1,366	58	1,423	185	-100	86	-10	75	17.8%	-42.2%	6.7%	-14.9%	5.6%	5.5	7.3	2.4	1.3	2.0	0	1	1	1	1	Fail	Pass	Pass	Pass	Pass
	B TO A	11002_5739_5839	111	11	122	6	128	31	2	33	1	34	-80	-9	-89	-5	-94	-71.6%	-85.8%	-72.9%	-90.9%	-73.8%	9.4	3.8	10.1	3.0	10.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	11002_5739_11002	9	2	11	0	11	0	0	0	0	0	-9	-2	-11	0	-11	-100.0%	-100.0%	-100.0%		-100.0%	4.2	2.0	4.7		4.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50257_5739_11001	343	44	387	9	396	274	33	308	5	313	-69	-11	-79	-4	-83	-20.0%	-24.6%	-20.5%	-40.0%	-21.0%	3.9	1.7	4.3	1.3	4.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50257_5739_5839	128	23	151	3	154	208	20	229	7	235	80	-3	78	4	81	62.8%	-12.0%	51.5%	122.9%	52.8%	6.2	0.6	5.6	1.7	5.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50257_5739_11002	174	33	207	6	213	304	39	343	8	351	130	6	136	2	138	74.7%	18.3%	65.7%	35.3%	64.9%	8.4	1.0	8.2	0.8	8.2	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO C	50257_5739_50257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Whyke	D TO A	11004_6936_7040	40	9	49	0	49	104	16	120	7	127	64	7	71	7	78	159.4%	81.3%	145.0%		158.6%	7.5	2.1	7.7	3.6	8.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	11004_6936_11005	1,227	166	1,393	59	1,452	1,086	132	1,218	58	1,276	-141	-34	-175	-1	-176	-11.5%	-20.4%	-12.6%	-2.2%	-12.1%	4.2	2.8	4.8	0.2	4.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11004_6936_50264	403	42	445	7	452	348	38	386	5	390	-55	-4	-59	-2	-62	-13.6%	-10.6%	-13.4%	-29.6%	-13.6%	2.8	0.7	2.9	0.8	3.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11004_6936_11004	1	0	1	0	1	0	0	0	0	0	-1	0	-1	0	-1	-100.0%		-100.0%		-100.0%	1.4		1.4		1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	7040_6936_11005	44	7	51	1	52	42	0	42	2	44	-2	-7	-9	1	-8	-5.5%	-93.4%	-17.6%	60.9%	-16.1%	0.4	3.4	1.3	0.5	1.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	7040_6936_50264	254	30	284	8	292	276	5	281	7	288	22	-25	-3	-1	-4	8.6%	-84.3%	-1.2%	-7.2%	-1.4%	1.3	6.1	0.2	0.2	0.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	7040_6936_11004	90	11	101	3	104	105	19	124	3	127	15	8	23	0	23	17.0%	68.2%	22.6%	-0.6%	21.9%	1.5	2.0	2.1	0.0	2.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	7040_6936_7040	1	1	2	0	2	0	0	0	0	0	-1	-1	-2	0	-2	-100.0%	-100.0%	-100.0%		-100.0%	1.4	1.4	2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	11005_6936_50264	180	40	220	3	223	287	27	315	6	321	107	-13	95	3	98	59.7%	-31.5%	43.1%	93.2%	43.8%	7.0	2.2	5.8	1.3	5.9	0	1	1	1	1	Fail	Pass	Pass	Pass	Pass
	B TO D	11005_6936_11004	1,115	206	1,321	55	1,376	1,041	99	1,140	53	1,193	-74	-107	-181	-2	-183	-6.6%	-52.1%	-13.7%	-3.1%	-13.3%	2.2	8.7	5.2	0.2	5.1	1	0	0	1	0	Pass	Fail	Fail	Pass	Fail
	B TO A	11005_6936_7040	19	1	20	0	20	13	0	13	0	13	-6	-1	-7	0	-7	-34.1%	-99.0%	-37.4%		-37.4%	1.6	1.4	1.9		1.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	11005_6936_11005	0	2	2	1	3	0	0	0	0	0	0	-2	-2	-1	-3		-100.0%	-100.0%	-100.0%	-100.0%		2.0	2.0	1.4	2.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50264_6936_11004	217	41	258	11	269	218	39	257	5	262	1	-2	-1	-6	-7	0.6%	-5.0%	-0.3%	-54.8%	-2.5%	0.1	0.3	0.1	2.1	0.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50264_6936_7040	113	35	148	8	156	72	2	74	4	78	-41	-33	-74	-4	-78	-36.6%	-94.6%	-50.3%	-49.2%	-50.3%	4.3	7.7	7.1	1.6	7.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50264_6936_11005	135	31	166	1	167	203	6	210	6	216	68	-25	44	5	49	50.5%	-79.6%	26.2%	547.8%	29.4%	5.2	5.7	3.2	2.8	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50264_6936_50264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Bognor Rd	D TO E	11006_10002_7742	64	16	80	0	80	21	0	21	0	21	-43	-16	-59	0	-59	-66.4%	-99.9%	-73.1%		-73.1%	6.5	5.7	8.2	0.1	8.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	11006_10002_11070	910	216	1,126	51	1,177	880	73	953	47	1,000	-30	-143	-173	-4	-177	-3.3%	-66.1%	-15.4%	-7.1%	-15.0%	1.0	11.9	5.4	0.5	5.4	1	0	0	1	0	Pass	Fail	Fail	Pass	Fail
	D TO B	11006_10002_9137	376	73	449	17	466	427	64	491	18	509	51	-9	42	1	43	13.5%	-11.9%	9.3%	7.0%	9.2%	2.5	1.1	1.9	0.3	2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	11006_10002_50266	43	2	45	3	48	2	2	4	0	4	-41	0	-41	-3	-44	-95.7%	-0.5%	-91.5%	-88.4%	-91.3%	8.7	0.0	8.3	2.0	8.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	11006_10002_11006	5	0	5	1	6	0	0	0	0	0	-5	0	-5	-1	-6	-100.0%		-100.0%	-100.0%	-100.0%	3.2		3.2	1.4	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO A	7742_10002_11070	31	35	66	0	66	0	0	0	0	0	-31	-35	-66	0	-66	-98.5%	-99.9%	-99.3%		-99.2%	7.7	8.4	11.4	0.1	11.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO B	7742_10002_9137	391	39	430	11	441	359	11	370	5	376	-32	-28	-60	-6	-65	-8.2%	-71.2%	-13.9%	-52.3%	-14.8%	1.6	5.5	3.0	2.0	3.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO C	7742_10002_50266	155	10	165	1	166	197	24	221	6	227	42	14	56	5	61	27.1%	140.6%	34.0%	511.3%	36.9%	3.2	3.4	4.0	2.7	4.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	E TO D	7742_10002_11006	130	19	149	1	150	0	0	0	0	0	-130	-19	-149	-1	-150	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	16.1	6.2	17.3	1.4	17.3	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	E TO E	7742_10002_7742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	11070_10002_9137	35	13	48	5	53	225	11	236	2	238	190	-2	188	-3	185	543.5%	-16.0%	392.0%	-63.7%	349.0%	16.7	0.6	15.8	1.7	15.3	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO C	11070_10002_50266	92	8	100	7	107	139	33	172	6	178	47	25	72	-1	71	51.3%	308.3%	71.9%	-7.3%	66.7%	4.4	5.5	6.2	0.2	6.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	11070_10002_11006	732	158	890	47	937	753	54	807	41	848	21	-104	-83	-6	-89	2.9%	-65.7%	-9.3%	-13.0%	-9.5%	0.8	10.1	2.8	0.9	3.0	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	A TO E	11070_10002_7742	11	23	34	1	35	18	3	22	2	24	7	-20	-12	1	-11	66.1%	-85.3%	-36.3%	110.4%	-32.1%	1.9	5.4	2.3	0.9	2.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	11070_10002_11070	0	1	1	0	1	0	0	0	0	0	0	-1	-1	0	-1		-100.0%	-100.0%		-100.0%		1.4	1.4		1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	9135_10002_50266	29	3	32	1	33	1	0	1	0	1	-28	-3	-31	-1	-32	-98.1%	-98.0%	-98.1%	-92.2%	-97.9%	7.4	2.4	7.8	1.3	7.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	9135_10002_11006	365	62	427	15	442	592	71	663	18	681	227	9	236	3	239	62.1%	14.9%	55.3%	19.9%	54.1%	10.4	1.1	10.1	0.7	10.1	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	B TO E	9135_10002_7742	257	59	316	9	325	287	10	296	13	310	30	-49	-20	4	-15	11.5%	-83.7%	-6.2%	49.2%	-4.7%	1.8	8.4	1.1	1.3	0.9	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	9135_10002_11070	101	19	120	2	122	60	2	62	2	64	-41	-17	-58	0	-58	-40.9%	-87.9%	-48.3%	23.9%	-47.1%	4.6	5.1	6.1	0.3	6.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	9135_10002_9137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	50266_10002_11006	40	6	46	1	47	2	2	4	0	4	-38	-4	-43	-1	-43	-95.8%	-69.7%	-92.4%	-93.0%	-92.4%	8.4	2.1	8.5	1.3	8.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	50266_10002_7742	58	12	70	0	70	83	15	98	5	103	25	3	28	5	33	43.8%	23.3%	40.3%		47.0%	3.0	0.8	3.1	3.1	3.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	50266_10002_11070	58	8	66	8	74	64	7	71	3	75	6	-1	5	-5	1	10.2%	-9.8%	7.7%	-56.7%	0.8%	0.8	0.3	0.6	1.9	0.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	50266_10002_9137	0	2	2	0	2	1	0	1	0	1	1	-2	-1	0	-1		-95.0%	-39.0%		-34.0%	1.5	1.9	0.6	0.4	0.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO C	50266_10002_50266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Oving Rd	C TO D	11007_7952_7750	10	7	17	0	17	0	0	0	0	0	-10	-7	-17	0	-17	-99.7%	-100.0%	-99.8%		-99.8%	4.5	3.7	5.8		5.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	11007_7952_11008	896	227	1,123	30	1,153	903	57	960	51	1,011	7	-170	-163	21	-142	0.8%	-74.8%	-14.5%	69.4%	-12.3%	0.2	14.3	5.0	3.3	4.3	1	0	0	1	1	Pass	Fail	Fail	Pass	Pass
	C TO B	11007_7952_8652	81	8	89	0	89	101	26	126	3	129	20	18	37	3	40	24.4%	220.4%	42.0%		44.8%	2.1	4.3	3.6	2.2	3.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	7750_7952_11008	76	16	92	0	92	122	1	124	1	125	46	-15	32	1	33	60.6%	-90.9%	34.3%		35.4%	4.6	4.9	3.0	1.5	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	7750_7952_8652	175	11	186	0	186	191	13	204	1	205	16	2	18	1	19	9.4%	16.6%	9.8%		10.2%	1.2	0.5	1.3	1.1	1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	7750_7952_11007	14	1	15	0	15	145	5	150	0	150	131	4	135	0	135	933.8%	418.0%	899.4%		900.2%	14.7	2.4	14.9	0.5	14.9	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO B	11008_7952_8652	168	4	172	3	175	68	19	87	1	88	-100	15	-85	-2	-87	-59.3%	363.8%	-49.4%	-78.7%	-49.9%	9.2	4.3	7.5	1.8	7.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	11008_7952_11007	753	209	962	33	995	860	83	942	51	994	107	-126	-20	18	-1	14.2%	-60.4%	-2.0%	55.7%	-0.1%	3.8	10.5	0.6	2.8	0.0	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	A TO D	11008_7952_7750	115	21	136	1	137	146	14	160	4	164	31	-7	24	3	27	27.2%	-33.7%	17.8%	300.4%	19.8%	2.7	1.7	2.0	1.9	2.2	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	8652_7952_11007	45	8	53	0	53	185	18	203	2	205	140	10	150	2	152	310.3%	125.9%	282.5%		286.7%	13.0	2.8	13.2	2.1	13.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	B TO D	8652_7952_7750	92	16	108	1	109	76	2	79	0	79	-16	-14	-29	-1	-30	-16.9%	-85.8%	-27.1%	-86.1%	-27.7%	1.7	4.5	3.0	1.1	3.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	8652_7952_11008	75	12	87	0	87	23	1	24	0	24	-52	-11	-63	0	-63	-69.8%	-90.7%	-72.7%		-72.2%	7.5	4.2	8.5	0.9	8.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Portfield	D TO A	7755_10003_10004	23	6	29	1	30	0	0	0	0	0	-23	-6	-29	-1	-30	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	6.8	3.5	7.6	1.4	7.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO B	7755_10003_8258	714	55	769	2	771	885	24	909	6	915	171	-31	140	4	144	23.9%	-55.7%	18.2%	213.5%	18.7%	6.0	4.9	4.8	2.1	5.0	0	1	0	1	0	Fail	Pass	Pass	Pass	Pass
	D TO C	7755_10003_30022	252	20	272	1	273	117	10	127	1	128	-135	-10	-145	0	-145	-53.8%	-47.7%	-53.3%	43.5%	-53.0%	10.0	2.4	10.3	0.4	10.2	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO D	7755_10003_7755	82	8	90	0	90	1	0	2	0	2	-81	-8	-88	0	-88	-98.4%	-97.1%	-98.3%		-98.3%	12.5	3.8	13.1	0.2	13.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO B	10004_10003_8258	71	3	74	2	76	26	0	26	0	26	-45	-3	-48	-2	-50	-63.9%	-100.0%	-65.4%	-100.0%	-66.3%	6.5	2.4	6.9	2.0	7.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	10004_10003_30022	160	24	184	4	188	251	49	300	7	306	91	25	116	3	118	56.9%	102.5%	62.8%	72.1%	63.0%	6.3	4.1	7.4	1.2	7.5	1	1	0	1	0	Pass	Pass	Fail	Pass	Fail
	A TO D	10004_10003_7755	16	2	18	0	18	0	0	1	0	1	-16	-2	-17	0	-17	-97.3%	-96.0%	-97.2%		-97.1%	5.4	1.9	5.7	0.1	5.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO A	10004_10003_10004	1	0	1	3	4	0	0	0	0	0	-1	0	-1	-3	-4	-100.0%		-100.0%	-100.0%	-100.0%	1.4		1.4	2.4	2.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	30021_10003_30022	640	156	796	46	842	693	55	749	48	796	53	-101	-47	2	-46	8.3%	-64.5%	-6.0%	3.3%	-5.4%	2.1	9.8	1.7	0.2	1.6	1	0	1	1	1	Pass	Fail	Pass	Pass	Pass
	B TO D	30021_10003_7755	493	64	557	6	563	576	36	613	14	627	83	-28	56	8	64	16.9%	-43.2%	10.0%	132.2%	11.3%	3.6	3.9	2.3	2.5	2.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	30021_10003_10004	28	18	46	5	51	0	0	0	0	0	-28	-18	-46	-5	-51	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	7.5	6.0	9.6	3.2	10.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	30021_10003_8258	5	3	8	0	8	0	0	0	0	0	-5	-3	-8	0	-8	-100.0%	-100.0%	-100.0%		-100.0%	3.2	2.4	4.0		4.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	30022_10003_7755	242	26	268	1	269	43	5	47	2	49	-199	-21	-221	1	-220	-82.4%	-81.8%	-82.3%	102.2%	-81.6%	16.7	5.4	17.6	0.8	17.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO A	30022_10003_10004	143	62	205	9	214	109	9	118	7	125	-34	-53	-87	-2	-89	-23.5%	-85.3%	-42.2%	-27.6%	-41.6%	3.0	8.9	6.8	0.9	6.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	30022_10003_8258	857	212	1,069	49	1,118	882	44	927	42	969	25	-168	-143	-7	-149	2.9%	-79.1%	-13.3%	-13.8%	-13.4%	0.9	14.8	4.5	1.0	4.6	1	0	0	1	0	Pass	Fail	Pass	Pass	Pass
	C TO C	30022_10003_30022	9	0	9	1	10	13	1	14	0	14	4	1	5	-1	4	49.8%		58.1%	-80.9%	44.2%	1.3	1.2	1.5	1.0	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Avenue de Chartres / Via Ravenna Rdb	A TO B	5745_5744_5844	177	27	204	3	207	230	13	243	1	244	53	-14	39	-2	37	29.8%	-51.9%	19.0%	-50.9%	18.0%	3.7	3.1	2.6	1.0	2.5	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO C	5745_5744_5743	6	0	6	0	6	7	1	7	0	8	1	1	1	0	2	14.3%		23.0%		25.2%	0.3	1.0	0.5	0.5	0.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	A TO D	5745_5744_5544	306	27	333	6	339	80	0	80	8	88	-226	-27	-253	2	-251	-73.9%	-99.1%	-75.9%	35.1%	-74.0%	16.3	7.3	17.6	0.8	17.2	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO A	5745_5744_5645	9	1	10	1	11	0	0	0	0	0	-9	-1	-10	-1	-11	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	4.2	1.4	4.5	1.4	4.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	5845_5744_5743	9	1	10	0	10	6	0	6	0	6	-4	-1	-4	0	-4	-38.9%	-57.0%	-40.7%		-38.6%	1.3	0.7	1.4	0.6	1.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO D	5845_5744_5544	240	9	249	2	251	278	12	290	6	295	38	3	41	4	44	15.8%	33.9%	16.4%	180.9%	17.7%	2.4	0.9	2.5	1.9	2.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO A	5845_5744_5645	175	17	192	15	207	126	7	133	5	137	-49	-10	-59	-10	-70	-28.0%	-60.3%	-30.8%	-68.6%	-33.6%	4.0	3.0	4.6	3.3	5.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO B	5845_5744_5844	17	0	17	1	18	0	0	0	0	0	-17	0	-17	-1	-18	-100.0%		-100.0%	-100.0%	-100.0%	5.8		5.8	1.4	6.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	5743_5744_5544	105	0	105	0	105	80	4	83	1	84	-25	4	-22	1	-21	-24.2%		-20.7%		-19.5%	2.6	2.7	2.2	1.6	2.1	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO A	5743_5744_5645	55	0	55	0	55	150	2	152	1	153	95	2	97	1	98	172.1%		176.5%		178.2%	9.4	2.2	9.5	1.4	9.6	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO B	5743_5744_5844	62	0	62	0	62	176	10	186	2	189	114	10	124	2	127	183.7%		200.5%		204.5%	10.4	4.6	11.2	2.2	11.3	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	C TO C	5743_5744_5743	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO A	5544_5744_5645	300	5	305	5	310	202	3	205	6	210	-98	-2	-100	1	-100	-32.6%	-48.6%	-32.9%	10.9%	-32.2%	6.2	1.2	6.3	0.2	6.2	1	1	0	1	1	Pass	Pass	Fail	Pass	Pass
	D TO B	5544_5744_5844	372	20	392	2	394	376	30	406	3	409	4	10	14	1	15	1.2%	49.3%	3.6%	26.1%	3.7%	0.2	2.0	0.7	0.3	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO C	5544_5744_5743	4	0	4	0	4	4	0	5	0	5	0	0	1	0	1	11.5%		21.0%		22.6%	0.2	0.9	0.4	0.4	0.4	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO D	5544_5744_5544	2	0	2	0	2	0	0	0	0	0	-2	0	-2	0	-2	-100.0%		-100.0%		-100.0%	2.0		2.0		2.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
Gyratory at East St / Market Rd / St Pancras / New Park Rd / The Hornet	A TO B	6650_6648_6748	811	80	891	16	907	1,087	67	1,154	24	1,178	276	-13	263	8	271	34.0%	-15.7%	29.6%	48.1%	29.9%	9.0	1.5	8.2	1.7	8.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	A TO C	6650_6648_6543	269	23	292	5	297	280	17	298	12	310	11	-6	6	7	13	4.2%	-24.3%	2.0%	142.8%	4.3%	0.7	1.2	0.3	2.4	0.7	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	B TO C	6748_6648_6543	516	61	577	12	589	600	31	631	15	645	84	-30	54	3	56	16.2%	-49.0%	9.3%	22.3%	9.6%	3.5	4.4	2.2	0.7	2.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	G TO A	20003_6547_6650_6648	436	60	496	7	503	592	37	629	16	645	156	-23	133	9	142	35.8%	-38.3%	26.8%	129.8%	28.2%	6.9	3.3	5.6	2.7	5.9	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	F TO G	6546_6547_20003	500	87	587	4	591	526	26	551	9	560	26	-61	-36	5	-31	5.2%	-70.6%	-6.1%	117.0%	-5.2%	1.1	8.2	1.5	1.9	1.3	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	F TO A	6546_6547_6650_6648	750	33	783	15	798	330	23	353	3	356	-420	-10	-430	-12	-442	-56.0%	-30.3%	-54.9%	-76.8%	-55.3%	18.1	1.9	18.0	3.8	18.4	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	D TO E	6446_6542_6448	14	6	20	0	20	1	0	1	1	1	-13	-6	-19	1	-19	-96.2%	-99.0%	-97.1%		-94.1%	5.0	3.4	6.0	1.1	5.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	D TO F	6542_6546_6547	706	35	741	18	759	890	58	948	8	956	184	23	207	-10	197	26.0%	66.3%	27.9%	-53.0%	26.0%	6.5	3.4	7.1	2.6	6.7	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail
	E TO F	6448_6546_6547	203	3	206	0	206	120	7	127	2	128	-83	4	-79	2	-78	-40.9%	125.7%	-38.5%		-37.7%	6.5	1.7	6.1	1.9	6.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO D	6543_6446_6445	326	50	376	16	392	356	23	379	13	392	30	-27	3	-3	0	9.3%	-54.9%	0.7%	-16.7%	0.0%	1.6	4.6	0.1	0.7	0.0	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO E	6543_6542_6448	97	9	106	0	106	55	5	60	2	62	-42	-4	-46	2	-44	-42.9%	-48.9%	-43.4%		-41.9%	4.8	1.7	5.0	1.8	4.8	1	1	1	1	1	Pass	Pass	Pass	Pass	Pass
	C TO F	6543_6546_6547	331	38	369	1	370	468	21	490	12	502	137	-17	121	11	132	41.5%	-43.7%	32.7%	1088.7%	35.5%	6.9	3.0	5.8	4.3	6.3	0	1	0	1	0	Fail	Pass	Fail	Pass	Fail

	GEH Statistics					Flow Criterion					GEH OR Hourly flows				
Pass	80	96	71	118	73	117	130	112	138	116	117	130	114	138	118
Fail	46	26	57	0	55	21	8	26	0	22	21	8	24	0	20
%Pass	63%	79%	55%	100%	57%	85%	94%	81%	100%	84%	85%	94%	83%	100%	86%

PM

A27 Fishbourne Roundabout



415	499	4	7	To A
62	53	9	4	To B
1,331	1,345	53	61	To C
64	81	1	4	To D

67	81	0	1	To B
298	198	0	1	To C
116	181	2	4	To D
438	561	7	16	To E

To C	62	69	2	2
To D	92	72	0	2
To E	96	57	1	3
To A	46	49	0	0

43	119	0	7	To E
132	118	3	0	To A
49	54	0	2	To B
189	174	2	2	To C

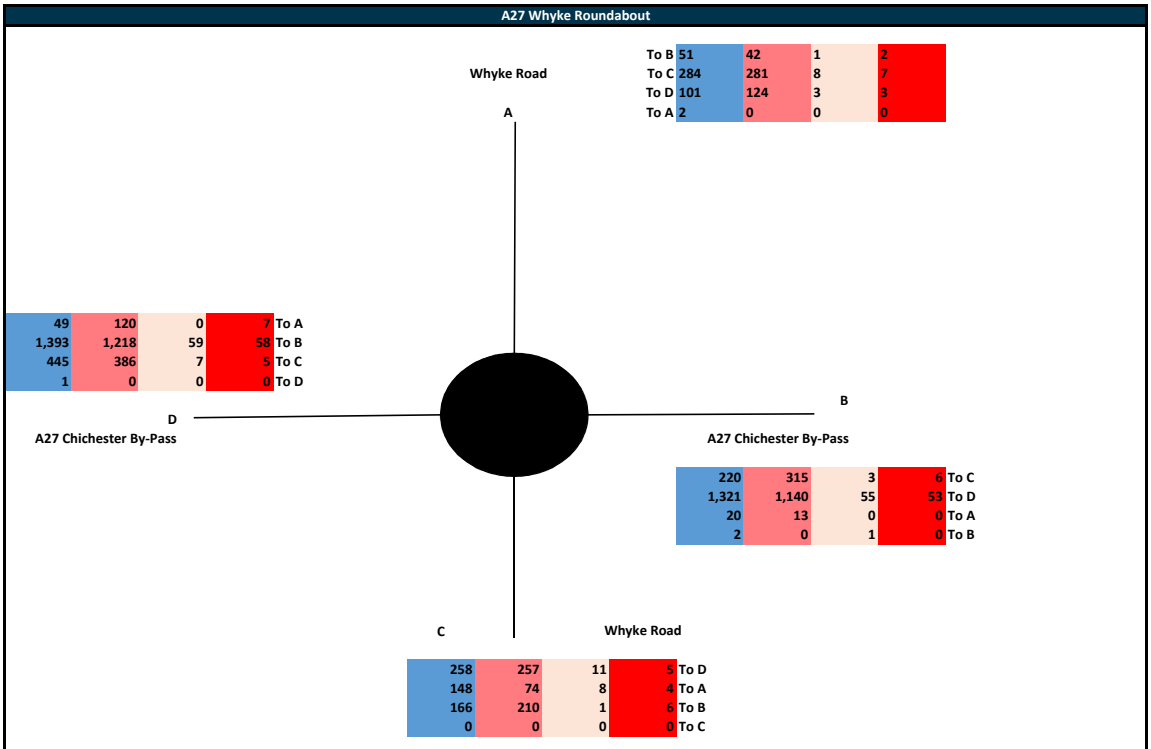
153	227	8	3	To D
1,364	1,318	76	61	To E
177	154	1	0	To A
14	0	0	0	To B

	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Fishbourne Roundabout

A27 Whyke Roundabout



To B	51	42	1	2
To C	284	281	8	7
To D	101	124	3	3
To A	2	0	0	0

49	120	0	7	To A
1,393	1,218	59	58	To B
445	386	7	5	To C
1	0	0	0	To D

220	315	3	6	To C
1,321	1,140	55	53	To D
20	13	0	0	To A
2	0	1	0	To B

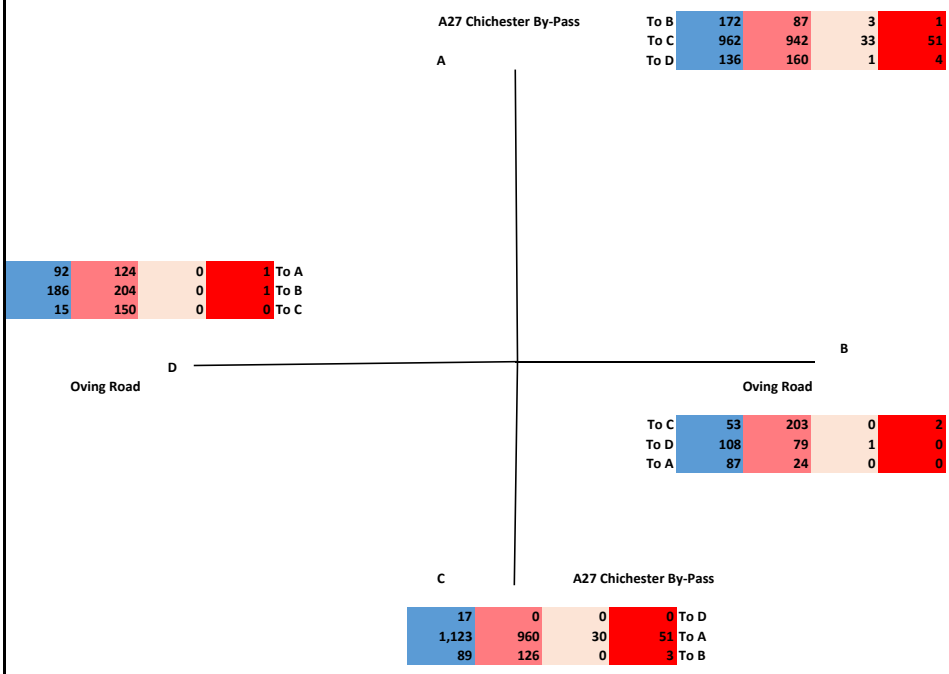
258	257	11	5	To D
148	74	8	4	To A
166	210	1	6	To B
0	0	0	0	To C

	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Whyke Roundabout

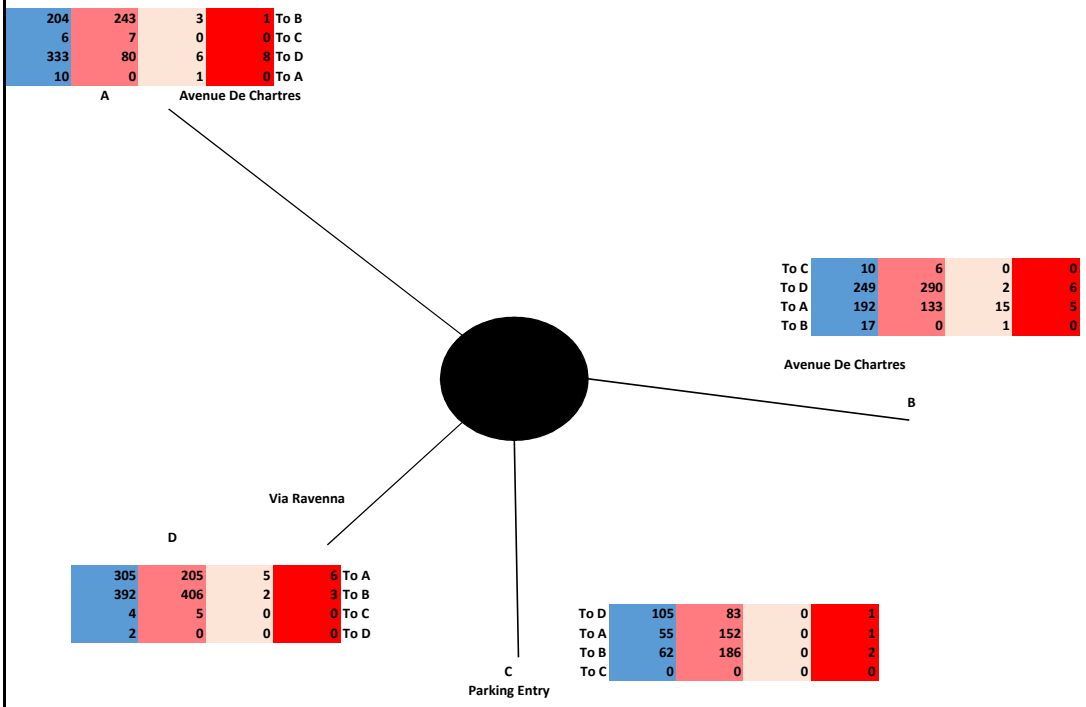
A27 Oving Road Signalised Junction



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Oving Road Signalised Junction

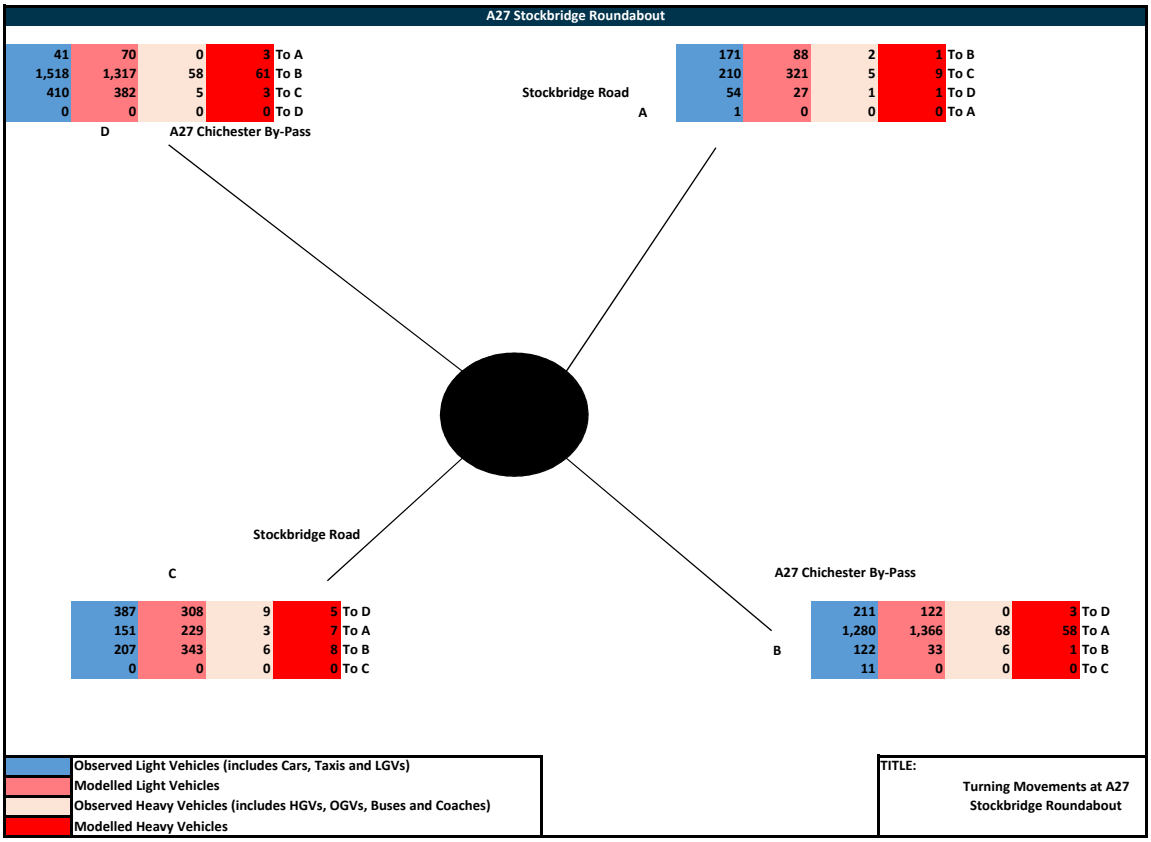
Via Ravenna/Avenue De Chartres Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at Via Ravenna/Avenue De Chartres Roundabout

A27 Stockbridge Roundabout

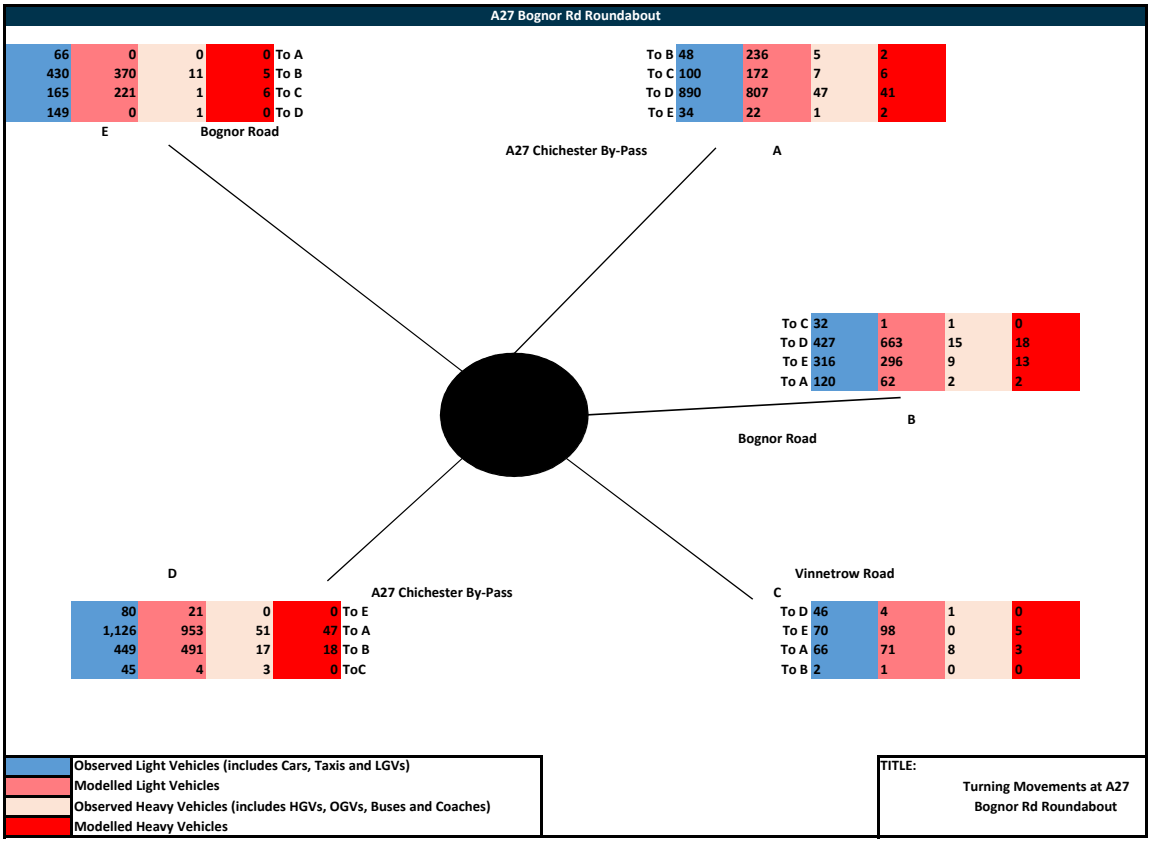


	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Stockbridge Roundabout

A27 Bognor Rd Roundabout

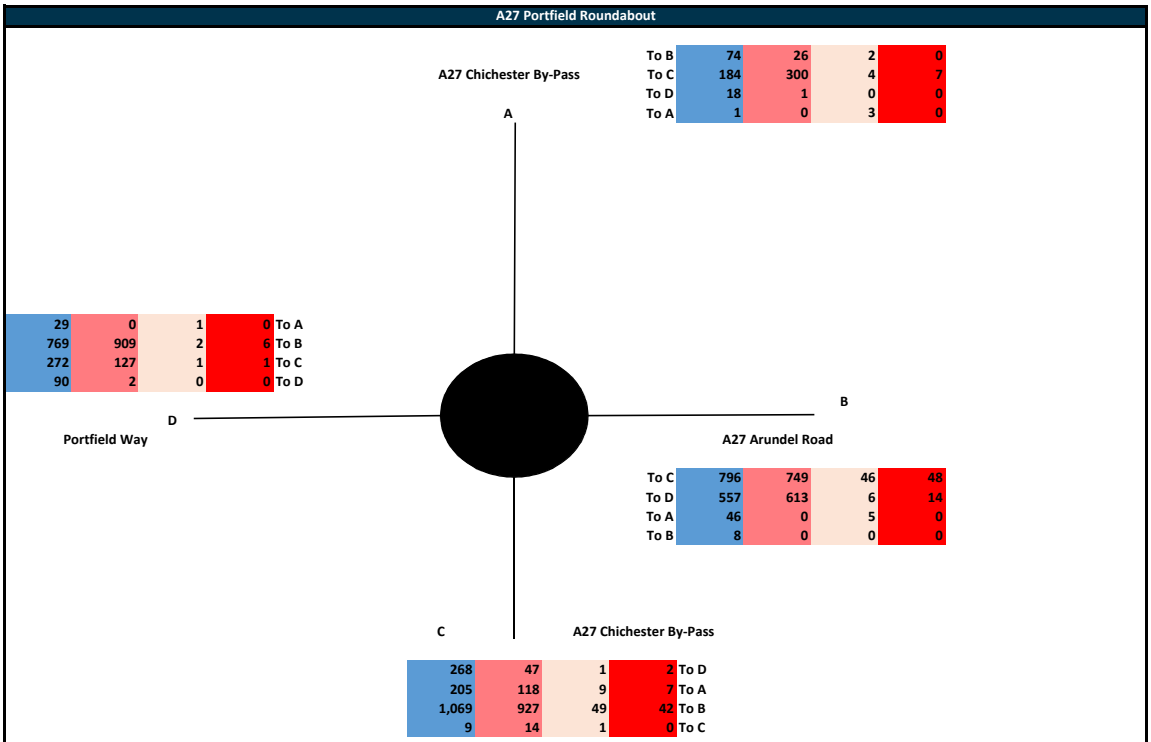


	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:

Turning Movements at A27 Bognor Rd Roundabout

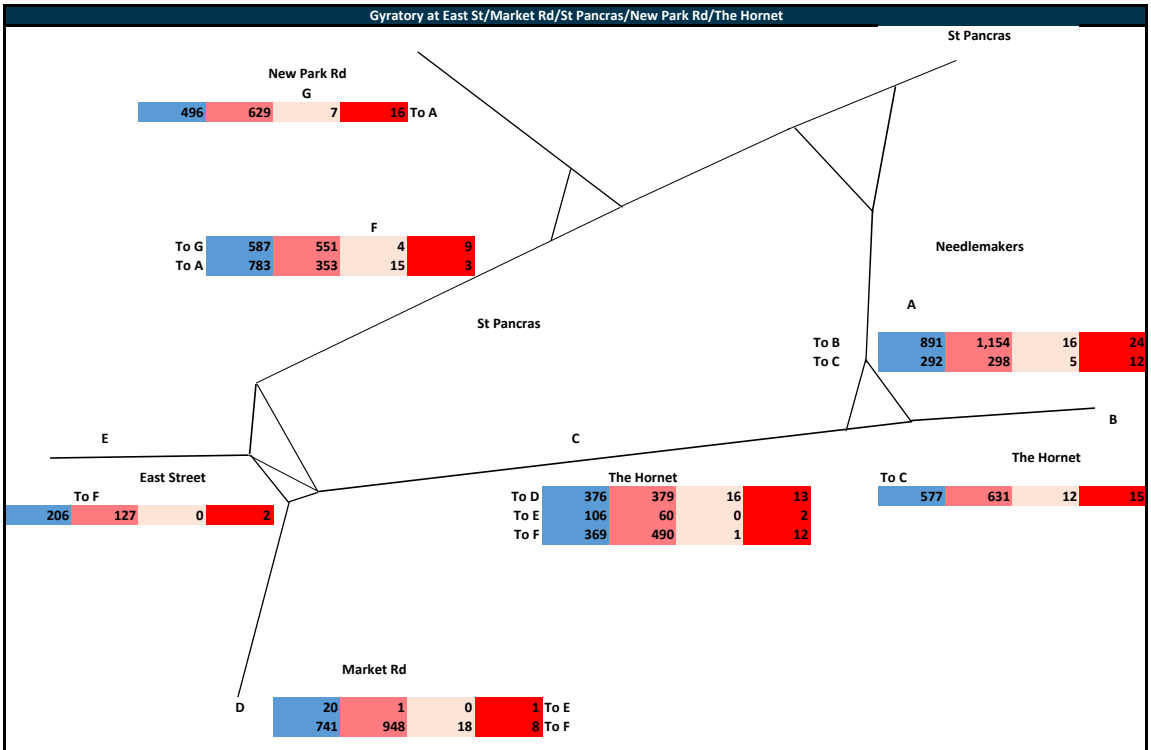
A27 Portfield Roundabout



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at A27 Portfield Roundabout

Gyratory at East St/Market Rd/St Pancras/New Park Rd/The Hornet



	Observed Light Vehicles (includes Cars, Taxis and LGVs)
	Modelled Light Vehicles
	Observed Heavy Vehicles (includes HGVs, OGVs, Buses and Coaches)
	Modelled Heavy Vehicles

TITLE:
Turning Movements at Gyratory at East St/Market Rd/St Pancras/New Park Rd/The Hornet

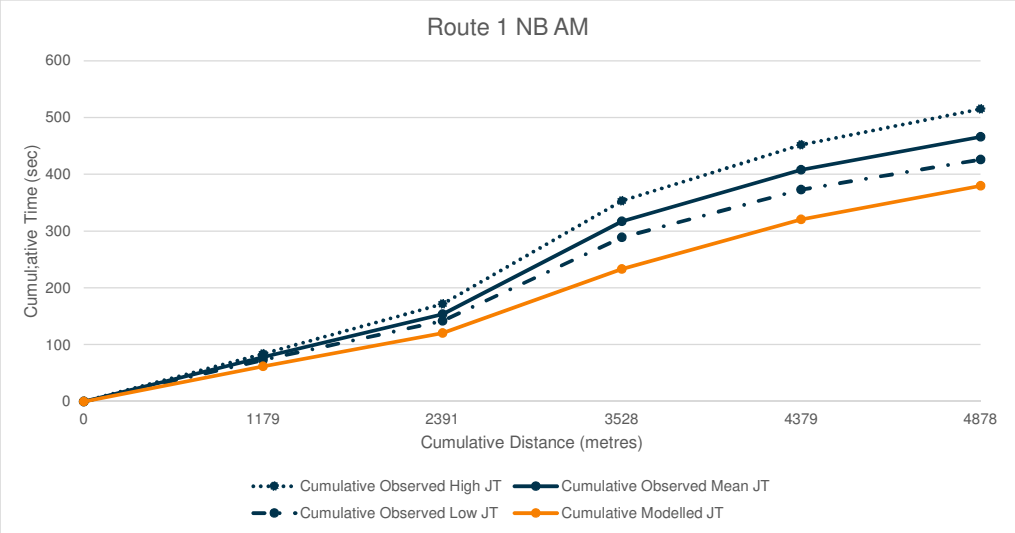
Appendix E Journey Time Validation

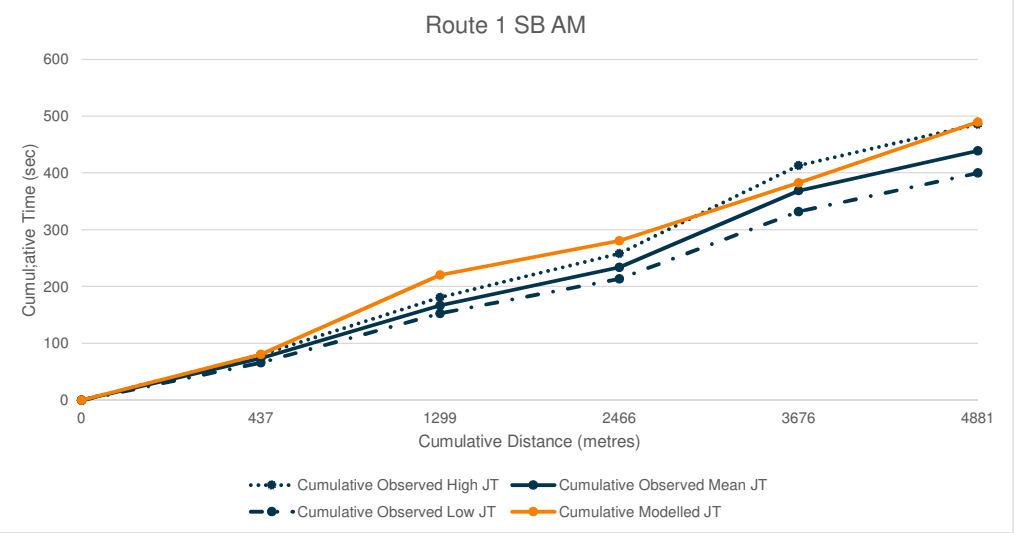
AM JOURNEY TIME VALIDATION												
Route	Direction	Section	SATURN Link CATM	Cumulative Distance	Cumulative Observed High JT	Cumulative Observed Mean JT	Cumulative Observed Low JT	Model Distance	Cumulative Modelled JT	Difference (seconds)	Difference %	DMRB
1	NB	0-1	9001	0	0	0	0	0	0			
1	NB	1-2	11001_5739	1179	84	78	73	1200	62.15	-15.85	-20%	Pass
1	NB	2-3	11004_6936	2391	172	154	142	2392	120.44	-17.71	-23%	Pass
1	NB	3-4	11006_10002	3528	353	317	289	3562	233.38	-50.06	-31%	Pass
1	NB	4-5	11007_7952	4379	452	408	373	4446	320.69	-3.69	-4%	Pass
1	NB	5-6	30022_10003	4878	515	466	426	4888	379.7	1.01	2%	Pass
1	NB	Total		4878	515	466	426	4888	379.7	-86.3	-19%	Fail
1	SB	0-1	10003	0	0	0	0	0	0			
1	SB	1-2	11008_7952	437	80	74	66	442	80.84	6.84	9%	Pass
1	SB	2-3	11070_10002	1299	181	167	153	1326	220.61	46.77	50%	Pass
1	SB	3-4	11005_6936	2466	258	234	214	2496	280.83	-6.78	-10%	Pass
1	SB	4-5	11002_5739	3676	413	369	332	3688	382.8	-33.03	-24%	Pass
1	SB	5-6	11001_9001	4881	486	439	400	4888	489.67	36.87	53%	Pass
1	SB	Total		4881	486	439	400	4888	489.67	50.67	12%	Pass
2	EB	0-1	9001	0	0	0	0	0	0			
2	EB	1-2	4946_5046	479	40	39	37	492	48.72	9.72	25%	Pass
2	EB	2-3	5544_5744	1322	110	105	101	1327	126.9	12.18	18%	Pass
2	EB	3-4	5747_5648	1764	156	146	137	1734	167.28	-0.62	-2%	Pass
2	EB	4-5	6055_6054	2283	224	206	192	2296	231.45	4.17	7%	Pass
2	EB	5-6	11009_10005	2800	278	257	240	2833	289.95	7.5	15%	Pass
2	EB	6-7	20003_6547	3300	340	312	290	3349	339.48	-5.47	-10%	Pass
2	EB	7-8	6648_6543	3585	387	352	327	3650	376.95	-2.53	-6%	Pass
2	EB	8-9	6043_6044	4342	502	447	401	4434	492.12	20.17	21%	Pass
2	EB	9-10	5943_5940	4412	555	470	409	4509	552.18	37.06	161%	Pass
2	EB	10-11	5839_5739	4989	648	549	477	5021	624.91	-6.27	-8%	Pass
2	EB	11-12	50257_5635	5476	698	593	518	5537	665.89	-3.02	-7%	Pass
2	EB	Total		5476	698	593	518	5537	665.89	72.89	12%	Pass
2	WB	0-1	5635	0	0	0	0	0	0			
2	WB	1-2	50257_5739	542	205	166	134	516	140.52	-25.48	-15%	Pass
2	WB	2-3	5940_5943	1085	344	260	200	1048	248	13.48	14%	Pass
2	WB	3-4	5943_6044	1166	368	280	217	1103	276.58	8.58	43%	Pass
2	WB	4-5	6446_6542	1894	465	361	287	1895	373.22	15.64	19%	Pass
2	WB	5-6	6454_10005	2499	538	424	345	2551	446.08	9.86	16%	Pass
2	WB	6-7	11009_11010	2717	565	449	368	2776	475.34	4.26	17%	Pass
2	WB	7-8	5650_5648	3380	643	521	435	3469	553.95	6.61	9%	Pass
2	WB	8-9	5745_5744	3831	685	559	470	3900	600.36	8.41	22%	Pass
2	WB	9-10	5344_5046	4701	751	622	529	4735	670.59	7.23	11%	Pass
2	WB	10-11	4945_9001	5150	806	670	571	5227	720.96	2.37	5%	Pass
2	WB	Total		5150	806	670	571	5227	720.96	50.96	8%	Pass
3	NB	0-1	6925	0	0	0	0	0	0			
3	NB	1-2	50264_6936	1138	152	135	119	1141	104.19	-30.81	-23%	Pass
3	NB	2-3	7041_7042	1884	289	244	203	1841	226.87	13.68	13%	Pass
3	NB	3-4	7044_7047	2196	346	290	243	2194	261.43	-11.44	-25%	Pass
3	NB	4-5	6748_6648	2631	439	365	304	2676	309	-27.43	-37%	Pass
3	NB	5-6	20006_7153	3629	583	487	411	3624	407.66	-23.34	-19%	Pass
3	NB	6-7	7555_7656	4109	631	531	452	4183	474.19	22.53	51%	Pass
3	NB	7-8	7755_10003	4377	664	559	476	4490	515.74	13.55	48%	Pass
3	NB	Total		4377	664	559	476	4490	515.74	-43.26	-8%	Pass
3	SB	0-1	10003	0	0	0	0	0	0			
3	SB	1-2	7755_7656	277	39	33	29	307	31.47	-1.53	-5%	Pass
3	SB	2-3	20004_7153	817	138	125	113	866	140.76	17.29	19%	Pass
3	SB	3-4	6649_6650	1428	220	194	168	1500	208.09	-1.67	-2%	Pass
3	SB	4-5	7048_7047	1958	282	248	217	2099	269.23	7.14	13%	Pass
3	SB	5-6	7044_7042	2271	341	292	254	2452	357.83	44.6	101%	Pass
3	SB	6-7	7040_6936	3020	547	459	392	3152	433.12	-91.71	-55%	Fail
3	SB	7-8	50264_6925	4154	635	533	458	4293	520.06	12.94	17%	Pass
3	SB	Total		4154	635	533	458	4293	520.06	-12.94	-2%	Pass
4	EB	0-1	6543	0	0	0	0	0	0			
4	EB	1-2	7048_7047	770	94	82	75	793	79.55	-2.45	-3%	Pass
4	EB	2-3	7742_10002	1746	208	180	161	1761	190.57	13.02	13%	Pass
4	EB	3-4	9137_9236	3367	290	254	231	3401	256.98	-7.59	-10%	Pass
4	EB	Total		3367	290	254	231	3401	256.98	2.98	1%	Pass
4	WB	0-1	9135	0	0	0	0	0	0			
4	WB	1-2	9135_10002	1665	264	222	185	1650	290.86	68.86	31%	Fail
4	WB	2-3	7345_7047	2639	360	310	267	2618	371.19	-7.67	-9%	Pass
4	WB	3-4	6648_6543	3196	482	409	350	3220	435.16	-35.03	-35%	Pass
4	WB	Total		3196	482	409	350	3220	435.16	26.16	6%	Pass
5	EB	0-1	40138	0	0	0	0	0	0			
5	EB	1-2	50255_3958	1032	65	61	56	1071	61.23	0.23	0%	Pass
5	EB	2-3	5854_5953	2608	249	214	186	2729	220.84	6.61	4%	Pass
5	EB	3-4	11009_10005	3020	292	255	224	3166	270.6	8.76	21%	Pass
5	EB	4-5	7053_7153	3785	394	342	301	3930	350.98	-6.62	-8%	Pass
5	EB	5-6	7555_7656	4337	455	399	355	4489	417.51	9.53	17%	Pass
5	EB	6-7	7658_10004	4750	500	440	393	4899	447.48	-11.03	-27%	Pass
5	EB	7-8	8362_8765	5733	571	506	455	5984	508.51	-4.97	-8%	Pass
5	EB	8-9	9471_9773	7093	646	591	529	7211	579.71	-13.8	-16%	Pass
5	EB	Total		7093	646	591	529	7211	579.71	-11.29	-2%	Pass
5	WB	0-1	9773	0	0	0	0	0	0			
5	WB	1-2	9471_8765	1361	87	83	79	1227	70.02	-12.98	-16%	Pass
5	WB	2-3	8261_10004	2379	161	152	143	2312	134.62	-4.4	-6%	Pass
5	WB	3-4	7658_7656	2792	213	196	181	2722	173.32	-5.3	-12%	Pass
5	WB	4-5	20004_7153	3339	313	289	266	3281	282.61	16.29	18%	Pass
5	WB	5-6	6456_10005	4109	413	377	347	4045	378.1	7.49	9%	Pass
5	WB	6-7	5955_5953	4591	468	428	395	4501	425.93	-3.17	-6%	Pass
5	WB	7-8	5459_40137	6156	598	544	500	6009	546.22	4.29	4%	Pass
5	WB	8-9	50255_40138	7188	661	602	555	7193	606.36	2.14	4%	Pass
5	WB	Total		7188	661	602	555	7193	606.36	4.36	1%	Pass
6	EB	0-1	4262	0	0	0	0	0	0			
6	EB	1-2	6158_6157	2429	224	205	186	2548	221.19	16.19	8%	Pass
6	EB	2-3	11009_10005	2734	256	235	214	2867	260.73	9.54	32%	Pass
6	EB	3-4	20004_7253	3594	375	339	307	3717	360.95	-3.78	-4%	Pass
6	EB	4-5	7253_7349	4070	427	388	353	4180	418.06	8.11	17%	Pass
6	EB	5-6	7750_7952	4550	570	512	454	4658	538.17	-3.89	-3%	Pass
6	EB	6-7	8652_8752	5539	647	583	520	5668	616.88	7.71	11%	Pass
6	EB	Total		5539	647	583	520	5668	616.88	33.88	6%	Pass
6	WB	0-1	8752	0	0	0	0	0	0			
6	WB	1-2	8652_7952	989	180	157	130	1010	143.38	-13.62	-9%	Pass
6	WB	2-3	7550_7349	1469	235	209	179	1488	203.55	8.17	16%	Pass
6	WB	3-4	7349_7253	1945	352	287	238	1951	269.68	-11.87	-15%	Pass
6	WB	4-5	6456_10005	2843	474	396	338	2801	394.85	16.17	15%	Pass
6	WB	5-6	5953_6157	3381	534	452	391	3375	452.9	2.05	4%	Pass
6	WB	6-7	5775_4262	5832	708	614	540	5923	622.3	7.4	5%	Pass
6	WB	Total		5832	708	614	540	5923	622.3	8.3	1%	Pass
7	NB	0-1	8024	0	0	0	0	0	0			
7	NB	1-2	8024_50266	1234	74	72	70	1240	70.51	-1.49	-2%	Pass
7	NB	2-3	50266_10002	1813	305	241	195	1770	285.69	46.18	27%	Pass
7	NB	3-4	30022_10003	3164	467	390	332	3096	432.01	-2.68	-2%	Pass
7	NB	4-5	7863_8166	4607	567	483	420	4552	513.65	-11.36	-12%	Pass
7	NB	5-6	5058_5063	5824	647	559	492	5739	589.9	0.25	0%	Pass
7	NB	Total		5824	647	559	492	5739	589.9	30.9	6%	Pass
7	SB	0-1	5063	0	0	0	0	0	0			
7	SB	1-2	5058_8166	1260	81	76	72	1187	74.8	-1.2	-2%	Pass
7	SB	2-3	10004_10003	2747	200	182	169	2643	178.2	-2.6	-2%	Pass
7	SB	3-4	11070_10002	4076	384	351	325	3969	398.81	51.61	31%	Pass
7	SB	4-5	10002_50266	4595	422	388	360	4499	436.33	0.52	1%	Pass
7	SB	5-6	50266_8024	5829	504	465	433	5739	517.69	4.36	6%	Pass
7	SB	Total		5829	504	465	433	5739	517.69	52.69	11%	Pass

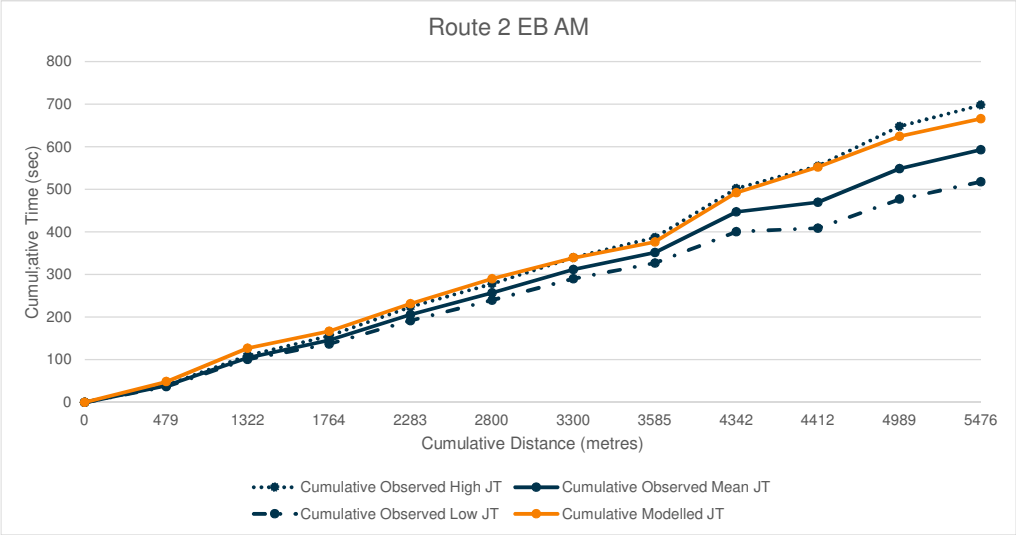
A259-1	**WB**	**0-1**	**9001**	0	0	0	0	0	0	0		
A259-1	**WB**	**1-2**	**9001_4741**	326	25	25	25	342	17.1	-7.60	-31%	Pass
A259-1	**WB**	**2-3**	**4741_30001**	1013	100	88	76	702	37.35	-50.81	-58%	Pass
A259-1	**WB**	**3-4**	**30001_3451**	1292	139	118	98	1352	88.02	-30.48	-26%	Pass
A259-1	**WB**	**4-5**	**3451_2853**	1817	174	156	139	1717	115.4	-41.07	-26%	Pass
A259-1	**WB**	**5-6**	**2853_40175**	3115	254	236	218	3189	198.2	-37.83	-16%	Pass
A259-1	**WB**	**6-7**	**40175_2852**	3295	266	248	230	3327	205.96	-41.79	-17%	Pass
A259-1	**WB**	**7-8**	**2852_2653**	3791	305	286	267	3840	247.48	-38.59	-13%	Pass
A259-1	**WB**	**8-9**	**2653_2054**	4948	362	343	324	5007	335	-8.21	-2%	Pass
A259-1	**WB**	**9-10**	**2054_40169**	5915	419	399	379	5597	368.19	-30.89	-8%	Pass
A259-1	**WB**	**10-11**	**40169_1854**	6150	435	415	395	6188	401.61	-13.50	-3%	Pass
A259-1	**WB**	**11-12**	**1854_40159**	7404	518	498	478	7459	474.29	-23.42	-5%	Pass
A259-1	**WB**	**12-13**	**40159_1255**	8017	571	554	537	8068	512.11	-41.65	-8%	Pass
A259-1	**WB**	**13-14**	**1255_1001**	9396	724	717	710	9468	617.11	-100.22	-14%	Pass
A259-1	**WB**	**14-15**	**1001_40119**	9770	758	749	739	9778	640.36	-108.56	-14%	Pass
A259-1	**WB**	**15-16**	**40119_40042**	10089	797	787	777	10178	681.81	-104.94	-13%	Pass
A259-1	**WB**	**16-17**	**40042_40040**	12031	975	974	973	12126	850.65	-123.37	-13%	Pass
A259-1	**WB**	**Total**		12031	975	974	973	12126	850.65	-123.37	-13%	Pass
A259-2	**EB**	**0-1**	**40040**	0	0	0	0	0	0	0.00		
A259-2	**EB**	**1-2**	**40040_40042**	1944	176	172	168	1948	168.08	-3.94	-2%	Pass
A259-2	**EB**	**2-3**	**40042_40119**	2263	200	196	193	2348	198.08	1.88	1%	Pass
A259-2	**EB**	**3-4**	**40119_1001**	2636	229	229	229	2658	221.34	-7.64	-3%	Pass
A259-2	**EB**	**4-5**	**1001_1255**	4015	355	354	353	4058	329.35	-24.80	-7%	Pass
A259-2	**EB**	**5-6**	**1255_40159**	4628	410	408	405	4667	363.61	-44.10	-11%	Pass
A259-2	**EB**	**6-7**	**40159_1854**	5882	500	496	492	5938	435.43	-60.82	-12%	Pass
A259-2	**EB**	**7-8**	**1854_40169**	6117	519	514	509	6529	468.67	-45.27	-9%	Pass
A259-2	**EB**	**8-9**	**40169_2054**	7084	573	570	566	7119	501.86	-67.87	-12%	Pass
A259-2	**EB**	**9-10**	**2054_2653**	8242	636	632	629	8286	592.4	-39.96	-6%	Pass
A259-2	**EB**	**10-11**	**2653_2852**	8750	675	671	666	8799	630.87	-39.82	-6%	Pass
A259-2	**EB**	**11-12**	**2852_40175**	8930	687	682	677	8937	638.63	-43.48	-6%	Pass
A259-2	**EB**	**12-13**	**40175_2853**	10228	765	761	757	10409	721.43	-39.46	-5%	Pass
A259-2	**EB**	**13-14**	**2853_3451**	10753	843	824	805	10774	748.81	-75.25	-9%	Pass
A259-2	**EB**	**14-15**	**3451_30001**	11032	868	848	828	11424	797.56	-50.51	-6%	Pass
A259-2	**EB**	**15-16**	**30001_4741**	11719	1031	983	935	11784	821.02	-162.24	-17%	Fail
A259-2	**EB**	**16-17**	**4741_9001**	12041	1232	1174	1117	12126	1077.91	-96.33	-8%	Pass
A259-2	**EB**	**Total**		12041	1232	1174	1117	12126	1077.91	-96.33	-8%	Pass
A27-2	**WB**	**0-1**	**5739**	0	0	0	0	0	0	0.00		
A27-2	**WB**	**1-2**	**11001_9001**	1218	71	71	70	1200	106.87	36.19	51%	Pass
A27-2	**WB**	**2-3**	**4644_4050**	2148	110	109	108	2009	134.91	26.00	24%	Pass
A27-2	**WB**	**3-4**	**4050_4055**	2912	136	135	133	2856	164.28	29.73	22%	Pass
A27-2	**WB**	**4-5**	**4055_3156**	3758	164	163	161	3806	197.22	34.69	21%	Pass
A27-2	**WB**	**5-6**	**3156_2656**	5184	209	208	207	6006	273.49	65.12	31%	Fail
A27-2	**WB**	**6-7**	**2656_1760**	7978	300	299	298	8799	370.32	71.61	24%	Fail
A27-2	**WB**	**7-8**	**1760_40134**	11363	410	409	407	12174	487.33	78.38	19%	Fail
A27-2	**WB**	**8-9**	**40134_40039**	13931	495	493	492	14674	574.01	80.57	16%	Fail
A27-2	**WB**	**9-10**	**40039_40035**	14559	515	514	513	15302	595.69	81.36	16%	Fail
A27-2	**WB**	**10-11**	**40035_40030**	15260	542	540	539	16002	620.13	79.87	15%	Pass
A27-2	**WB**	**11-12**	**40030_40023**	16149	573	572	570	16891	650.92	79.14	14%	Pass
A27-2	**WB**	**12-13**	**40023_40004**	17052	608	607	605	17793	688.04	81.30	13%	Pass
A27-2	**WB**	**Total**		17052	608	607	605	17793	688.04	81.30	13%	Pass
A27-1	**EB**	**0-1**	**40032**	0	0	0	0	0	0	0.00		
A27-1	**EB**	**1-2**	**40032_40036**	911	37	37	36	911	40.44	3.76	10%	Pass
A27-1	**EB**	**2-3**	**40036_40038**	1797	69	68	68	1797	70.29	1.98	3%	Pass
A27-1	**EB**	**3-4**	**40038_40043**	2440	93	93	92	2438	92.2	-0.61	-1%	Pass
A27-1	**EB**	**4-5**	**40043_40097**	3104	117	116	116	3102	114.74	-1.41	-1%	Pass
A27-1	**EB**	**5-6**	**40097_40124**	5687	205	204	202	5602	201.26	-2.54	-1%	Pass
A27-1	**EB**	**6-7**	**40124_1760**	9084	321	319	317	8977	318.06	-0.92	0%	Pass
A27-1	**EB**	**7-8**	**1760_2656**	11870	432	421	410	11770	414.72	-6.25	-1%	Pass
A27-1	**EB**	**8-9**	**2656_3156**	13288	531	509	487	13970	490.86	-18.42	-4%	Pass
A27-1	**EB**	**9-10**	**3156_4156**	14144	631	615	600	14920	523.74	-91.63	-15%	Pass
A27-1	**EB**	**10-11**	**4156_4151**	14924	782	765	749	15795	554.02	-211.38	-28%	Fail
A27-1	**EB**	**11-12**	**4645_9001**	15842	1026	1007	987	16574	596.89	-409.80	-41%	Fail
A27-1	**EB**	**12-13**	**11001_5739**	17061	1160	1112	1064	17774	659.04	-452.90	-41%	Fail
A27-1	**EB**	**Total**		17061	1160	1112	1064	17774	659.04	-452.90	-41%	Fail

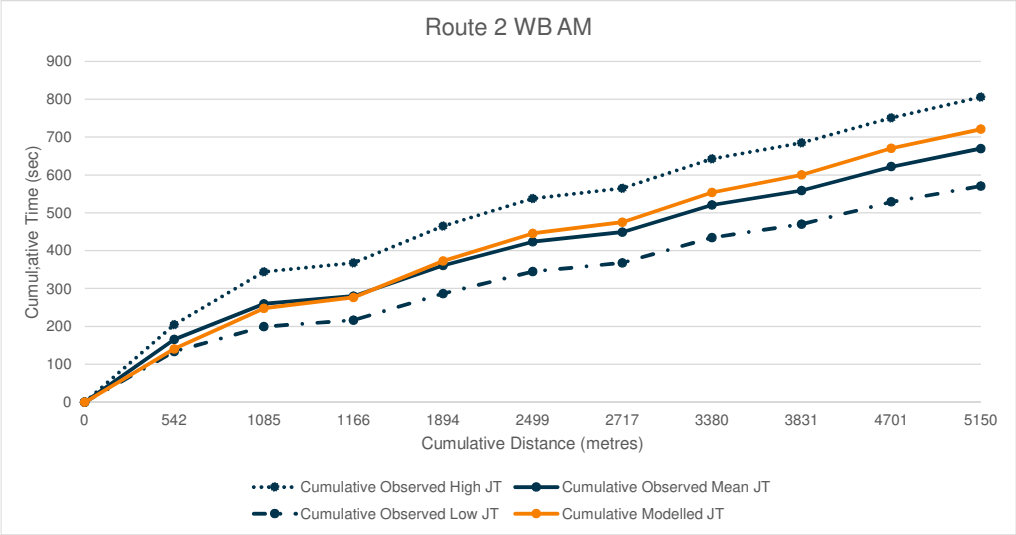
AM JOURNEY TIME VALIDATION SUMMARY												
Route	**Direction**	**Section**	**SATURN Link CATM**	**Cumulative Distance**	**Cumulative Observed High JT**	**Cumulative Observed Mean JT**	**Cumulative Observed Low JT**	**Model Distance**	**Cumulative Modelled JT**	**Difference (seconds)**	**Difference %**	**DMRB**
1	**NB**	**Total**		4878	515	466	426	4888	379.7	-86.3	-19%	Fail
1	**SB**	**Total**		4881	486	439	400	4888	489.67	50.67	12%	Pass
2	**EB**	**Total**		5476	698	593	518	5537	665.89	72.89	12%	Pass
2	**WB**	**Total**		5150	806	670	571	5227	720.96	50.96	8%	Pass
3	**NB**	**Total**		4377	664	559	476	4490	515.74	-43.26	-8%	Pass
3	**SB**	**Total**		4154	635	533	458	4293	520.06	-12.94	-2%	Pass
4	**EB**	**Total**		3367	290	254	231	3401	256.98	2.98	1%	Pass
4	**WB**	**Total**		3196	482	409	350	3220	435.16	26.16	6%	Pass
5	**EB**	**Total**		7093	646	591	529	7211	579.71	-11.29	-2%	Pass
5	**WB**	**Total**		7188	661	602	555	7193	606.36	4.36	1%	Pass
6	**EB**	**Total**		5539	647	583	520	5668	616.88	33.88	6%	Pass
6	**WB**	**Total**		5832	708	614	540	5923	622.3	8.3	1%	Pass
7	**NB**	**Total**		5824	647	559	492	5739	589.9	30.9	6%	Pass
7	**SB**	**Total**		5829	504	465	433	5739	517.69	52.69	11%	Pass
A259-1	**WB**	**Total**		12031	975	974	973	12126	851	-123	-13%	Pass
A259-2	**EB**	**Total**		12041	1232	1174	1117	12126	1078	-96	-8%	Pass
A27-2	**WB**	**Total**		17052	608	607	605	17793	688	81	13%	Pass
A27-1	**EB**	**Total**		17061	1160	1112	1064	17774	659	-453	-41%	Fail

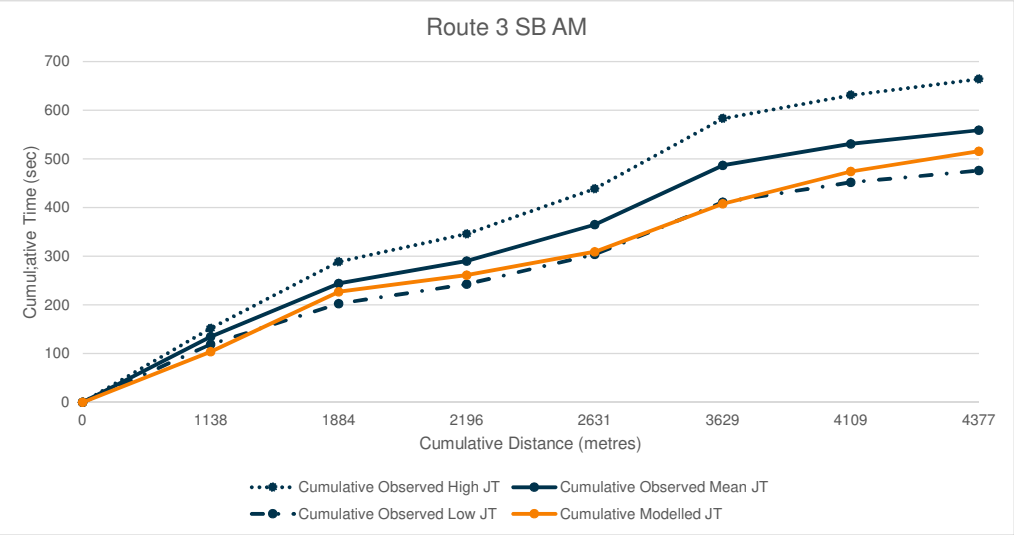
Pass	16
Fail	2
%Pass	**89%**

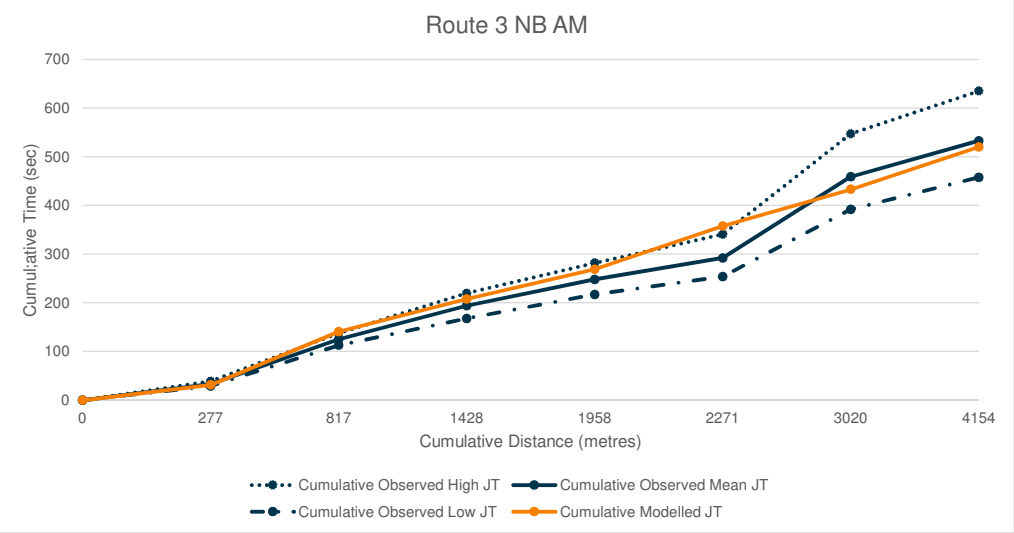

Route 1 NB AM
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1179
2391
3528
4379
4878
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

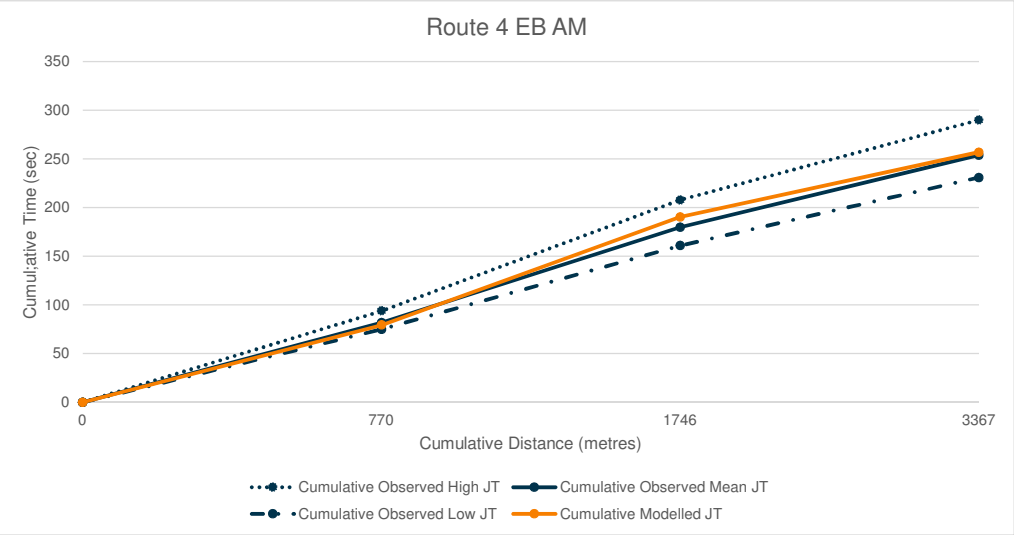

Route 1 SB AM
600
500
400
300
200
100
0
Cumulative Time (sec)
0
437
1299
2466
3676
4881
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

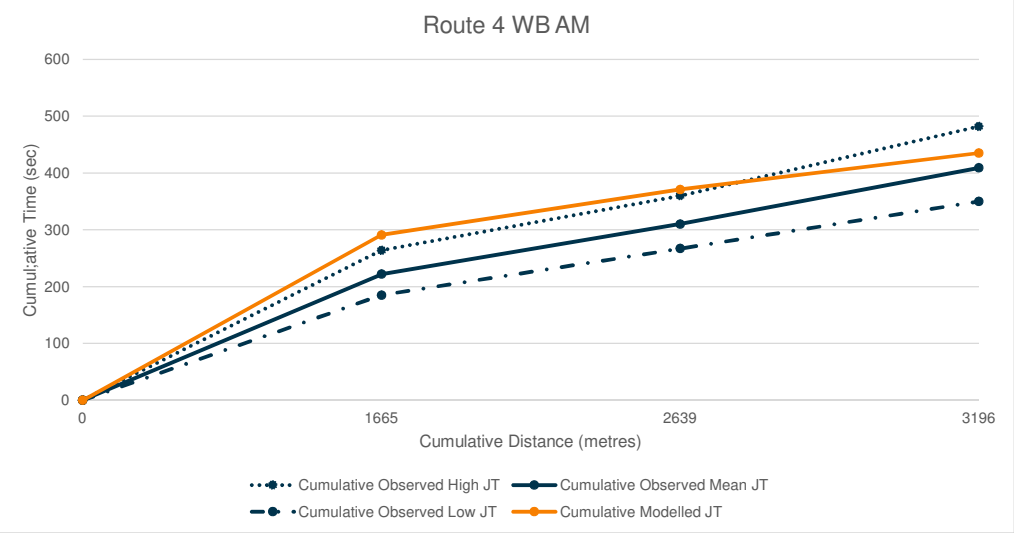

Route 2 EB AM
Cumulative Time (sec)
800
700
600
500
400
300
200
100
0
0
479
1322
1764
2283
2800
3300
3585
4342
4412
4989
5476
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

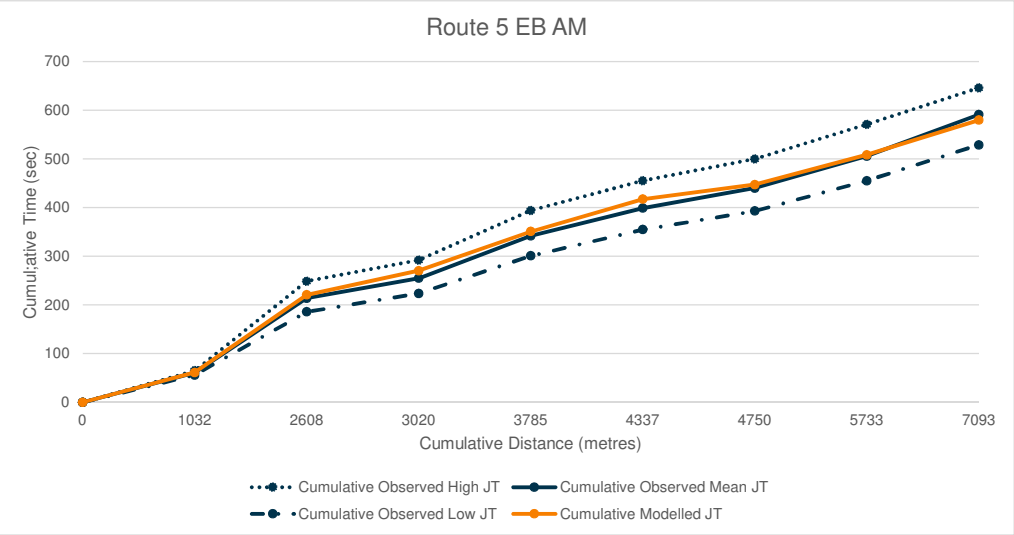

Route 2 WB AM
Cumulative Time (sec)
900
800
700
600
500
400
300
200
100
0
0
542
1085
1166
1894
2499
2717
3380
3831
4701
5150
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

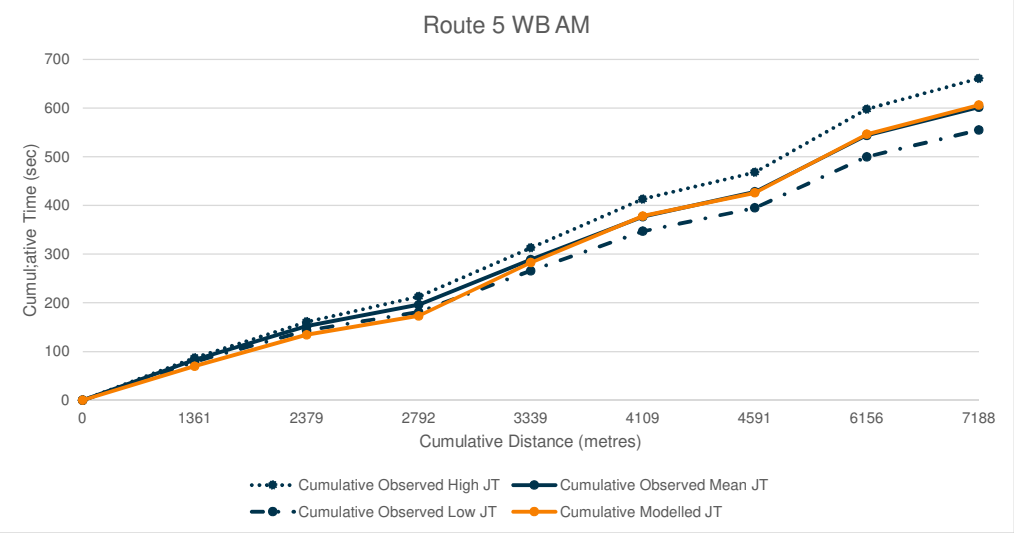

Route 3 SB AM
Cumulative Time (sec)
700
600
500
400
300
200
100
0
0
1138
1884
2196
2631
3629
4109
4377
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

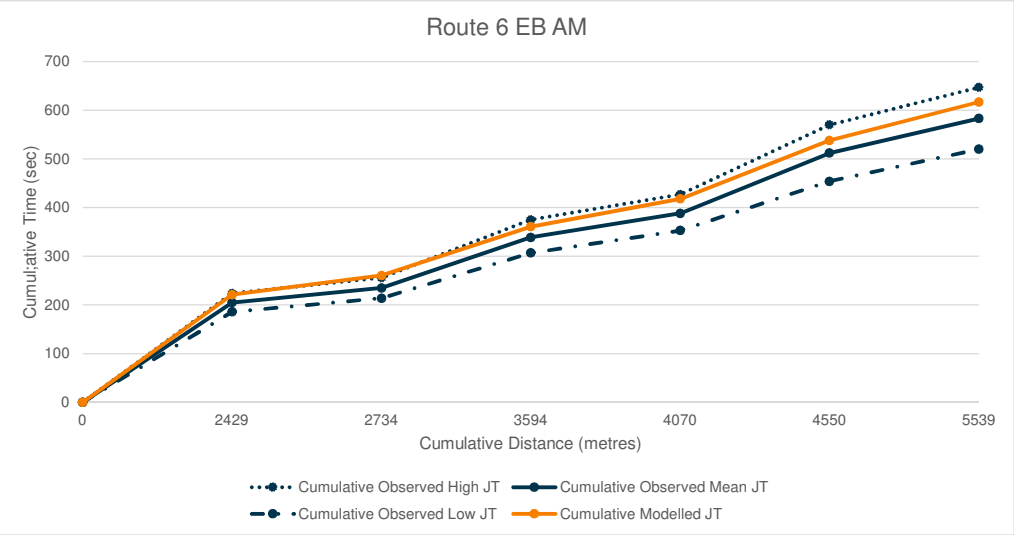

Route 3 NB AM
Cumulative Time (sec)
700
600
500
400
300
200
100
0
0
277
817
1428
1958
2271
3020
4154
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

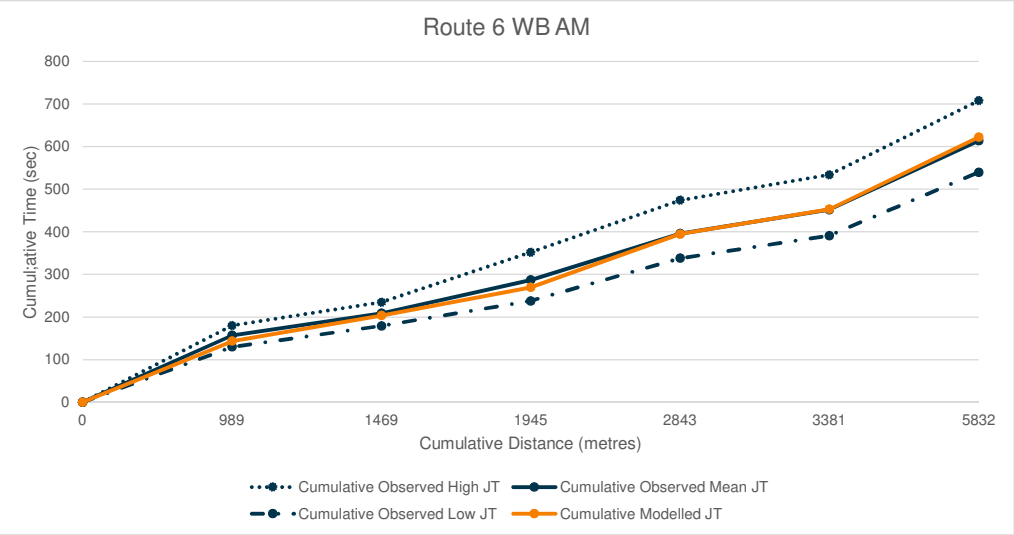

Route 4 EB AM
350
300
250
200
150
100
50
0
Cumulative Time (sec)
0
770
1746
3367
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

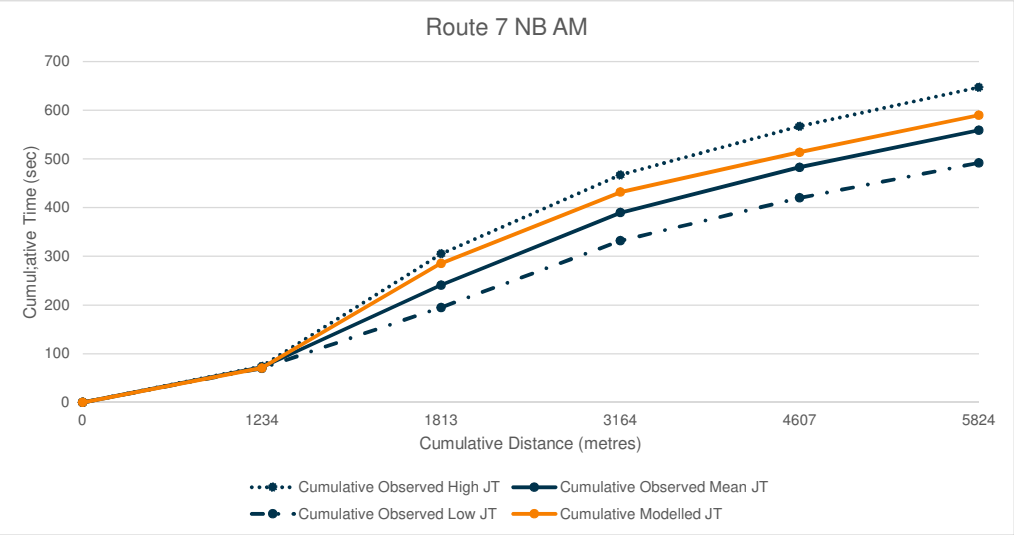

Route 4 WB AM
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1665
2639
3196
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

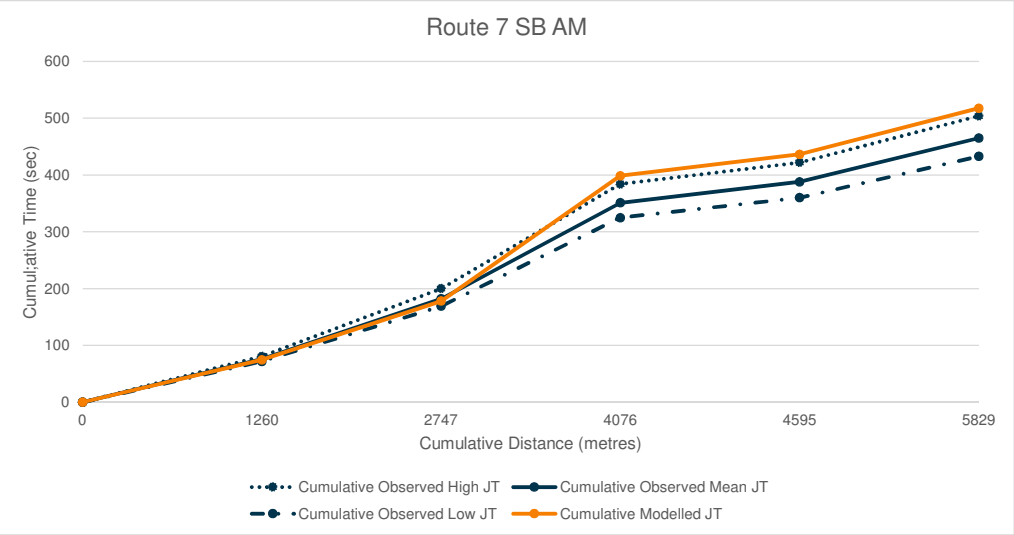

Route 5 EB AM
700
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1032
2608
3020
3785
4337
4750
5733
7093
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

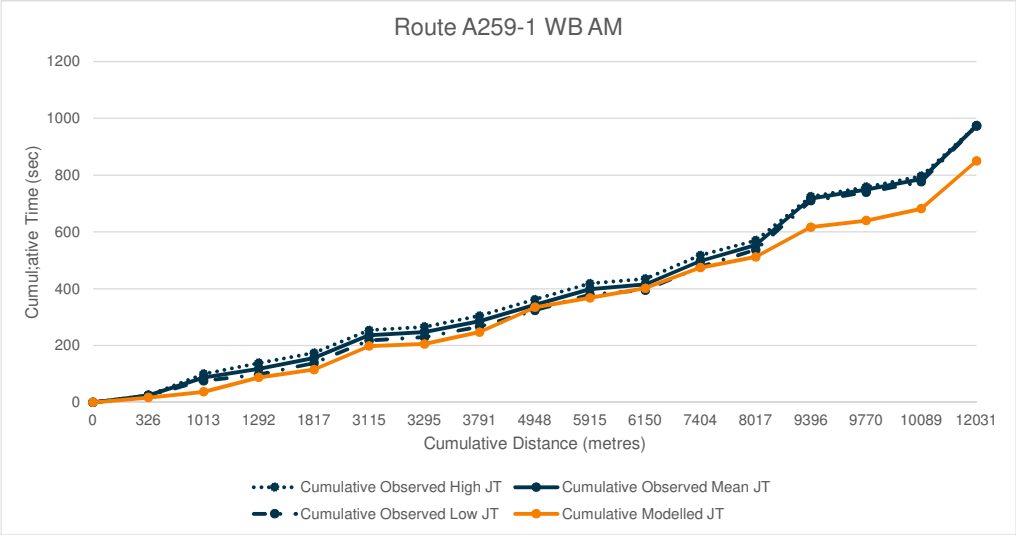

Route 5 WB AM
700
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1361
2379
2792
3339
4109
4591
6156
7188
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

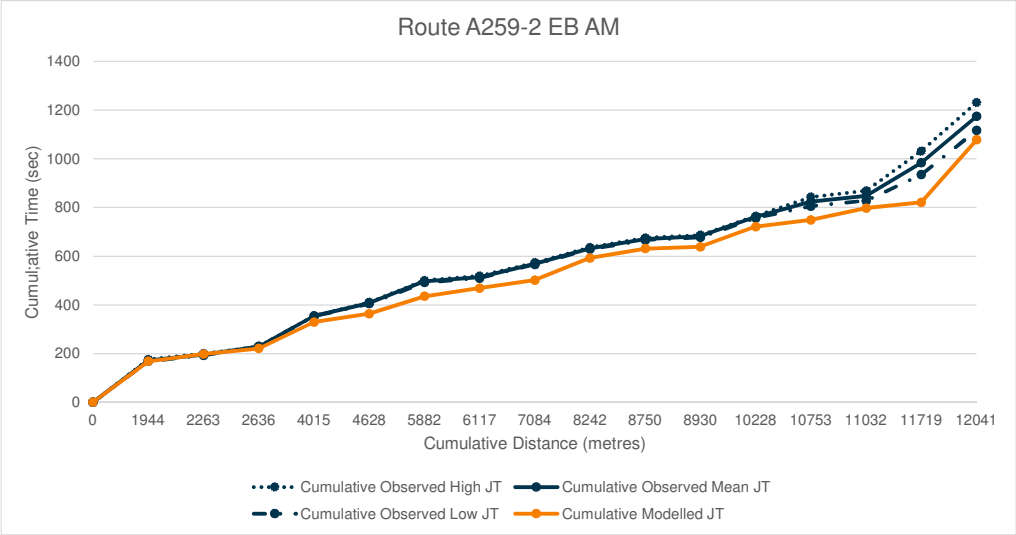

Route 6 EB AM
700
600
500
400
300
200
100
0
Cumulative Time (sec)
0
2429
2734
3594
4070
4550
5539
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

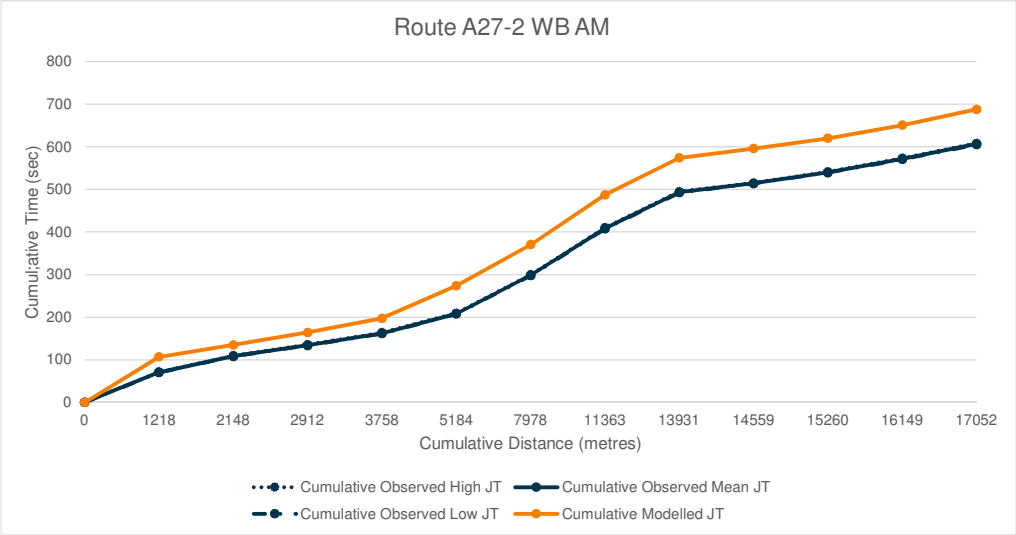

Route 6 WB AM
800
700
600
500
400
300
200
100
0
Cumulative Time (sec)
0
989
1469
1945
2843
3381
5832
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

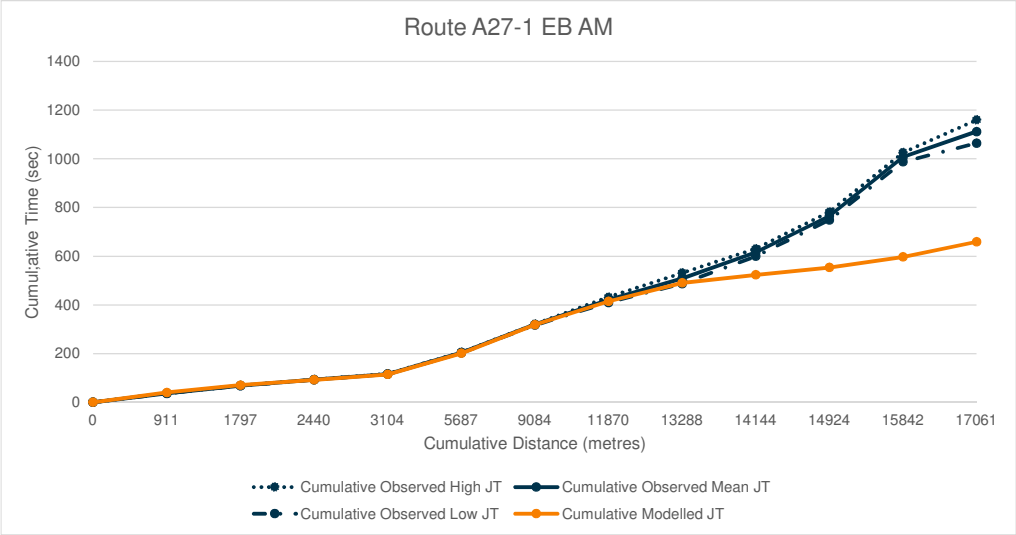

Route 7 NB AM
700
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1234
1813
3164
4607
5824
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route 7 SB AM
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1260
2747
4076
4595
5829
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A259-1 WB AM
Cumulative Time (sec)
1200
1000
800
600
400
200
0
0
326
1013
1292
1817
3115
3295
3791
4948
5915
6150
7404
8017
9396
9770
10089
12031
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A259-2 EB AM
Cumulative Time (sec)
1400
1200
1000
800
600
400
200
0
0
1944
2263
2636
4015
4628
5882
6117
7084
8242
8750
8930
10228
10753
11032
11719
12041
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A27-2 WB AM
800
700
600
500
400
300
200
100
0
Cumulative Time (sec)
0
1218
2148
2912
3758
5184
7978
11363
13931
14559
15260
16149
17052
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A27-1 EB AM
1400
1200
1000
800
600
400
200
0
Cumulative Time (sec)
0
911
1797
2440
3104
5687
9084
11870
13288
14144
14924
15842
17061
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

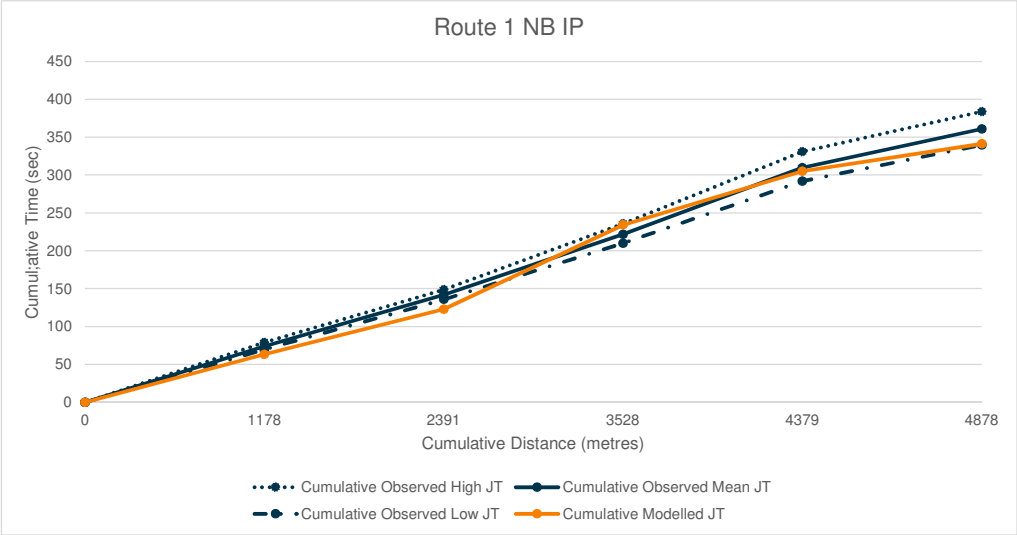
IP JOURNEY TIME VALIDATION												
Route	Direction	Section	SATURN Link CATM	Cumulative Distance	Cumulative Observed High JT	Cumulative Observed Mean JT	Cumulative Observed Low JT	Model Distance	Cumulative Modelled JT	Difference (seconds)	Difference %	DMRB
1	NB	0-1	9001	0	0	0	0	0	0			
1	NB	1-2	11001_5739	1178	79	74	70	1200	63.58	-10.42	-14%	Pass
1	NB	2-3	11004_6936	2391	149	142	136	2392	123.09	-8.49	-12%	Pass
1	NB	3-4	11006_10002	3528	236	222	210	3562	234.47	31.38	39%	Pass
1	NB	4-5	11007_7952	4379	331	310	292	4446	305.43	-17.04	-19%	Pass
1	NB	5-6	30022_10003	4878	384	361	340	4888	341.51	-14.92	-29%	Pass
1	NB	Total		4878	384	361	340	4888	341.51	-19.49	-5%	Pass
1	SB	0-1	10003	0	0	0	0	0	0			
1	SB	1-2	11008_7952	437	74	69	63	442	87.44	18.44	27%	Pass
1	SB	2-3	11070_10002	1299	204	184	166	1326	150.83	-51.61	-45%	Pass
1	SB	3-4	11005_6936	2466	294	262	238	2496	210.58	-18.25	-23%	Pass
1	SB	4-5	11002_5739	3676	486	426	372	3688	287.26	-87.32	-53%	Fail
1	SB	5-6	11001_9001	4881	564	498	440	4888	350.44	-8.82	-12%	Pass
1	SB	Total		4881	564	498	440	4888	350.44	-147.56	-30%	Fail
2	EB	0-1	9001	0	0	0	0	0	0			
2	EB	1-2	4946_5046	479	40	38	37	492	41.31	3.31	9%	Pass
2	EB	2-3	5544_5744	1322	108	103	98	1327	116.21	9.9	15%	Pass
2	EB	3-4	5747_5648	1764	158	146	137	1734	156.47	-2.74	-6%	Pass
2	EB	4-5	6055_6054	2283	233	208	189	2296	219.66	1.19	2%	Pass
2	EB	5-6	11009_10005	2800	290	260	238	2833	276.12	4.46	9%	Pass
2	EB	6-7	20003_6547	3300	372	327	294	3349	327.79	-15.33	-23%	Pass
2	EB	7-8	6648_6543	3585	425	372	334	3650	364.17	-8.62	-19%	Pass
2	EB	8-9	6043_6044	4342	584	487	425	4434	468.44	-10.73	-9%	Pass
2	EB	9-10	5943_5940	4412	598	498	434	4509	528.4	48.96	445%	Pass
2	EB	10-11	5839_5739	4989	802	659	558	5021	600.05	-89.35	-55%	Fail
2	EB	11-12	50257_5635	5476	864	712	605	5537	644.51	-8.54	-16%	Pass
2	EB	Total		5476	864	712	605	5537	644.51	-67.49	-9%	Pass
2	WB	0-1	5635	0	0	0	0	0	0			
2	WB	1-2	50257_5739	542	84	73	65	516	71.88	-1.12	-2%	Pass
2	WB	2-3	5940_5943	1085	202	159	129	1048	182.76	24.88	29%	Pass
2	WB	3-4	5943_6044	1166	230	182	145	1103	212.02	6.26	27%	Pass
2	WB	4-5	6446_6542	1894	341	278	232	1895	302.4	-5.62	-6%	Pass
2	WB	5-6	6454_10005	2499	417	347	294	2551	373.93	2.53	4%	Pass
2	WB	6-7	11009_11010	2717	444	372	318	2776	396.46	-2.47	-10%	Pass
2	WB	7-8	5650_5648	3380	519	442	383	3469	473.83	7.37	11%	Pass
2	WB	8-9	5745_5744	3831	562	481	420	3900	521.31	8.48	22%	Pass
2	WB	9-10	5344_5046	4701	638	552	486	4735	591.41	-0.9	-1%	Pass
2	WB	10-11	4945_9001	5150	697	604	533	5227	642.9	-0.51	-1%	Pass
2	WB	Total		5150	697	604	533	5227	642.9	38.9	6%	Pass
3	NB	0-1	6925	0	0	0	0	0	0			
3	NB	1-2	50264_6936	1138	102	91	83	1141	83.88	-7.12	-8%	Pass
3	NB	2-3	7041_7042	1884	266	231	207	1841	203.62	-20.26	-14%	Pass
3	NB	3-4	7044_7047	2196	317	276	245	2194	235.58	-13.04	-29%	Pass
3	NB	4-5	6748_6648	2631	381	326	289	2676	282.77	-2.81	-6%	Pass
3	NB	5-6	20006_7153	3629	540	465	409	3624	377.58	-44.19	-32%	Pass
3	NB	6-7	7555_7656	4109	598	518	459	4183	445.45	14.87	28%	Pass
3	NB	7-8	7755_10003	4377	632	549	487	4490	482.93	6.48	21%	Pass
3	NB	Total		4377	632	549	487	4490	482.93	-66.07	-12%	Pass
3	SB	0-1	10003	0	0	0	0	0	0			
3	SB	1-2	7755_7656	277	40	36	34	307	28.35	-7.65	-21%	Pass
3	SB	2-3	20004_7153	817	130	117	108	866	94.76	-14.59	-18%	Pass
3	SB	3-4	6649_6650	1428	209	185	168	1500	157.42	-5.34	-8%	Pass
3	SB	4-5	7048_7047	1958	266	237	217	2099	216.69	7.27	14%	Pass
3	SB	5-6	7044_7042	2271	373	300	246	2452	310.8	31.11	49%	Pass
3	SB	6-7	7040_6936	3020	504	397	323	3152	388.07	-19.73	-20%	Pass
3	SB	7-8	50264_6925	4154	585	472	394	4293	476.81	13.74	18%	Pass
3	SB	Total		4154	585	472	394	4293	476.81	4.81	1%	Pass
4	EB	0-1	6543	0	0	0	0	0	0			
4	EB	1-2	7048_7047	770	90	82	77	793	77.68	-4.32	-5%	Pass
4	EB	2-3	7742_10002	1746	213	190	173	1761	203.58	17.9	17%	Pass
4	EB	3-4	9137_9236	3367	292	264	243	3401	270.03	-7.55	-10%	Pass
4	EB	Total		3367	292	264	243	3401	270.03	6.03	2%	Pass
4	WB	0-1	9135	0	0	0	0	0	0			
4	WB	1-2	9135_10002	1665	133	119	107	1650	135.51	16.51	14%	Pass
4	WB	2-3	7345_7047	2639	229	207	188	2618	213.59	-9.92	-11%	Pass
4	WB	3-4	6648_6543	3196	332	289	258	3220	276.02	-19.57	-24%	Pass
4	WB	Total		3196	332	289	258	3220	276.02	-12.98	-4%	Pass
5	EB	0-1	40138	0	0	0	0	0	0			
5	EB	1-2	50255_3958	1032	67	62	58	1071	51.14	-10.86	-18%	Pass
5	EB	2-3	5854_5953	2608	206	186	172	2729	174.66	-0.48	0%	Pass
5	EB	3-4	11009_10005	3020	252	228	210	3166	222.42	5.76	14%	Pass
5	EB	4-5	7053_7153	3785	379	334	303	3930	305.94	-22.48	-21%	Pass
5	EB	5-6	7555_7656	4337	452	402	366	4489	373.81	-0.13	0%	Pass
5	EB	6-7	7658_10004	4750	499	444	404	4899	403.93	-11.88	-28%	Pass
5	EB	7-8	8362_8765	5733	574	514	469	5984	472.08	-1.85	-3%	Pass
5	EB	8-9	9471_9773	7093	669	601	549	7211	542.48	-16.6	-19%	Pass
5	EB	Total		7093	669	601	549	7211	542.48	-58.52	-10%	Pass
5	WB	0-1	9773	0	0	0	0	0	0			
5	WB	1-2	9471_8765	1361	98	91	84	1227	87.89	-3.11	-3%	Pass
5	WB	2-3	8261_10004	2378	174	162	152	2312	152.46	-6.43	-9%	Pass
5	WB	3-4	7658_7656	2792	232	213	196	2722	192.11	-11.35	-22%	Pass
5	WB	4-5	20004_7153	3339	323	295	272	3281	258.52	-15.59	-19%	Pass
5	WB	5-6	6456_10005	4109	428	385	352	4045	351.8	3.28	4%	Pass
5	WB	6-7	5955_5953	4591	484	438	402	4501	392.86	-11.94	-23%	Pass
5	WB	7-8	5459_40137	6156	620	558	510	6009	513.18	0.32	0%	Pass
5	WB	8-9	50255_40138	7188	687	620	567	7193	573.04	-2.14	-3%	Pass
5	WB	Total		7188	687	620	567	7193	573.04	-46.96	-8%	Pass
6	EB	0-1	4262	0	0	0	0	0	0			
6	EB	1-2	6158_6157	2429	205	186	172	2548	188.48	2.48	1%	Pass
6	EB	2-3	11009_10005	2734	240	217	200	2867	226.57	7.09	23%	Pass
6	EB	3-4	20004_7253	3594	386	341	309	3717	329.29	-21.28	-17%	Pass
6	EB	4-5	7253_7349	4070	455	402	362	4180	387.03	-3.26	-5%	Pass
6	EB	5-6	7750_7952	4550	559	490	438	4658	496.96	21.93	25%	Pass
6	EB	6-7	8652_8752	5539	637	562	504	5668	576.3	7.34	10%	Pass
6	EB	Total		5539	637	562	504	5668	576.3	14.3	3%	Pass
6	WB	0-1	8752	0	0	0	0	0	0			
6	WB	1-2	8652_7952	989	149	122	92	1010	137.97	15.97	13%	Pass
6	WB	2-3	7550_7349	1469	205	174	141	1488	197.24	7.27	14%	Pass
6	WB	3-4	7349_7253	1945	300	253	205	1951	258.47	-17.77	-22%	Pass
6	WB	4-5	6456_10005	2843	428	364	304	2801	369.46	-0.01	0%	Pass
6	WB	5-6	5953_6157	3381	489	422	359	3375	420.19	-7.27	-13%	Pass
6	WB	6-7	5775_4262	5832	679	599	525	5923	591.21	-5.98	-3%	Pass
6	WB	Total		5832	679	599	525	5923	591.21	-7.79	-1%	Pass
7	NB	0-1	8024	0	0	0	0	0	0			
7	NB	1-2	8024_50266	1234	82	77	73	1240	70.3	-6.7	-9%	Pass
7	NB	2-3	50266_10002	1813	226	202	178	1770	169.17	-26.13	-21%	Pass
7	NB	3-4	30022_10003	3164	374	341	308	3096	276.21	-31.96	-23%	Pass
7	NB	4-5	7863_8166	4607	473	434	397	4552	357.46	-11.75	-13%	Pass
7	NB	5-6	5058_5063	5824	551	507	466	5739	432.63	2.17	3%	Pass
7	NB	Total		5824	551	507	466	5739	432.63	-74.37	-15%	Pass
7	SB	0-1	5063	0	0	0	0	0	0			
7	SB	1-2	5058_8166	1260	84	79	73	1187	75.15	-3.85	-5%	Pass
7	SB	2-3	10004_10003	2747	215	190	174	2643	182.11	-4.04	-4%	Pass
7	SB	3-4	11070_10002	4076	422	377	343	3969	332.94	-36.17	-19%	Pass
7	SB	4-5	10002_50266	4595	460	413	377	4499	370.67	1.73	5%	Pass
7	SB	5-6	50266_8024	5829	563	498	452	5739	469.51	13.84	16%	Pass
7	SB	Total		5829	563	498	452	5739	469.51	-28.49	-6%	Pass

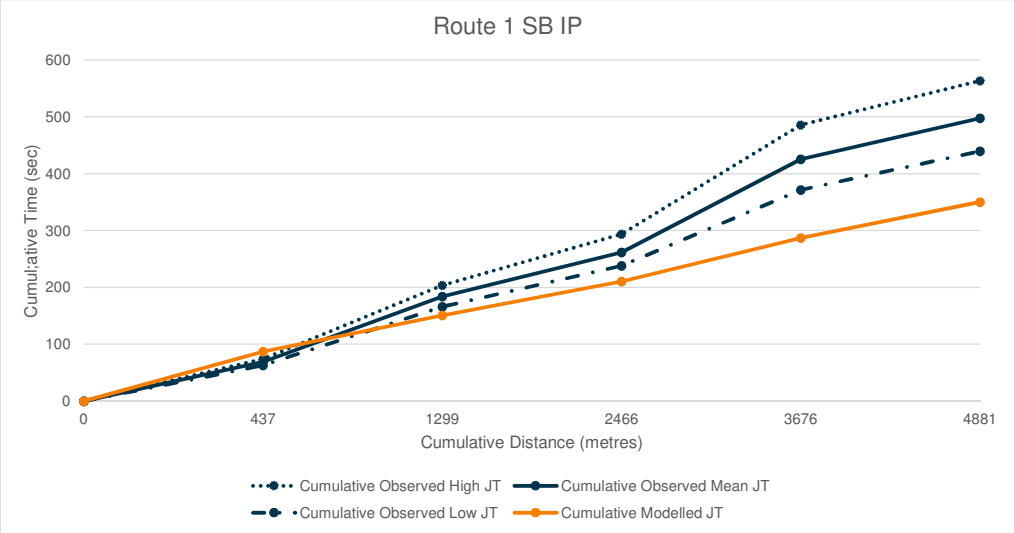
A259-1	WB	0-1	9001	0	0	0	0	0	0	0		
A259-1	WB	1-2	9001_4741	326	24	24	24	342	17.1	-6.58	-28%	Pass
A259-1	WB	2-3	4741_30001	1013	78	77	76	702	37.35	-40.02	-52%	Pass
A259-1	WB	3-4	30001_3451	1292	118	108	98	1352	87.57	-20.60	-19%	Pass
A259-1	WB	4-5	3451_2853	1817	158	148	138	1717	114.95	-32.88	-22%	Pass
A259-1	WB	5-6	2853_40175	3115	239	233	226	3189	197.75	-34.76	-15%	Pass
A259-1	WB	6-7	40175_2852	3295	251	245	238	3327	205.51	-39.32	-16%	Pass
A259-1	WB	7-8	2852_2653	3791	290	284	277	3840	247.01	-36.60	-13%	Pass
A259-1	WB	8-9	2653_2054	4948	350	344	337	5007	334.53	-9.27	-3%	Pass
A259-1	WB	9-10	2054_40169	5915	409	404	399	5597	367.72	-36.40	-9%	Pass
A259-1	WB	10-11	40169_1854	6150	427	421	415	6188	401.03	-20.02	-5%	Pass
A259-1	WB	11-12	1854_40159	7404	515	509	503	7459	474.1	-34.98	-7%	Pass
A259-1	WB	12-13	40159_1255	8017	572	567	561	8068	511.45	-55.05	-10%	Pass
A259-1	WB	13-14	1255_1001	9396	695	695	695	9468	616.45	-78.60	-11%	Pass
A259-1	WB	14-15	1001_40119	9770	729	728	726	9778	639.7	-87.87	-12%	Pass
A259-1	WB	15-16	40119_40042	10089	760	759	757	10178	678.49	-80.13	-11%	Pass
A259-1	WB	16-17	40042_40040	12031	928	923	918	12126	835.05	-87.88	-10%	Pass
A259-1	WB	Total		12031	928	923	918	12126	835.05	-87.88	-10%	Pass
A259-2	EB	0-1	40040	0	0	0	0	0	0	0.00		
A259-2	EB	1-2	40040_40042	1944	171	169	166	1948	163.83	-5.04	-3%	Pass
A259-2	EB	2-3	40042_40119	2263	197	194	191	2348	193.83	-0.12	0%	Pass
A259-2	EB	3-4	40119_1001	2636	228	225	223	2658	217.13	-8.33	-4%	Pass
A259-2	EB	4-5	1001_1255	4015	348	345	343	4058	325.14	-20.16	-6%	Pass
A259-2	EB	5-6	1255_40159	4628	397	396	394	4667	359.4	-36.29	-9%	Pass
A259-2	EB	6-7	40159_1854	5882	484	482	481	5938	431.13	-51.15	-11%	Pass
A259-2	EB	7-8	1854_40169	6117	501	499	497	6529	464.37	-34.50	-7%	Pass
A259-2	EB	8-9	40169_2054	7084	558	555	552	7119	497.56	-57.58	-10%	Pass
A259-2	EB	9-10	2054_2653	8242	623	620	618	8286	588.09	-32.08	-5%	Pass
A259-2	EB	10-11	2653_2852	8750	661	658	656	8799	626.56	-31.91	-5%	Pass
A259-2	EB	11-12	2852_40175	8930	673	671	668	8937	634.32	-36.29	-5%	Pass
A259-2	EB	12-13	40175_2853	10228	755	752	750	10409	717.12	-35.19	-5%	Pass
A259-2	EB	13-14	2853_3451	10753	818	807	796	10774	744.5	-62.23	-8%	Pass
A259-2	EB	14-15	3451_30001	11032	841	830	820	11424	793.25	-36.86	-4%	Pass
A259-2	EB	15-16	30001_4741	11719	895	887	878	11784	816.01	-70.62	-8%	Pass
A259-2	EB	16-17	4741_9001	12041	952	949	946	12126	870.64	-78.48	-8%	Pass
A259-2	EB	Total		12041	952	949	946	12126	870.64	-78.48	-8%	Pass
A27-2	WB	0-1	5739	0	0	0	0	0	0	0.00		
A27-2	WB	1-2	11001_9001	1218	80	77	74	1200	63.18	-13.77	-18%	Pass
A27-2	WB	2-3	4644_4050	2148	120	120	119	2009	90.44	-29.31	-24%	Pass
A27-2	WB	3-4	4050_4055	2912	147	146	146	2856	118.98	-27.41	-19%	Pass
A27-2	WB	4-5	4055_3156	3758	176	175	175	3806	150.99	-24.29	-14%	Pass
A27-2	WB	5-6	3156_2656	5184	230	228	226	6006	225.12	-2.84	-1%	Pass
A27-2	WB	6-7	2656_1760	7978	328	325	322	8799	319.23	-5.92	-2%	Pass
A27-2	WB	7-8	1760_40134	11363	443	439	435	12174	432.95	-5.95	-1%	Pass
A27-2	WB	8-9	40134_40039	13931	533	527	522	14674	517.19	-10.21	-2%	Pass
A27-2	WB	9-10	40039_40035	14559	554	549	543	15302	538.34	-10.34	-2%	Pass
A27-2	WB	10-11	40035_40030	15260	580	575	569	16002	562.02	-12.68	-2%	Pass
A27-2	WB	11-12	40030_40023	16149	612	607	601	16891	591.91	-14.70	-2%	Pass
A27-2	WB	12-13	40023_40004	17052	647	641	635	17793	625.93	-14.63	-2%	Pass
A27-2	WB	Total		17052	647	641	635	17793	625.93	-14.63	-2%	Pass
A27-1	EB	0-1	40032	0	0	0	0	0	0	0.00		
A27-1	EB	1-2	40032_40036	911	34	34	34	911	35.97	1.90	6%	Pass
A27-1	EB	2-3	40036_40038	1797	66	65	65	1797	65.72	0.61	1%	Pass
A27-1	EB	3-4	40038_40043	2440	90	89	89	2438	87.57	-1.84	-2%	Pass
A27-1	EB	4-5	40043_40097	3104	113	112	112	3102	109.94	-2.48	-2%	Pass
A27-1	EB	5-6	40097_40124	5687	203	201	199	5602	194.15	-6.64	-3%	Pass
A27-1	EB	6-7	40124_1760	9084	316	315	314	8977	307.83	-7.28	-2%	Pass
A27-1	EB	7-8	1760_2656	11870	409	409	408	11770	401.91	-6.91	-2%	Pass
A27-1	EB	8-9	2656_3156	13288	457	457	456	13970	476.01	19.46	4%	Pass
A27-1	EB	9-10	3156_4156	14144	487	486	484	14920	508.01	22.23	5%	Pass
A27-1	EB	10-11	4156_4151	14924	518	514	511	15795	537.48	22.99	4%	Pass
A27-1	EB	11-12	4645_9001	15842	571	566	560	16574	579.66	14.04	2%	Pass
A27-1	EB	12-13	11001_5739	17061	654	648	642	17774	643.24	-4.90	-1%	Pass
A27-1	EB	Total		17061	654	648	642	17774	643.24	-4.90	-1%	Pass

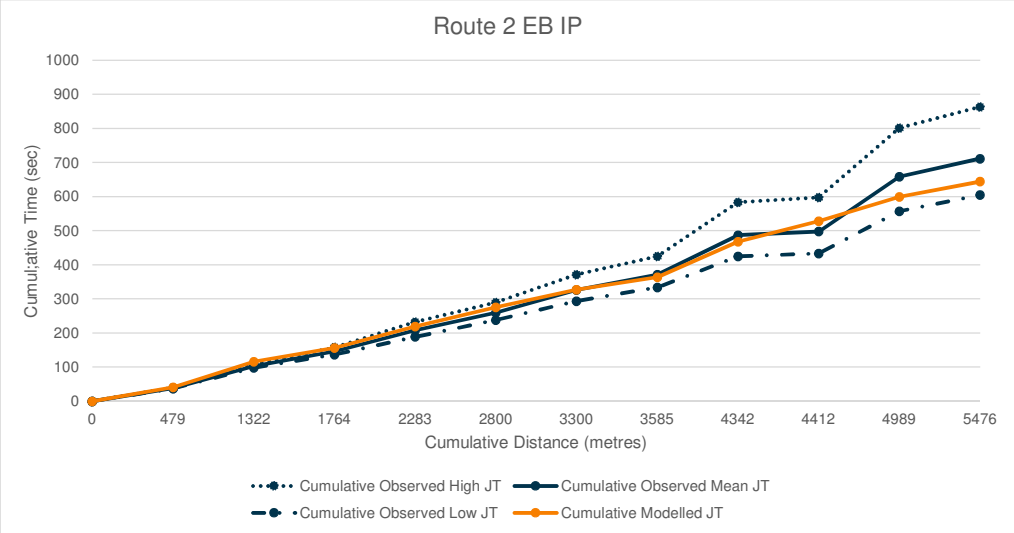
IP JOURNEY TIME VALIDATION SUMMARY

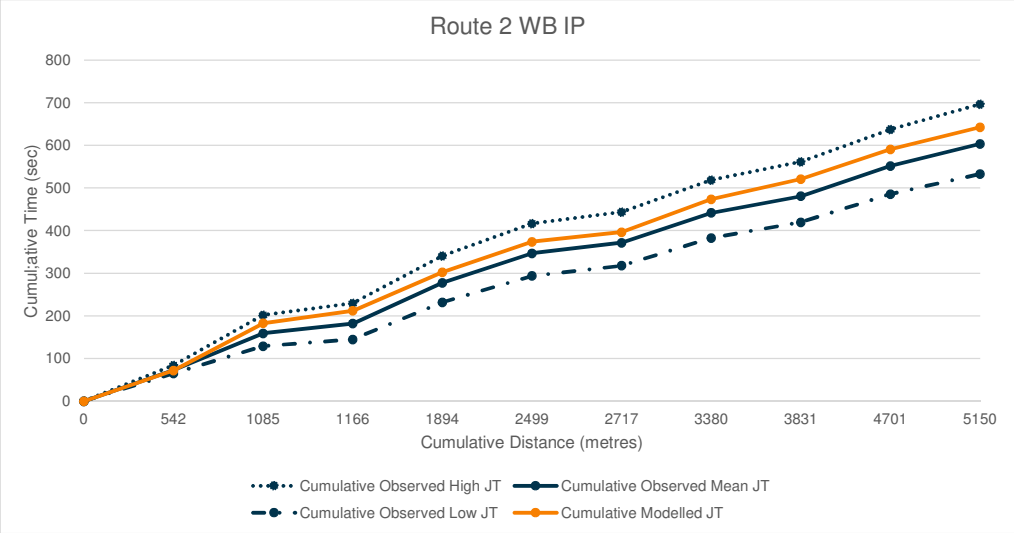
Route	Direction	Section	SATURN Link CATM	Cumulative Distance	Cumulative Observed High JT	Cumulative Observed Mean JT	Cumulative Observed Low JT	Model Distance	Cumulative Modelled JT	Difference (seconds)	Difference %	DMRB
1	NB		Total	4878	384	361	340	4888	341.51	-19.49	-5%	Pass
1	SB		Total	4881	564	498	440	4888	350.44	-147.56	-30%	Fail
2	EB		Total	5476	864	712	605	5537	644.51	-67.49	-9%	Pass
2	WB		Total	5150	697	604	533	5227	642.9	38.9	6%	Pass
3	NB		Total	4377	632	549	487	4490	482.93	-66.07	-12%	Pass
3	SB		Total	4154	585	472	394	4293	476.81	4.81	1%	Pass
4	EB		Total	3367	292	264	243	3401	270.03	6.03	2%	Pass
4	WB		Total	3196	332	289	258	3220	276.02	-12.98	-4%	Pass
5	EB		Total	7093	669	601	549	7211	542.48	-58.52	-10%	Pass
5	WB		Total	7188	687	620	567	7193	573.04	-46.96	-8%	Pass
6	EB		Total	5539	637	562	504	5668	576.3	14.3	3%	Pass
6	WB		Total	5832	679	599	525	5923	591.21	-7.79	-1%	Pass
7	NB		Total	5824	551	507	466	5739	432.63	-74.37	-15%	Pass
7	SB		Total	5829	563	498	452	5739	469.51	-28.49	-6%	Pass
A259-1	WB		Total	12031	928	923	918	12126	835	-88	-10%	Pass
A259-2	EB		Total	12041	952	949	946	12126	871	-78	-8%	Pass
A27-2	WB		Total	17052	647	641	635	17793	626	-15	-2%	Pass
A27-1	EB		Total	17061	654	648	642	17774	643	-5	-1%	Pass

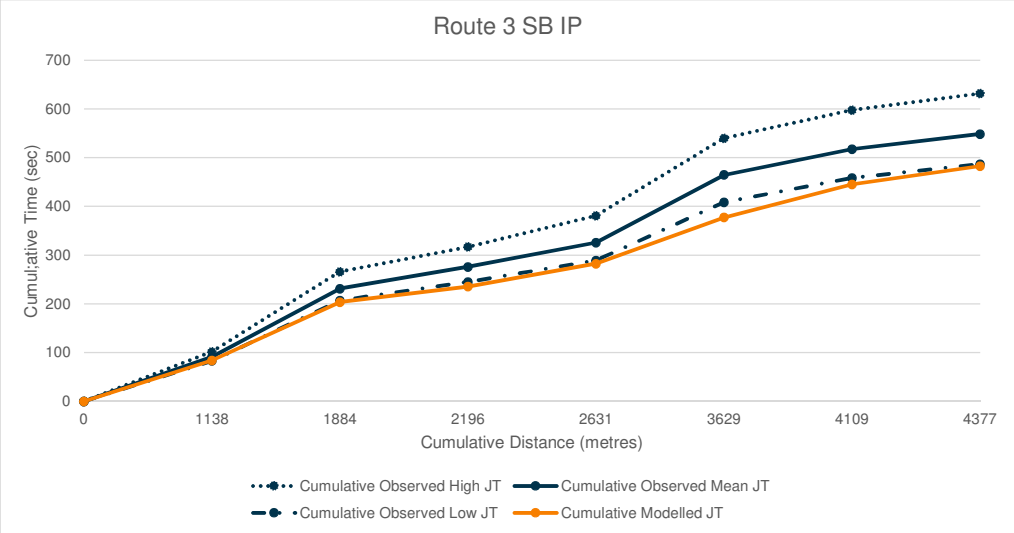
Pass	17
Fail	1
%Pass	94%

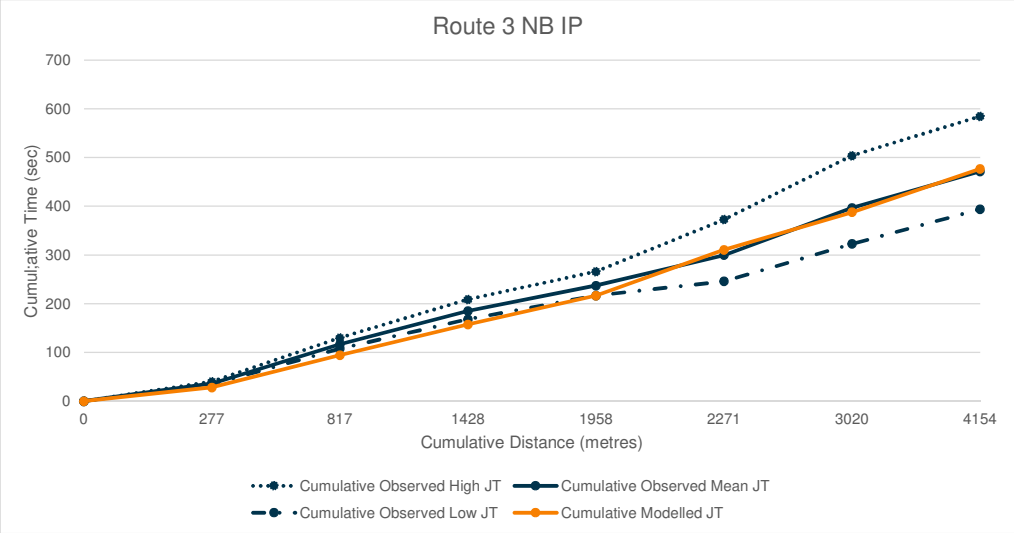

Route 1 NB IP
450
400
350
300
250
200
150
100
50
0
Cumul;ative Time (sec)
0
1178
2391
3528
4379
4878
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

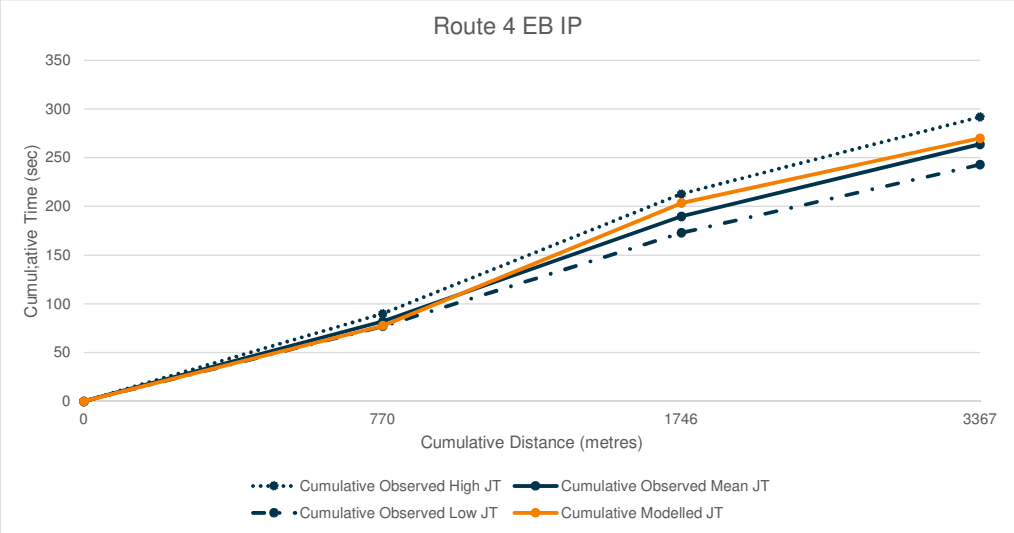

Route 1 SB IP
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
437
1299
2466
3676
4881
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

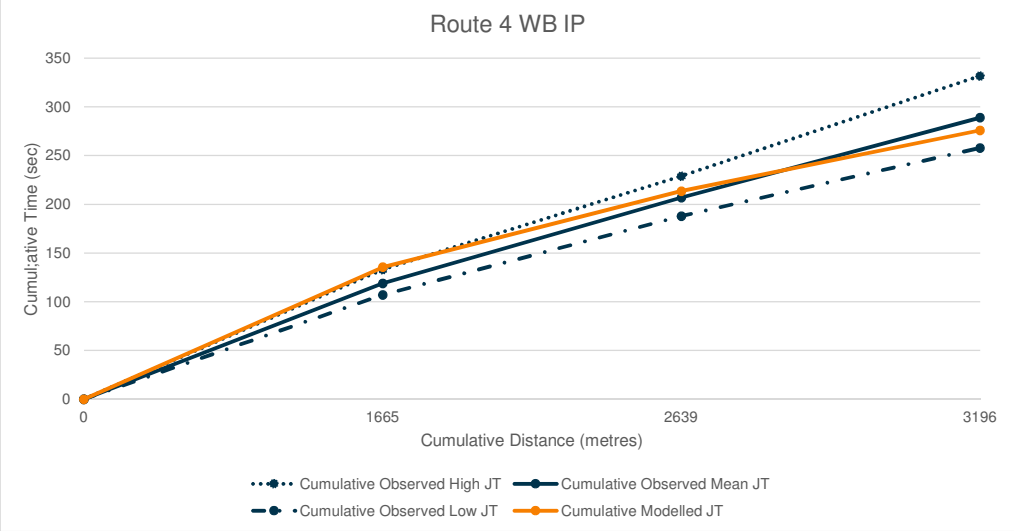

Route 2 EB IP
Cumulative Time (sec)
1000
900
800
700
600
500
400
300
200
100
0
0
479
1322
1764
2283
2800
3300
3585
4342
4412
4989
5476
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

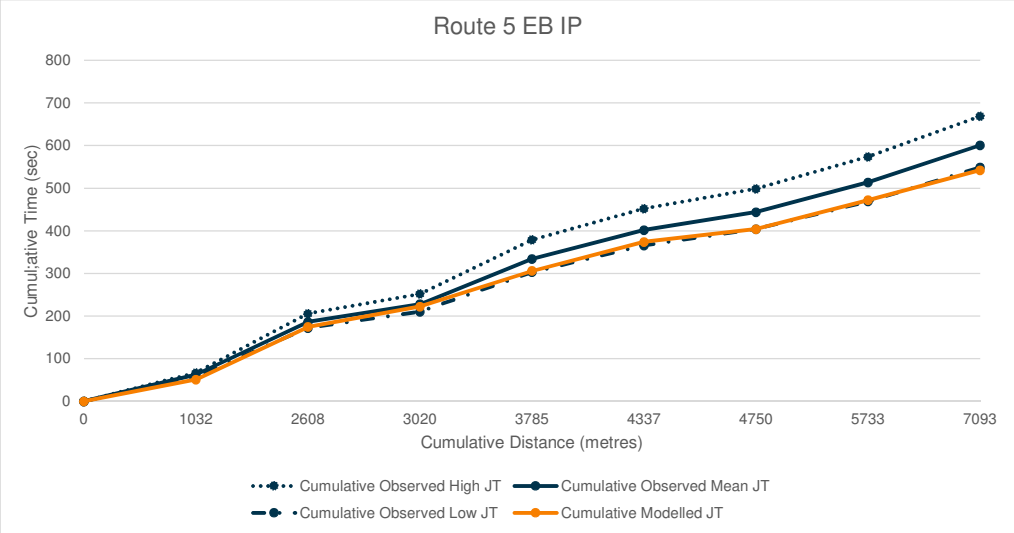

Route 2 WB IP
Cumulative Time (sec)
800
700
600
500
400
300
200
100
0
0
542
1085
1166
1894
2499
2717
3380
3831
4701
5150
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

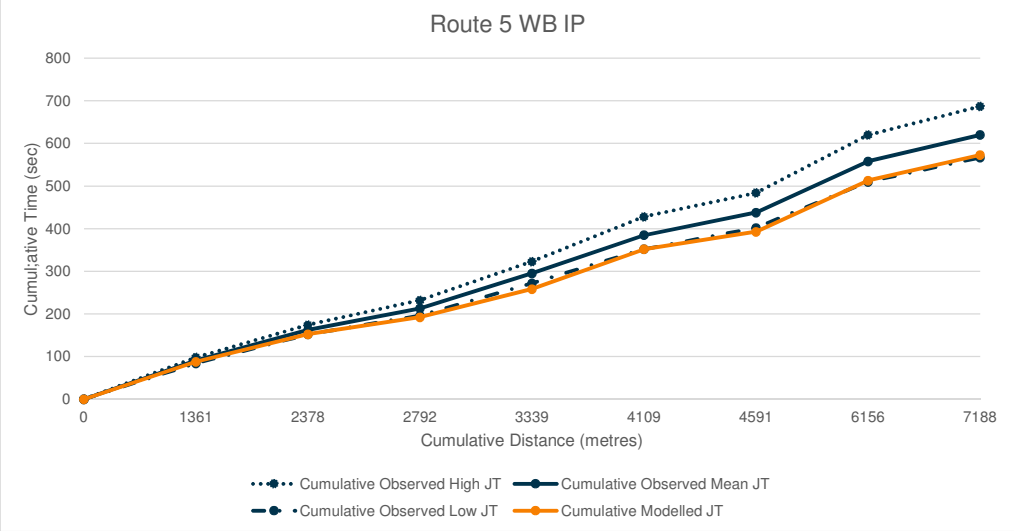

Route 3 SB IP
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1138
1884
2196
2631
3629
4109
4377
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

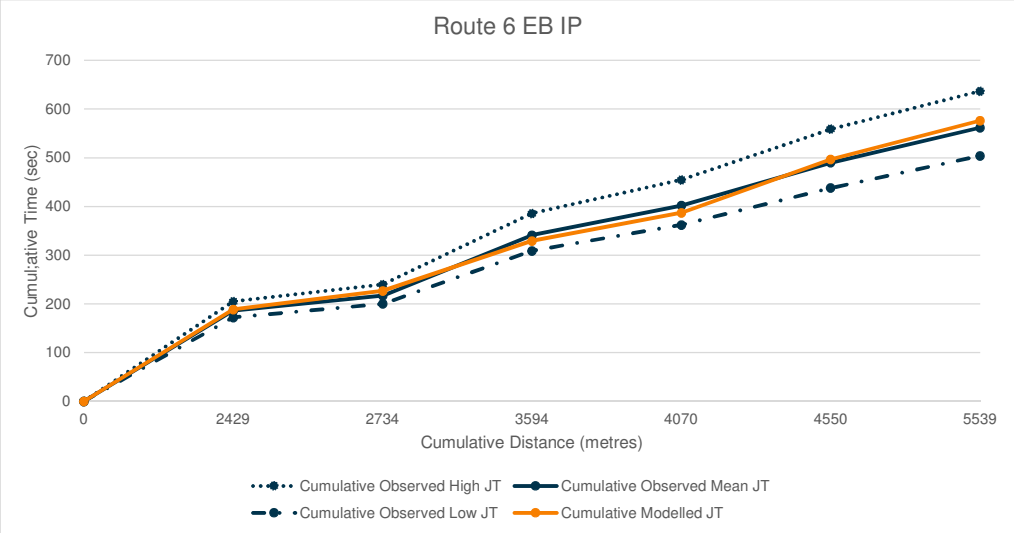

Route 3 NB IP
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
277
817
1428
1958
2271
3020
4154
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

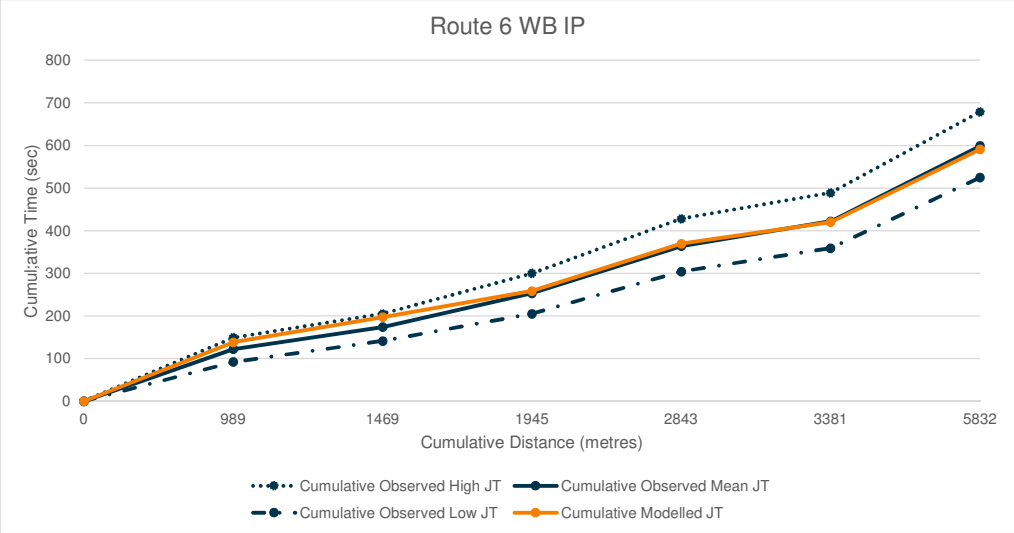

Route 4 EB IP
350
300
250
200
150
100
50
0
Cumul;ative Time (sec)
0
770
1746
3367
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

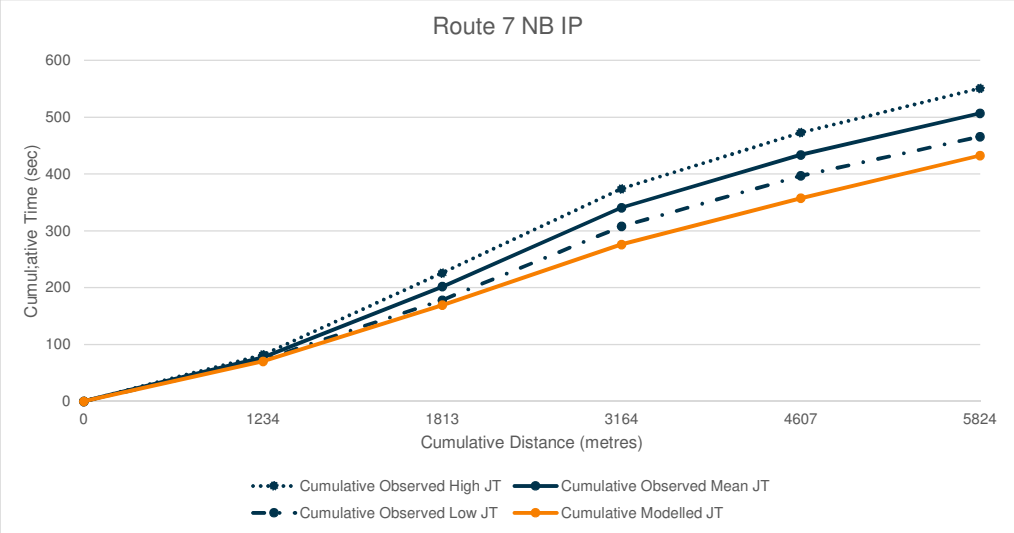

Route 4 WB IP
350
300
250
200
150
100
50
0
Cumul;ative Time (sec)
0
1665
2639
3196
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

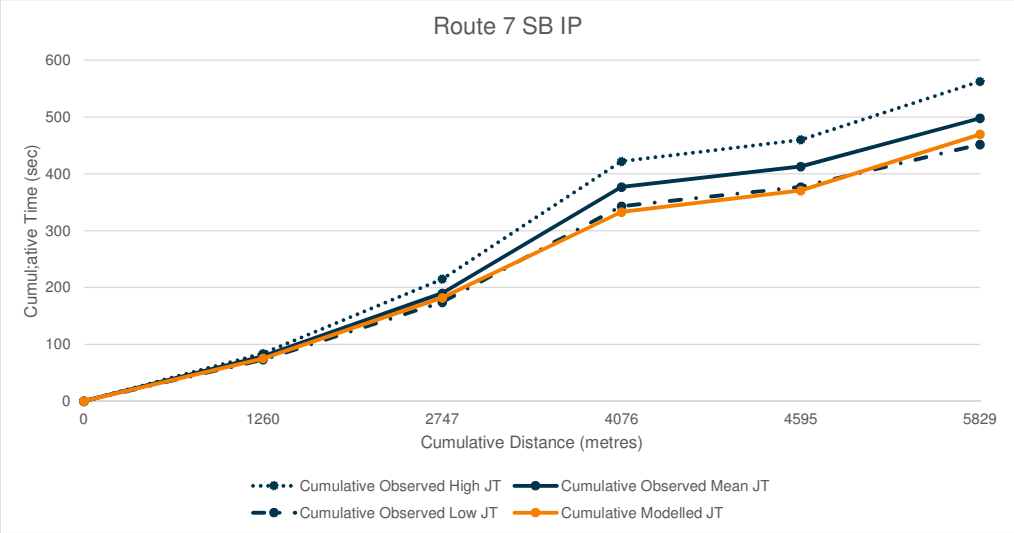

Route 5 EB IP
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1032
2608
3020
3785
4337
4750
5733
7093
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

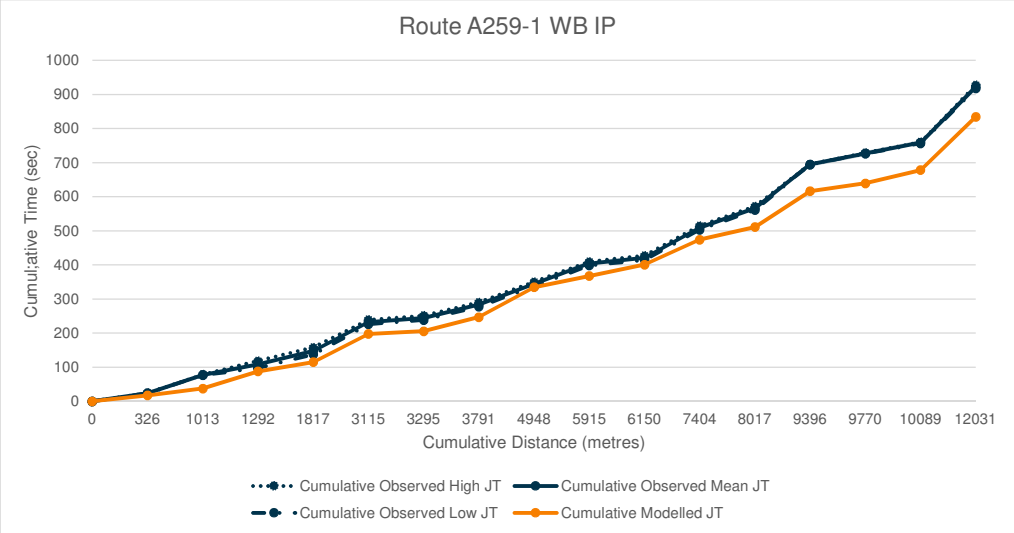

Route 5 WB IP
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1361
2378
2792
3339
4109
4591
6156
7188
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

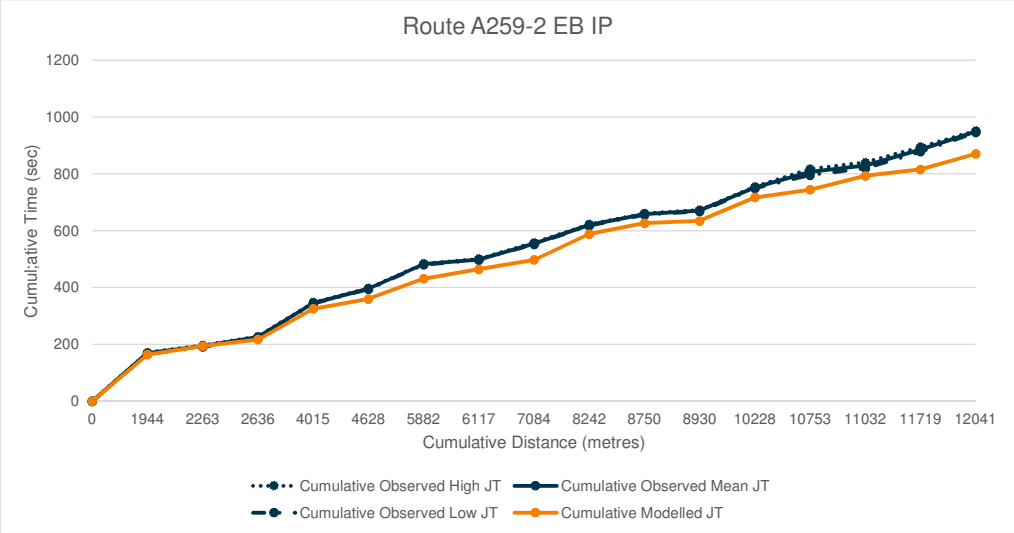

Route 6 EB IP
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
2429
2734
3594
4070
4550
5539
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

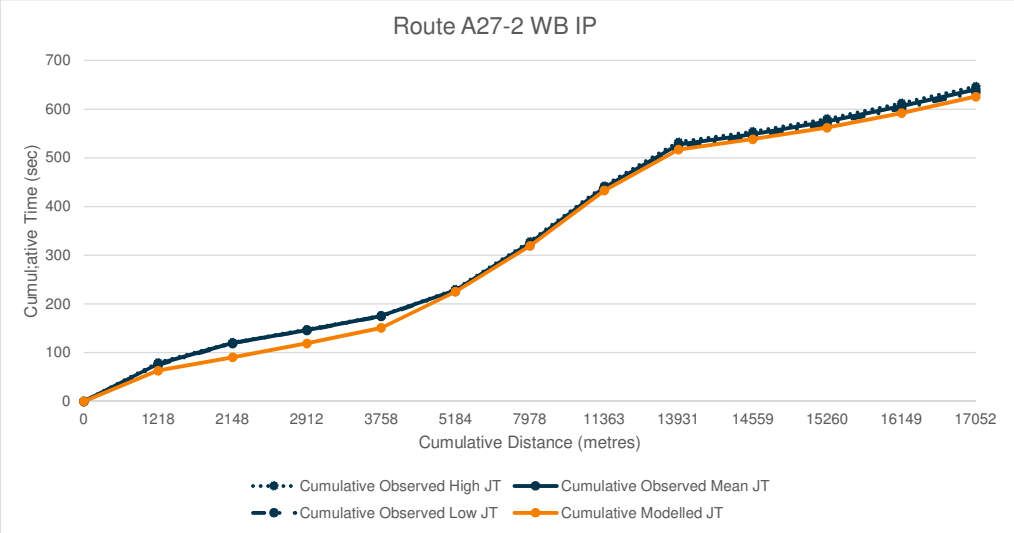

Route 6 WB IP
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
989
1469
1945
2843
3381
5832
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

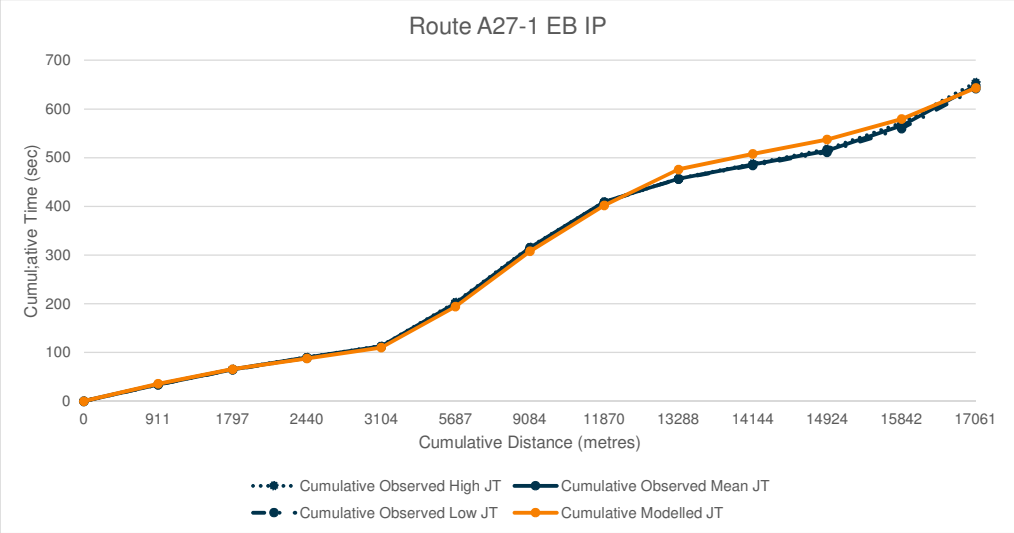

Route 7 NB IP
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1234
1813
3164
4607
5824
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route 7 SB IP
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1260
2747
4076
4595
5829
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A259-1 WB IP
Cumul;ative Time (sec)
1000
900
800
700
600
500
400
300
200
100
0
0
326
1013
1292
1817
3115
3295
3791
4948
5915
6150
7404
8017
9396
9770
10089
12031
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A259-2 EB IP
Cumul;ative Time (sec)
1200
1000
800
600
400
200
0
0
1944
2263
2636
4015
4628
5882
6117
7084
8242
8750
8930
10228
10753
11032
11719
12041
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A27-2 WB IP
Cumul;ative Time (sec)
700
600
500
400
300
200
100
0
0
1218
2148
2912
3758
5184
7978
11363
13931
14559
15260
16149
17052
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

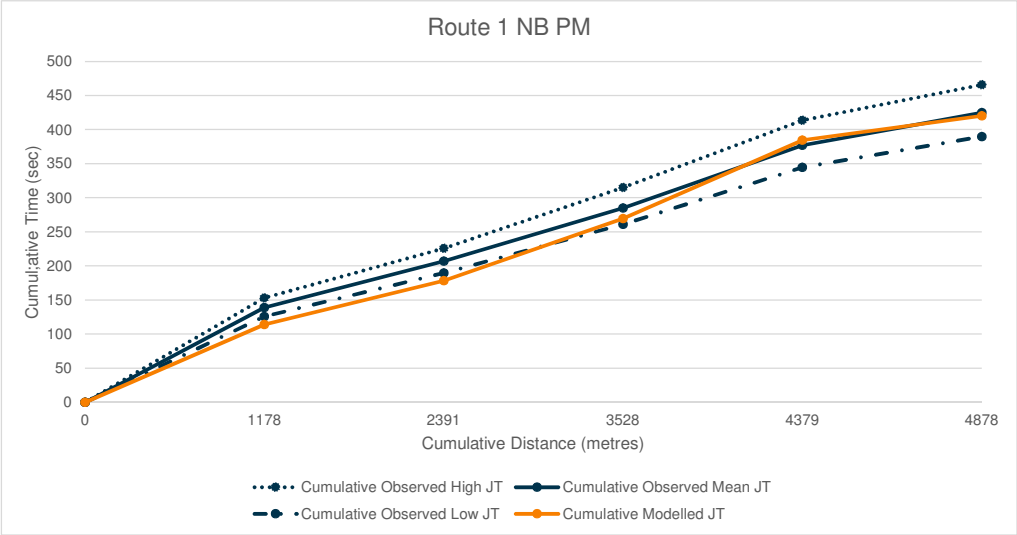

Route A27-1 EB IP
Cumul;ative Time (sec)
700
600
500
400
300
200
100
0
0
911
1797
2440
3104
5687
9084
11870
13288
14144
14924
15842
17061
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

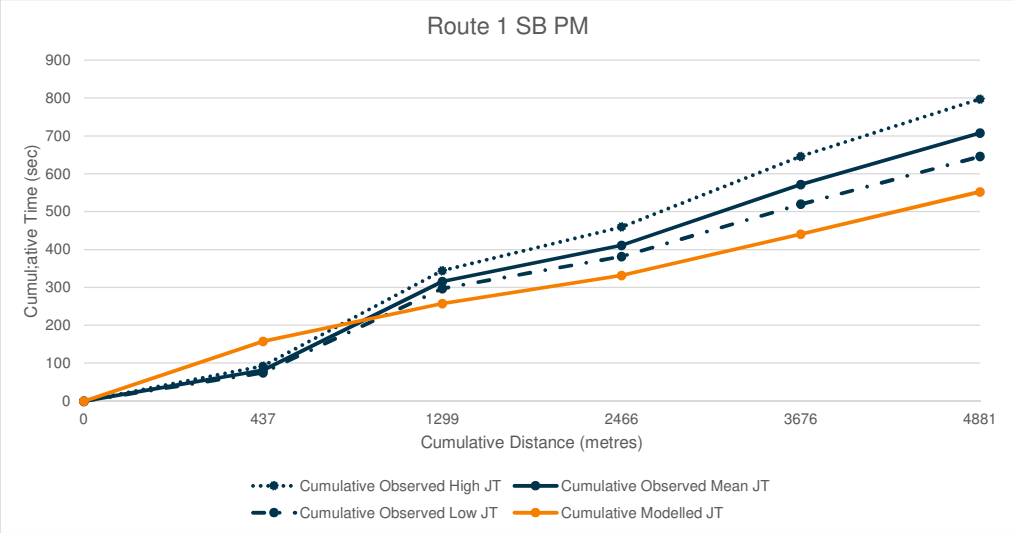
PM JOURNEY TIME VALIDATION												
Route	Direction	Section	SATURN Link CATM	Cumulative Distance	Cumulative Observed High JT	Cumulative Observed Mean JT	Cumulative Observed Low JT	Model Distance	Cumulative Modelled JT	Difference (seconds)	Difference %	DMRB
1	NB	0-1	9001	0	0	0	0	0	0			
1	NB	1-2	11001_5739	1178	153	139	126	1200	114.38	-24.62	-18%	Pass
1	NB	2-3	11004_6936	2391	226	207	190	2392	178.61	-3.77	-6%	Pass
1	NB	3-4	11006_10002	3528	315	285	261	3562	269.86	13.25	17%	Pass
1	NB	4-5	11007_7952	4379	414	377	345	4446	384.94	23.08	25%	Pass
1	NB	5-6	30022_10003	4878	466	425	390	4888	420.44	-12.5	-26%	Pass
1	NB	Total		4878	466	425	390	4888	420.44	-4.56	-1%	Pass
1	SB	0-1	10003	0	0	0	0	0	0			
1	SB	1-2	11008_7952	437	93	82	75	442	158.14	76.14	93%	Fail
1	SB	2-3	11070_10002	1299	345	316	297	1326	257.68	-134.46	-57%	Fail
1	SB	3-4	11005_6936	2466	460	411	382	2496	332.15	-20.53	-22%	Pass
1	SB	4-5	11002_5739	3676	646	572	520	3688	440.92	-52.23	-32%	Pass
1	SB	5-6	11001_9001	4881	798	708	646	4888	552.75	-24.17	-18%	Pass
1	SB	Total		4881	798	708	646	4888	552.75	-155.25	-22%	Fail
2	EB	0-1	9001	0	0	0	0	0	0			
2	EB	1-2	4946_5046	479	40	38	36	492	41.12	3.12	8%	Pass
2	EB	2-3	5544_5744	1322	113	106	98	1327	115.34	6.22	9%	Pass
2	EB	3-4	5747_5648	1764	171	156	140	1734	157.34	-8	-16%	Pass
2	EB	4-5	6055_6054	2283	311	267	219	2296	243.53	-24.81	-22%	Pass
2	EB	5-6	11009_10005	2800	366	318	268	2833	300.72	6.19	12%	Pass
2	EB	6-7	20003_6547	3300	483	414	344	3349	405.26	8.54	9%	Pass
2	EB	7-8	6648_6543	3585	523	450	377	3650	433.58	-7.68	-21%	Pass
2	EB	8-9	6043_6044	4342	653	548	459	4434	545.97	14.39	15%	Pass
2	EB	9-10	6044_5943	4412	674	560	467	4489	552.16	-5.81	-1%	Pass
2	EB	10-11	5839_5739	4989	969	768	611	5021	760.51	0.35	0%	Pass
2	EB	11-12	50257_5635	5476	1025	817	657	5537	803.12	-6.39	-13%	Pass
2	EB	Total		5476	1025	817	657	5537	803.12	-13.88	-2%	Pass
2	WB	0-1	5635	0	0	0	0	0	0			
2	WB	1-2	50257_5739	542	133	105	88	516	81.9	-23.1	-22%	Pass
2	WB	2-3	5940_5943	1085	283	183	143	1048	193.24	33.34	43%	Pass
2	WB	3-4	5943_6044	1166	316	210	167	1103	222.53	2.29	8%	Pass
2	WB	4-5	6446_6542	1894	435	310	253	1895	328.29	5.76	6%	Pass
2	WB	5-6	6454_10005	2499	512	378	314	2551	401.66	5.37	8%	Pass
2	WB	6-7	11009_11010	2717	547	409	342	2776	435.97	3.31	11%	Pass
2	WB	7-8	5650_5648	3380	629	480	405	3469	522.1	15.13	21%	Pass
2	WB	8-9	5745_5744	3831	675	521	441	3900	564.34	1.24	3%	Pass
2	WB	9-10	5344_5046	4701	767	594	504	4735	633.81	-3.53	-5%	Pass
2	WB	10-11	4945_9001	5150	932	735	619	5227	742.51	-32.3	-23%	Pass
2	WB	Total		5150	932	735	619	5227	742.51	7.51	1%	Pass
3	NB	0-1	6925	0	0	0	0	0	0			
3	NB	1-2	50264_6936	1138	92	84	77	1141	84.24	0.24	0%	Pass
3	NB	2-3	7041_7042	1884	242	222	201	1841	167.62	-54.62	-40%	Pass
3	NB	3-4	7044_7047	2196	290	264	237	2194	200.4	-9.22	-22%	Pass
3	NB	4-5	6748_6648	2631	348	313	281	2676	248.02	-1.38	-3%	Pass
3	NB	5-6	20006_7153	3629	541	486	429	3624	346.38	-74.64	-43%	Fail
3	NB	6-7	7555_7656	4109	601	539	477	4183	441.92	42.54	80%	Pass
3	NB	7-8	7755_10003	4377	650	575	505	4490	479.52	1.6	4%	Pass
3	NB	Total		4377	650	575	505	4490	479.52	-95.48	-17%	Fail
3	SB	0-1	10003	0	0	0	0	0	0			
3	SB	1-2	7755_7656	277	39	33	29	307	29.5	-3.5	-11%	Pass
3	SB	2-3	20004_7153	817	141	128	116	866	137.43	12.93	14%	Pass
3	SB	3-4	6649_6650	1428	210	189	169	1500	226.99	28.56	47%	Pass
3	SB	4-5	7048_7047	1958	270	243	218	2099	281.54	0.55	1%	Pass
3	SB	5-6	7044_7042	2271	320	281	250	2452	336.34	16.8	44%	Pass
3	SB	6-7	7040_6936	3020	516	426	362	3152	442.58	-38.76	-27%	Pass
3	SB	7-8	50264_6925	4154	604	501	430	4293	521.97	4.39	6%	Pass
3	SB	Total		4154	604	501	430	4293	521.97	20.97	4%	Pass
4	EB	0-1	6543	0	0	0	0	0	0			
4	EB	1-2	7048_7047	770	92	83	77	793	72.96	-10.04	-12%	Pass
4	EB	2-3	7742_10002	1746	325	276	239	1761	298.13	32.17	17%	Pass
4	EB	3-4	9137_9236	3367	399	347	307	3401	365.04	-4.09	-6%	Pass
4	EB	Total		3367	399	347	307	3401	365.04	18.04	5%	Pass
4	WB	0-1	9135	0	0	0	0	0	0			
4	WB	1-2	9135_10002	1665	125	114	104	1650	88.62	-25.38	-22%	Pass
4	WB	2-3	7345_7047	2639	222	201	185	2618	168.16	-7.46	-9%	Pass
4	WB	3-4	6648_6543	3196	304	271	247	3220	229.57	-8.59	-12%	Pass
4	WB	Total		3196	304	271	247	3220	229.57	-41.43	-15%	Pass
5	EB	0-1	40138	0	0	0	0	0	0			
5	EB	1-2	50255_3958	1032	67	63	59	1071	51.98	-11.02	-17%	Pass
5	EB	2-3	5854_5953	2608	210	192	177	2729	176.8	-4.18	-3%	Pass
5	EB	3-4	11009_10005	3020	253	233	215	3166	224.79	6.99	17%	Pass
5	EB	4-5	7053_7153	3785	421	375	335	3930	314.52	-52.27	-37%	Pass
5	EB	5-6	7555_7656	4337	498	445	399	4489	410.06	25.54	36%	Pass
5	EB	6-7	7658_10004	4750	542	485	436	4899	440.5	-9.56	-24%	Pass
5	EB	7-8	8362_8765	5733	612	551	498	5984	501.53	-4.97	-8%	Pass
5	EB	8-9	9471_9773	7093	703	635	577	7211	572.54	-12.99	-15%	Pass
5	EB	Total		7093	703	635	577	7211	572.54	-62.46	-10%	Pass
5	WB	0-1	9773	0	0	0	0	0	0			
5	WB	1-2	9471_8765	1361	96	90	85	1227	71.83	-18.17	-20%	Pass
5	WB	2-3	8261_10004	2379	172	161	152	2312	136.94	-5.89	-8%	Pass
5	WB	3-4	7658_7656	2792	228	212	198	2722	182.55	-5.39	-11%	Pass
5	WB	4-5	20004_7153	3339	333	308	285	3281	290.48	11.93	12%	Pass
5	WB	5-6	6456_10005	4109	445	399	367	4045	388.55	7.07	8%	Pass
5	WB	6-7	5955_5953	4591	510	458	421	4501	441.89	-5.66	-10%	Pass
5	WB	7-8	5459_40137	6156	650	581	531	6009	565.58	0.69	1%	Pass
5	WB	8-9	50255_40138	7188	716	641	587	7193	626.4	0.82	1%	Pass
5	WB	Total		7188	716	641	587	7193	626.4	-14.6	-2%	Pass
6	EB	0-1	4262	0	0	0	0	0	0			
6	EB	1-2	6158_6157	2429	200	182	167	2548	187.75	5.75	3%	Pass
6	EB	2-3	11009_10005	2734	233	212	196	2867	226.01	8.26	28%	Pass
6	EB	3-4	20004_7253	3594	422	374	333	3717	356.49	-31.52	-19%	Pass
6	EB	4-5	7253_7349	4070	483	428	381	4180	434.19	23.7	44%	Pass
6	EB	5-6	7750_7952	4550	603	531	468	4658	570.74	33.55	33%	Pass
6	EB	6-7	8652_8752	5539	685	606	537	5668	652.88	7.14	10%	Pass
6	EB	Total		5539	685	606	537	5668	652.88	46.88	8%	Pass
6	WB	0-1	8752	0	0	0	0	0	0			
6	WB	1-2	8652_7952	989	179	156	135	1010	146.85	-9.15	-6%	Pass
6	WB	2-3	7550_7349	1469	236	205	178	1488	205.82	9.97	20%	Pass
6	WB	3-4	7349_7253	1945	327	276	235	1951	283.41	6.59	9%	Pass
6	WB	4-5	6456_10005	2843	461	387	335	2801	396.93	2.52	2%	Pass
6	WB	5-6	5953_6157	3381	531	451	394	3375	460	-0.93	-1%	Pass
6	WB	6-7	5775_4262	5832	716	624	557	5923	635.41	2.41	1%	Pass
6	WB	Total		5832	716	624	557	5923	635.41	11.41	2%	Pass
7	NB	0-1	8024	0	0	0	0	0	0			
7	NB	1-2	8024_50266	1234	88	85	81	1240	70.12	-14.88	-18%	Pass
7	NB	2-3	50266_10002	1813	168	146	129	1770	138.55	7.43	12%	Pass
7	NB	3-4	30022_10003	3164	319	286	259	3096	289.13	10.58	8%	Pass
7	NB	4-5	7863_8166	4607	417	379	345	4552	370.46	-11.67	-13%	Pass
7	NB	5-6	5058_5063	5824	493	452	415	5739	446.12	2.66	4%	Pass
7	NB	Total		5824	493	452	415	5739	446.12	-5.88	-1%	Pass
7	SB	0-1	5063	0	0	0	0	0	0			
7	SB	1-2	5058_8166	1260	80	75	71	1187	76.04	1.04	1%	Pass
7	SB	2-3	10004_10003	2747	212	196	181	2643	187.2	-9.84	-8%	Pass
7	SB	3-4	11070_10002	4076	561	516	481	3969	444.88	-62.32	-19%	Fail
7	SB	4-5	10002_50266	4595	596	548	512	4499	483.4	6.52	20%	Pass
7	SB	5-6	50266_8024	5829	694	634	588	5739	568.96	-0.44	-1%	Pass
7	SB	Total		5829	694	634	588	5739	568.96	-65.04	-10%	Pass

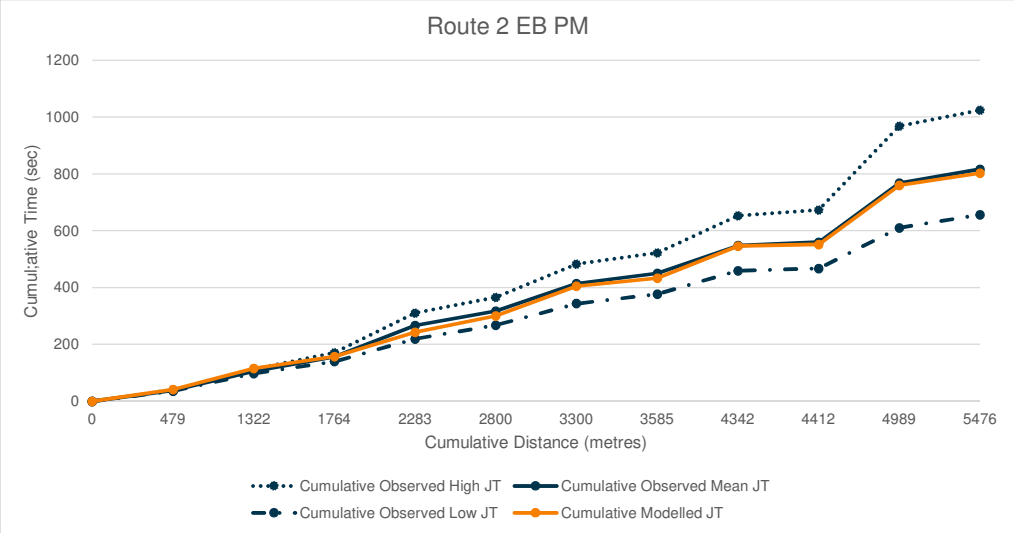
A259-1	**WB**	**0-1**	**9001**	0	0	0	0	0	0	0		
A259-1	**WB**	**1-2**	**9001_4741**	326	24	24	23	342	17.1	-6.55	-28%	Pass
A259-1	**WB**	**2-3**	**4741_30001**	1013	74	74	73	702	37.35	-36.49	-49%	Pass
A259-1	**WB**	**3-4**	**30001_3451**	1292	118	107	96	1352	87.54	-19.40	-18%	Pass
A259-1	**WB**	**4-5**	**3451_2853**	1817	156	145	134	1717	114.92	-29.92	-21%	Pass
A259-1	**WB**	**5-6**	**2853_40175**	3115	236	227	217	3189	197.72	-29.00	-13%	Pass
A259-1	**WB**	**6-7**	**40175_2852**	3295	249	240	230	3327	205.48	-34.05	-14%	Pass
A259-1	**WB**	**7-8**	**2852_2653**	3791	294	281	267	3840	247	-33.73	-12%	Pass
A259-1	**WB**	**8-9**	**2653_2054**	4948	355	341	326	5007	334.52	-6.20	-2%	Pass
A259-1	**WB**	**9-10**	**2054_40169**	5915	413	408	403	5597	367.71	-40.33	-10%	Pass
A259-1	**WB**	**10-11**	**40169_1854**	6150	431	425	418	6188	401.01	-23.49	-6%	Pass
A259-1	**WB**	**11-12**	**1854_40159**	7404	518	512	506	7459	472.96	-39.39	-8%	Pass
A259-1	**WB**	**12-13**	**40159_1255**	8017	578	576	575	8068	510.39	-65.86	-11%	Pass
A259-1	**WB**	**13-14**	**1255_1001**	9396	744	717	691	9468	615.39	-102.04	-14%	Pass
A259-1	**WB**	**14-15**	**1001_40119**	9770	788	756	724	9778	638.64	-117.26	-16%	Fail
A259-1	**WB**	**15-16**	**40119_40042**	10089	822	789	756	10178	678.88	-109.98	-14%	Pass
A259-1	**WB**	**16-17**	**40042_40040**	12031	983	950	916	12126	837.53	-112.24	-12%	Pass
A259-1	**WB**		**Total**	12031	983	950	916	12126	837.53	-112.24	-12%	Pass
A259-2	**EB**	**0-1**	**40040**	0	0	0	0	0	0	0.00		
A259-2	**EB**	**1-2**	**40040_40042**	1944	207	186	164	1948	176.94	-8.71	-5%	Pass
A259-2	**EB**	**2-3**	**40042_40119**	2263	233	211	189	2348	206.94	-4.17	-2%	Pass
A259-2	**EB**	**3-4**	**40119_1001**	2636	263	242	221	2658	230.22	-12.10	-5%	Pass
A259-2	**EB**	**4-5**	**1001_1255**	4015	383	377	372	4058	338.27	-39.06	-10%	Pass
A259-2	**EB**	**5-6**	**1255_40159**	4628	429	425	421	4667	372.53	-52.71	-12%	Pass
A259-2	**EB**	**6-7**	**40159_1854**	5882	515	512	509	5938	444.42	-67.66	-13%	Pass
A259-2	**EB**	**7-8**	**1854_40169**	6117	533	529	526	6529	477.66	-51.80	-10%	Pass
A259-2	**EB**	**8-9**	**40169_2054**	7084	611	601	592	7119	510.85	-90.35	-15%	Fail
A259-2	**EB**	**9-10**	**2054_2653**	8242	671	663	655	8286	601.38	-61.82	-9%	Pass
A259-2	**EB**	**10-11**	**2653_2852**	8750	709	700	692	8799	639.85	-60.64	-9%	Pass
A259-2	**EB**	**11-12**	**2852_40175**	8930	720	712	704	8937	647.61	-64.36	-9%	Pass
A259-2	**EB**	**12-13**	**40175_2853**	10228	798	789	780	10409	730.41	-58.85	-7%	Pass
A259-2	**EB**	**13-14**	**2853_3451**	10753	868	844	819	10774	757.79	-85.79	-10%	Pass
A259-2	**EB**	**14-15**	**3451_30001**	11032	892	866	840	11424	806.54	-59.74	-7%	Pass
A259-2	**EB**	**15-16**	**30001_4741**	11719	946	920	895	11784	830.89	-89.54	-10%	Pass
A259-2	**EB**	**16-17**	**4741_9001**	12041	1074	1021	968	12126	931.49	-89.53	-9%	Pass
A259-2	**EB**		**Total**	12041	1074	1021	968	12126	931.49	-89.53	-9%	Pass
A27-2	**WB**	**0-1**	**5739**	0	0	0	0	0	0	0.00		
A27-2	**WB**	**1-2**	**11001_9001**	1218	114	92	70	1200	111.83	19.83	22%	Pass
A27-2	**WB**	**2-3**	**4644_4050**	2148	155	132	109	2009	140.24	8.27	6%	Pass
A27-2	**WB**	**3-4**	**4050_4055**	2912	181	158	135	2856	169.98	11.82	7%	Pass
A27-2	**WB**	**4-5**	**4055_3156**	3758	210	187	164	3806	203.34	16.23	9%	Pass
A27-2	**WB**	**5-6**	**3156_2656**	5184	257	234	211	6006	280.6	46.12	20%	Pass
A27-2	**WB**	**6-7**	**2656_1760**	7978	351	328	304	8799	378.68	51.06	16%	Pass
A27-2	**WB**	**7-8**	**1760_40134**	11363	466	440	415	12174	497.2	56.90	13%	Pass
A27-2	**WB**	**8-9**	**40134_40039**	13931	554	527	501	14674	584.99	57.85	11%	Pass
A27-2	**WB**	**9-10**	**40039_40035**	14559	575	548	522	15302	606.53	58.27	11%	Pass
A27-2	**WB**	**10-11**	**40035_40030**	15260	603	575	547	16002	630.8	55.99	10%	Pass
A27-2	**WB**	**11-12**	**40030_40023**	16149	642	610	578	16891	661.62	51.54	8%	Pass
A27-2	**WB**	**12-13**	**40023_40004**	17052	685	648	611	17793	736.98	88.59	14%	Pass
A27-2	**WB**		**Total**	17052	685	648	611	17793	736.98	88.59	14%	Pass
A27-1	**EB**	**0-1**	**40032**	0	0	0	0	0	0	0.00		
A27-1	**EB**	**1-2**	**40032_40036**	911	39	36	34	911	115.49	79.13	218%	Fail
A27-1	**EB**	**2-3**	**40036_40038**	1797	71	68	64	1797	145.9	78.03	115%	Fail
A27-1	**EB**	**3-4**	**40038_40043**	2440	97	93	89	2438	168.74	76.10	82%	Fail
A27-1	**EB**	**4-5**	**40043_40097**	3104	120	116	111	3102	191.91	76.40	66%	Fail
A27-1	**EB**	**5-6**	**40097_40124**	5687	205	200	196	5602	279.16	78.77	39%	Fail
A27-1	**EB**	**6-7**	**40124_1760**	9084	321	314	308	8977	396.94	82.54	26%	Fail
A27-1	**EB**	**7-8**	**1760_2656**	11870	434	417	400	11770	494.41	77.65	19%	Fail
A27-1	**EB**	**8-9**	**2656_3156**	13288	495	470	444	13970	571.19	101.28	22%	Fail
A27-1	**EB**	**9-10**	**3156_4156**	14144	548	510	472	14920	604.34	94.54	19%	Fail
A27-1	**EB**	**10-11**	**4156_4151**	14924	600	549	497	15795	634.88	86.26	16%	Fail
A27-1	**EB**	**11-12**	**4645_9001**	15842	703	624	545	16574	678.43	54.24	9%	Pass
A27-1	**EB**	**12-13**	**11001_5739**	17061	909	774	638	17774	792.81	19.25	2%	Pass
A27-1	**EB**		**Total**	17061	909	774	638	17774	792.81	19.25	2%	Pass

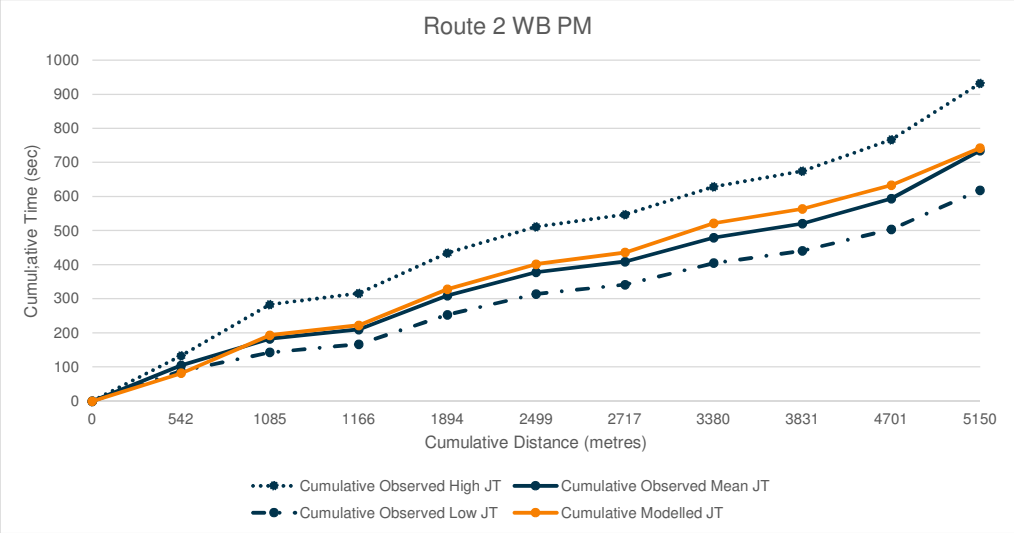
PM JOURNEY TIME VALIDATION SUMMARY												
Route	**Direction**	**Section**	**SATURN Link CATM**	**Cumulative Distance**	**Cumulative Observed High JT**	**Cumulative Observed Mean JT**	**Cumulative Observed Low JT**	**Model Distance**	**Cumulative Modelled JT**	**Difference (seconds)**	**Difference %**	**DMRB**
1	**NB**		**Total**	4878	466	425	390	4888	420.44	-4.56	-1%	Pass
1	**SB**		**Total**	4881	798	708	646	4888	552.75	-155.25	-22%	Fail
2	**EB**		**Total**	5476	1025	817	657	5537	803.12	-13.88	-2%	Pass
2	**WB**		**Total**	5150	932	735	619	5227	742.51	7.51	1%	Pass
3	**NB**		**Total**	4377	650	575	505	4490	479.52	-95.48	-17%	Fail
3	**SB**		**Total**	4154	604	501	430	4293	521.97	20.97	4%	Pass
4	**EB**		**Total**	3367	399	347	307	3401	365.04	18.04	5%	Pass
4	**WB**		**Total**	3196	304	271	247	3220	229.57	-41.43	-15%	Pass
5	**EB**		**Total**	7093	703	635	577	7211	572.54	-62.46	-10%	Pass
5	**WB**		**Total**	7188	716	641	587	7193	626.4	-14.6	-2%	Pass
6	**EB**		**Total**	5539	685	606	537	5668	652.88	46.88	8%	Pass
6	**WB**		**Total**	5832	716	624	557	5923	635.41	11.41	2%	Pass
7	**NB**		**Total**	5824	493	452	415	5739	446.12	-5.88	-1%	Pass
7	**SB**		**Total**	5829	694	634	588	5739	568.96	-65.04	-10%	Pass
A259-1	**WB**		**Total**	12031	983	950	916	12126	838	-112	-12%	Pass
A259-2	**EB**		**Total**	12041	1074	1021	968	12126	931	-90	-9%	Pass
A27-2	**WB**		**Total**	17052	685	648	611	17793	737	89	14%	Pass
A27-1	**EB**		**Total**	17061	909	774	638	17774	793	19	2%	Pass

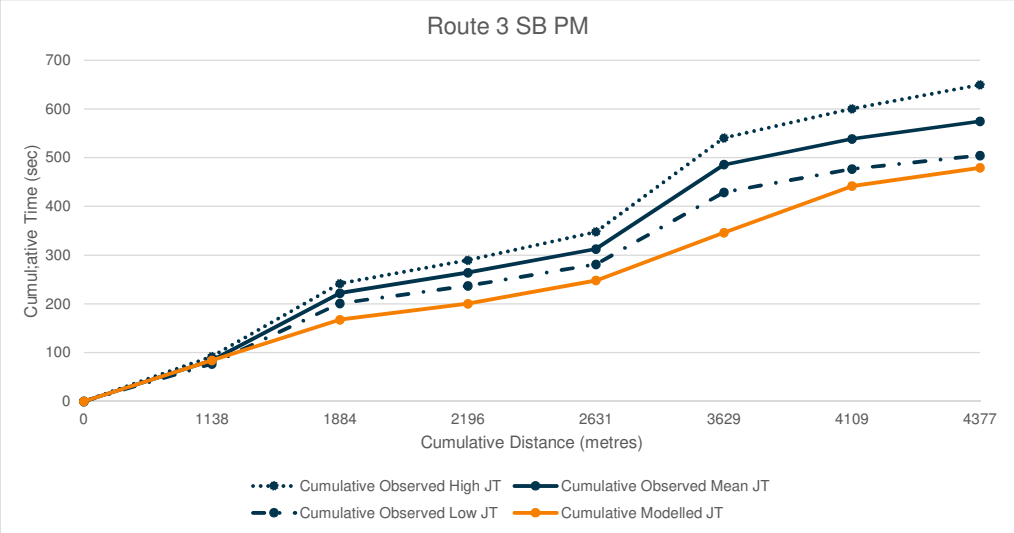
Pass	16
Fail	2
%Pass	**89%**

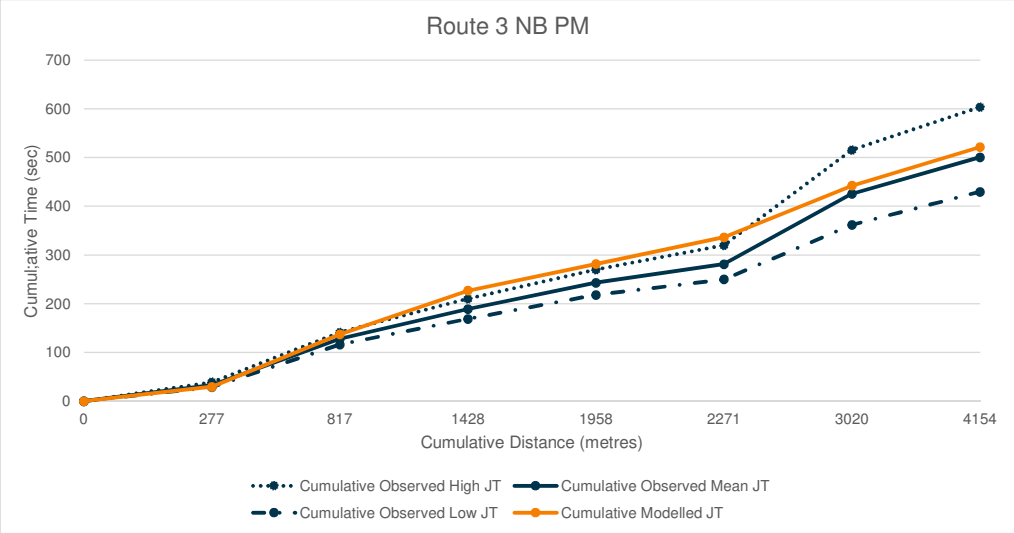

Route 1 NB PM
Cumul;ative Time (sec)
500
450
400
350
300
250
200
150
100
50
0
0
1178
2391
3528
4379
4878
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

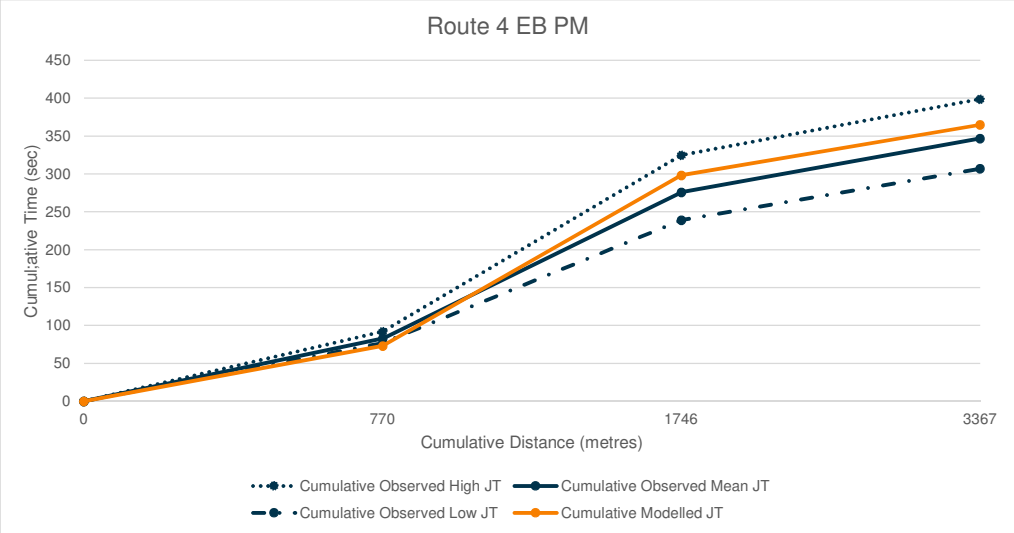

Route 1 SB PM
Cumul;ative Time (sec)
900
800
700
600
500
400
300
200
100
0
0
437
1299
2466
3676
4881
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

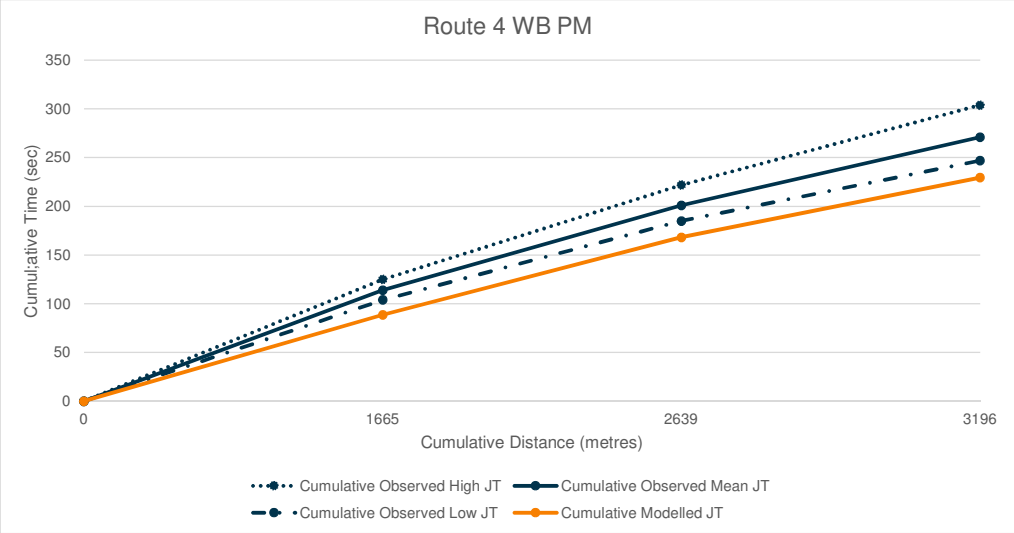

Route 2 EB PM
Cumul;ative Time (sec)
1200
1000
800
600
400
200
0
0
479
1322
1764
2283
2800
3300
3585
4342
4412
4989
5476
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

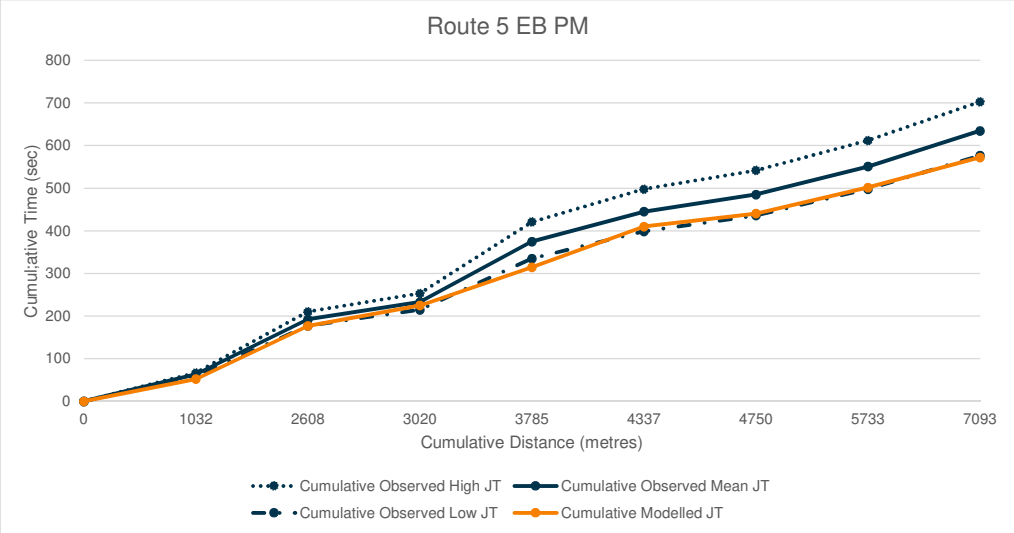

Route 2 WB PM
Cumul;ative Time (sec)
1000
900
800
700
600
500
400
300
200
100
0
0
542
1085
1166
1894
2499
2717
3380
3831
4701
5150
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

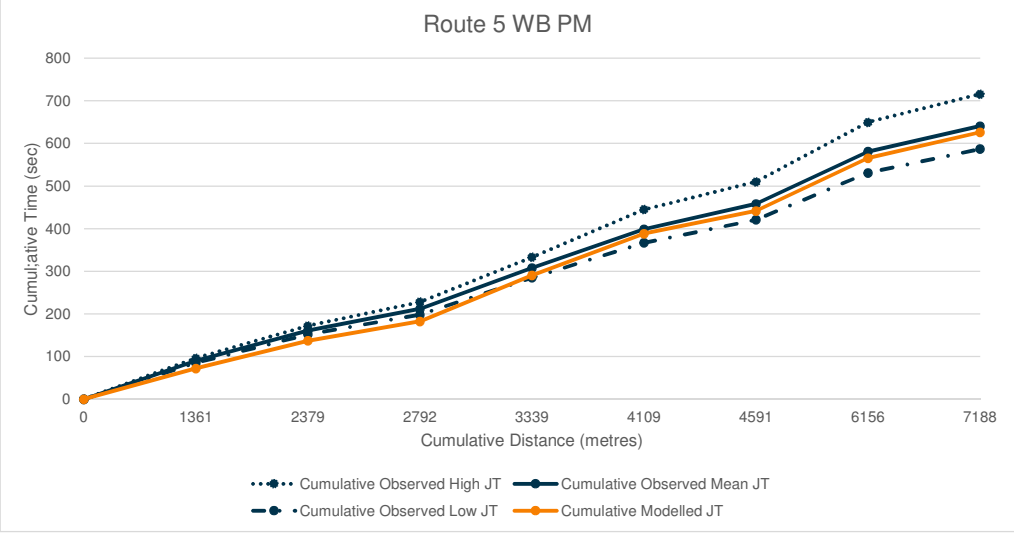

Route 3 SB PM
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1138
1884
2196
2631
3629
4109
4377
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

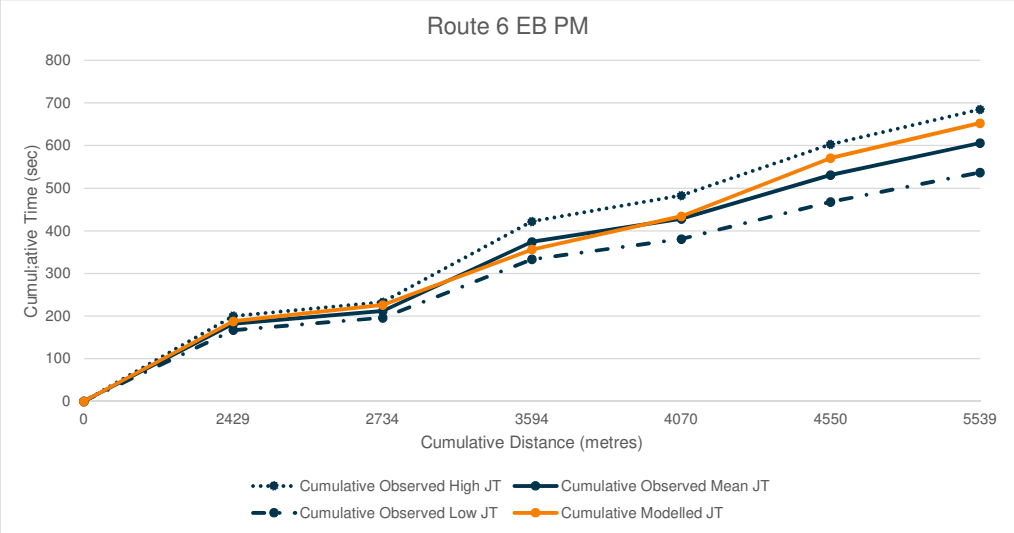

Route 3 NB PM
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
277
817
1428
1958
2271
3020
4154
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

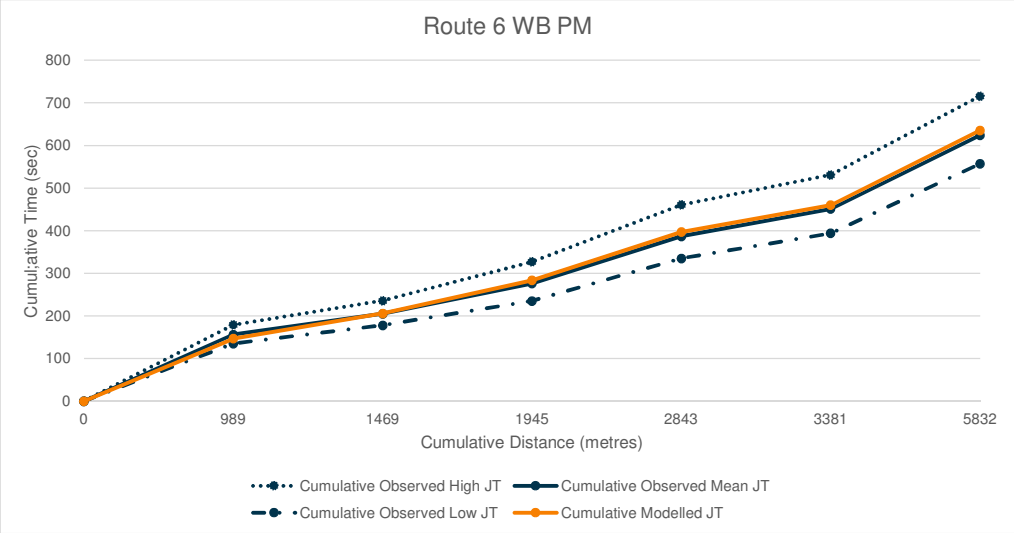

Route 4 EB PM
450
400
350
300
250
200
150
100
50
0
Cumul;ative Time (sec)
0
770
1746
3367
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

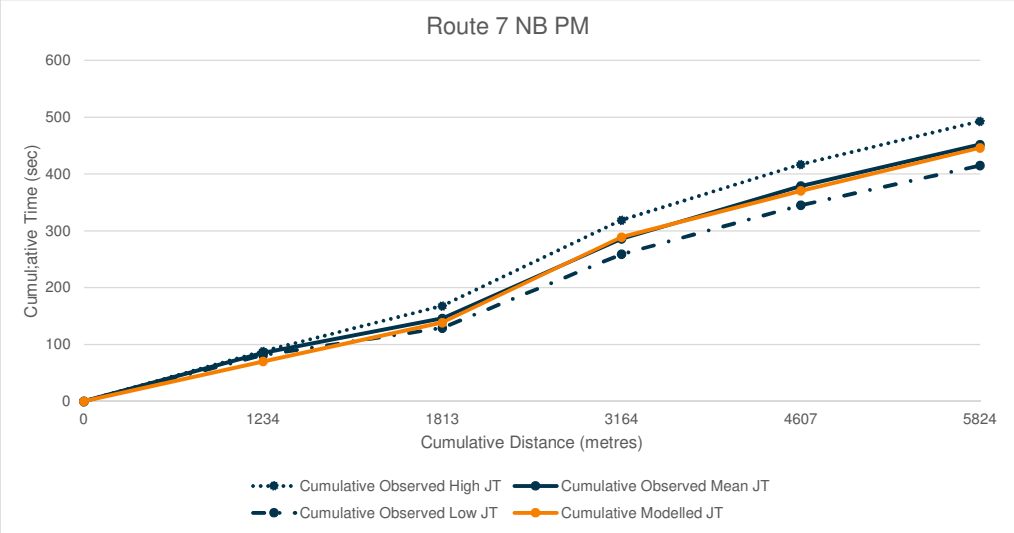

Route 4 WB PM
350
300
250
200
150
100
50
0
Cumul;ative Time (sec)
0
1665
2639
3196
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

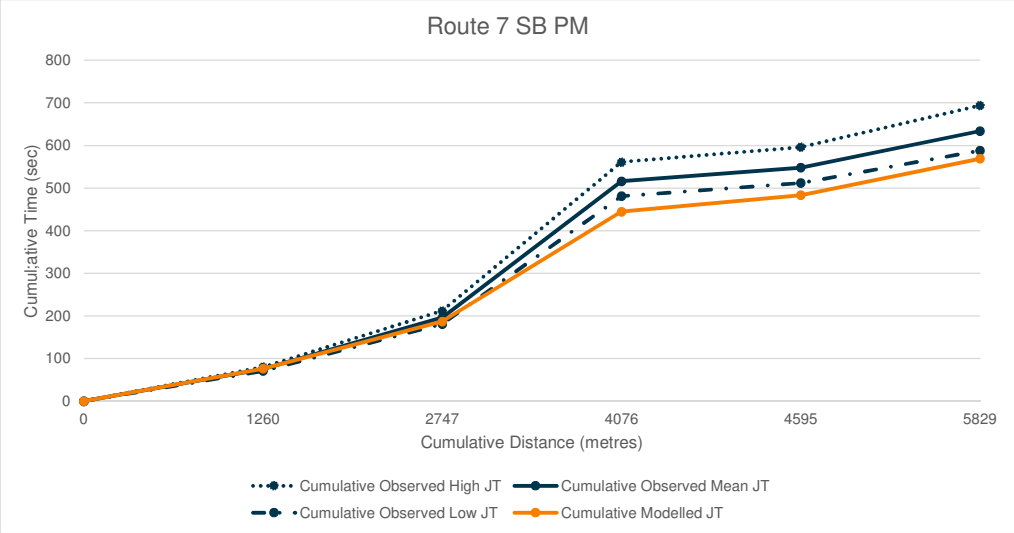

Route 5 EB PM
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1032
2608
3020
3785
4337
4750
5733
7093
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

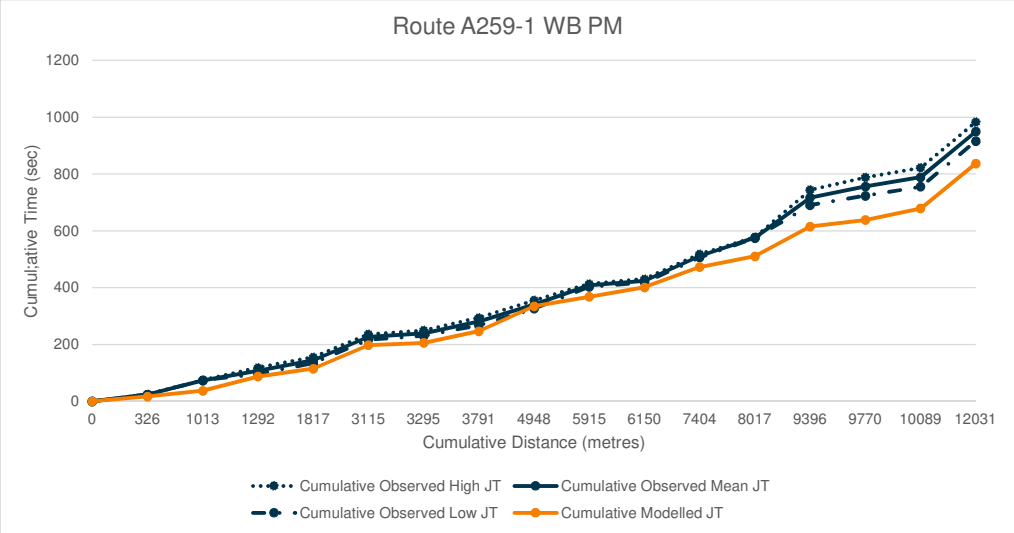

Route 5 WB PM
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1361
2379
2792
3339
4109
4591
6156
7188
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

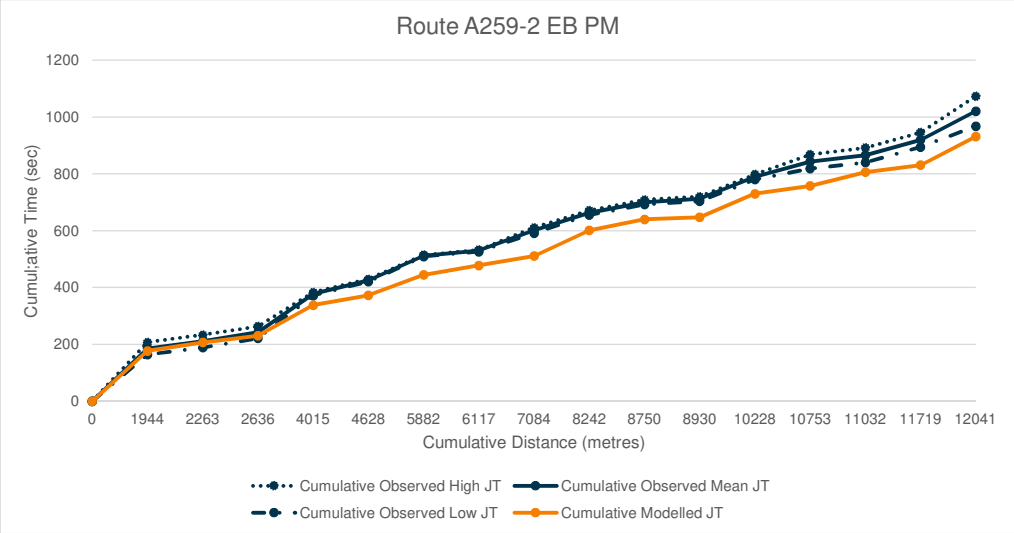

Route 6 EB PM
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
2429
2734
3594
4070
4550
5539
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

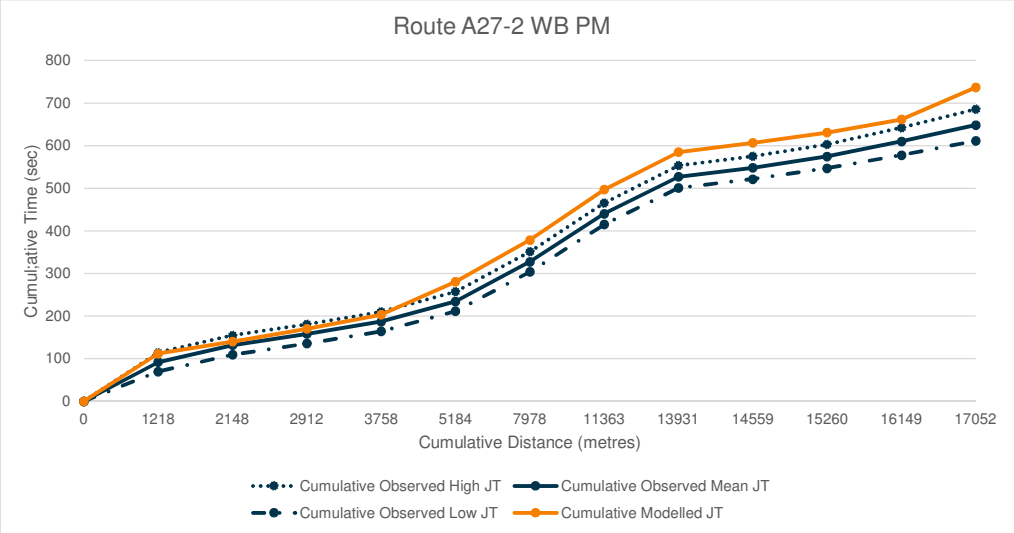

Route 6 WB PM
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
989
1469
1945
2843
3381
5832
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

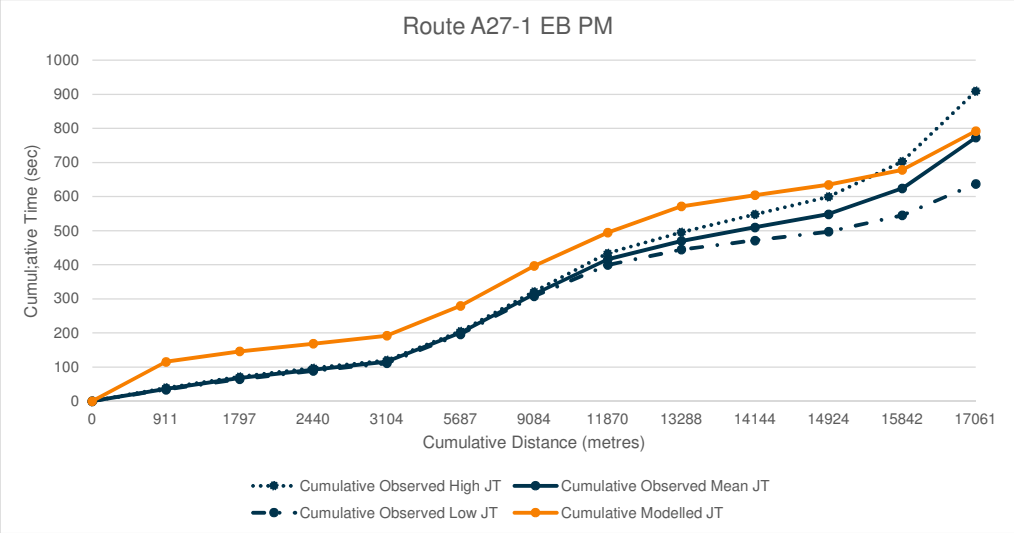

Route 7 NB PM
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1234
1813
3164
4607
5824
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route 7 SB PM
800
700
600
500
400
300
200
100
0
Cumul;ative Time (sec)
0
1260
2747
4076
4595
5829
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A259-1 WB PM
1200
1000
800
600
400
200
0
Cumul;ative Time (sec)
0
326
1013
1292
1817
3115
3295
3791
4948
5915
6150
7404
8017
9396
9770
10089
12031
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A259-2 EB PM
1200
1000
800
600
400
200
0
Cumul;ative Time (sec)
0
1944
2263
2636
4015
4628
5882
6117
7084
8242
8750
8930
10228
10753
11032
11719
12041
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A27-2 WB PM
Cumul;ative Time (sec)
800
700
600
500
400
300
200
100
0
0
1218
2148
2912
3758
5184
7978
11363
13931
14559
15260
16149
17052
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT


Route A27-1 EB PM
Cumul;ative Time (sec)
1000
900
800
700
600
500
400
300
200
100
0
0
911
1797
2440
3104
5687
9084
11870
13288
14144
14924
15842
17061
Cumulative Distance (metres)
Cumulative Observed High JT
Cumulative Observed Mean JT
Cumulative Observed Low JT
Cumulative Modelled JT

ID	Development	Forecast Year	Revised Site Size (No of Dwellings or SQM if Employment)	Probability of the Input	Zone	TeMPro Zone	Local Authority	Land Use	Donor Zone	AM Arrivals	AM Departures	IP Arrivals	IP Departures	PM Arrivals	PM Departures
048	Land At Southfields Close Stockbridge, Donnington	2015	45	NEAR CERTAIN	60	Chichester 011 (E02006571) - Residential	Chichester	Residential	60	5	16	7	7	14	7
157	Land At Southfields Close Stockbridge, Donnington	2016	67	NEAR CERTAIN	60	Chichester 011 (E02006571) - Residential	Chichester	Residential	60	8	24	11	11	21	11
215	The Heritage Winden Avenue Chichester, South Ward	2016	92	NEAR CERTAIN	13	Chichester 010 (E02006570) - Residential	Chichester	Residential	15	11	32	15	15	29	15
338	Land On The North Side Of Shopwhyke Road Shopwhyke, Oving	2032	585	NEAR CERTAIN	257	Chichester 008 (E02006568) - Residential	Chichester	Residential	22	70	206	96	97	186	93
354	Maudlin Nursery Hanging Basket Centre Stane Street Westhampnett Chichester, Westhampnett	2016	55	NEAR CERTAIN	89	Chichester 006 (E02006566) - Residential	Chichester	Residential	89	7	19	9	9	17	9
366	Land South Of Graylingwell Drive Chichester, Chichester	2032	160	NEAR CERTAIN	6	Chichester 008 (E02006568) - Residential	Chichester	Residential	15	19	56	26	26	51	25
693	Bartholomews Ltd, Bognor Road, Chichester	2021	51	MORE THAN LIKELY	25	Chichester 010 (E02006570) - Residential	Chichester	Residential	26	6	18	8	8	16	8
694	Bartholomews Specialist Distribution Bognor Road (Phase 2), Chichester	2021	57	MORE THAN LIKELY	25	Chichester 010 (E02006570) - Residential	Chichester	Residential	26	7	20	9	9	18	9
695	Portfield Football Club, Church Road, Chichester	2024	80	MORE THAN LIKELY	22	Chichester 008 (E02006568) - Residential	Chichester	Residential	16	10	28	13	13	25	13
696	Graylingwell (inc Kingsmead Avenue), Chichester	2014	750	NEAR CERTAIN	6	Chichester 008 (E02006568) - Residential	Chichester	Residential	15	90	264	124	124	239	119
703	117 The Hornet, Chichester	2018	35	NEAR CERTAIN	13	Chichester 010 (E02006570) - Residential	Chichester	Residential	15	4	12	6	6	11	6
704	West of Chichester SDL (Phase 1), Chichester	2020	750	NEAR CERTAIN	255	Chichester 011 (E02006571) - Residential	Chichester	Residential	54	90	264	124	124	239	119
708	Land North East of Graylingwell Park (Westhampnett/NE Chichester SDL Phase 2) , Chichester	2022	200	NEAR CERTAIN	254	Chichester 008 (E02006568) - Residential	Chichester	Residential	89	24	70	33	33	64	32
717	Land South of Clappers Lane Bracklesham, East Wittering & Bracklesham	2014	110	NEAR CERTAIN	67	Chichester 013 (E02006573) - Residential	Chichester	Residential	67	13	39	18	18	35	17
725	Land To The South Of Oving Road/ B2144, Shopwhyke, Oving	2020	100	MORE THAN LIKELY	265	Chichester 008 (E02006568) - Residential	Chichester	Residential	25	12	35	16	17	32	16
726	Land North West Of Park Road, Selsey	2014	110	NEAR CERTAIN	268	Chichester 014 (E02006574) - Residential	Chichester	Residential	69	13	39	18	18	35	17
729	Land East Of Manor Road Manor Road Selsey West Sussex	2021	193	NEAR CERTAIN	268	Chichester 014 (E02006574) - Residential	Chichester	Residential	69	23	68	32	32	61	31
731	Land West Of Garsons Road , Southbourne	2014	125	NEAR CERTAIN	77	Chichester 009 (E02006569) - Residential	Chichester	Residential	77	15	44	21	21	40	20
732	Land North Of Main Road And West Of Inlands Road , Southbourne	2014	157	NEAR CERTAIN	260	Chichester 009 (E02006569) - Residential	Chichester	Residential	77	19	55	26	26	50	25
735	Nellies Field, Main Road, Nutbourne, Southbourne	2014	55	NEAR CERTAIN	260	Chichester 009 (E02006569) - Residential	Chichester	Residential	77	7	19	9	9	17	9
736	Former Tangmere Airfield Hanger Area, Tangmere	2014	160	NEAR CERTAIN	101	Chichester 012 (E02006572) - Residential	Chichester	Residential	101	19	56	26	26	51	25
737	Land On The East Side Of Meadow Way , Tangmere	2014	59	NEAR CERTAIN	102	Chichester 012 (E02006572) - Residential	Chichester	Residential	102	7	21	10	10	19	9
739	Maudlin Nursery Hanging Basket Centre Stane Street , Westhampnett	2014	55	NEAR CERTAIN	89	Chichester 006 (E02006566) - Residential	Chichester	Residential	89	7	19	9	9	17	9
740	Land North of Stane Street, Madgwick Lane (Westhampnett/NE Chichester SDL Phase 1), Westhampnett	2014	300	NEAR CERTAIN	254	Chichester 006 (E02006566) - Residential	Chichester	Residential	89	36	106	49	50	95	48
744	West of Chichester SDL (Phase 2), Chichester	2029	850	BEING CONSIDERED	256	Chichester 011 (E02006571) - Residential	Chichester	Residential	54	102	299	140	140	270	135
745	Tangmere SDL, Tangmere	2029	500	BEING CONSIDERED	266	Chichester 012 (E02006572) - Residential	Chichester	Residential	100	60	176	82	83	159	80
745	Tangmere SDL, Tangmere	2029	500	BEING CONSIDERED	266	Chichester 012 (E02006572) - Residential	Chichester	Residential	100	60	176	82	83	159	80
755	Land at Highgrove Farm, Bosham	2029	50	MORE THAN LIKELY	262	Chichester 011 (E02006571) - Residential	Chichester	Residential	72	6	18	8	8	16	8
946	Land On The East Side Of Plaistow Road	2023	54	MORE THAN LIKELY	227	Chichester 002 (E02006562) - Residential	Chichester	Residential	227	6	19	9	9	17	9
947	Land South West Of Guildford Road Loxwood	2025	50	MORE THAN LIKELY	227	Chichester 002 (E02006562) - Residential	Chichester	Residential	227	6	18	8	8	16	8
948	Former Portfield Quarry And Uma House Shopwhyke Road Shopwhyke Chichester	2024	88	MORE THAN LIKELY	92	Chichester 012 (E02006572) - Residential	Chichester	Residential	92	11	31	15	15	28	14
949	Land North of Cooks Lane Southbourne	2023	199	MORE THAN LIKELY	77	Chichester 009 (E02006569) - Residential	Chichester	Residential	77	24	70	33	33	63	32
950	South Downs Holiday Village Bracklesham Lane Bracklesham Bay Chichester West Sussex PO20 8JE	2022	85	MORE THAN LIKELY	67	Chichester 013 (E02006573) - Residential	Chichester	Residential	67	10	30	14	14	27	14
951	Sussex House, Quarry Lane	2015	1070	NEAR CERTAIN	42	Chichester 012 (E02006572) - Employment	Chichester	Employment	42	18	2	3	3	1	14
952	Graylingwell Hospital, College Lane	Unknown	1010	NEAR CERTAIN	8	Chichester 008 (E02006568) - Employment	Chichester	Employment	8	17	2	3	3	1	13
953	Graylingwell Hospital, College Lane	Unknown	372	NEAR CERTAIN	8	Chichester 008 (E02006568) - Employment	Chichester	Employment	8	6	1	1	1	0	5
954	Southern Sidings (B1-3) Stockbridge Road	2017	1795	NEAR CERTAIN	38	Chichester 010 (E02006570) - Employment	Chichester	Employment	32	30	3	5	6	2	23
955	Chichester Food Park: Glasshouse growing facility	Unknown	2500	NEAR CERTAIN	96	Chichester 012 (E02006572) - Employment	Chichester	Employment	96	42	4	6	8	3	32
956	Land at Barnfield Drive	2019	7704	NEAR CERTAIN	19	Chichester 008 (E02006568) - Employment	Chichester	Employment	19	130	13	20	24	10	98
957	Portfield Quarry (Glenmore Business Park	2017	17468	NEAR CERTAIN	92	Chichester 012 (E02006572) - Employment	Chichester	Employment	92	295	30	44	54	22	222
958	Ellis Square, Selsey	2016	15362	BEING CONSIDERED	69	Chichester 014 (E02006574) - Employment	Chichester	Employment	69	259	26	39	48	19	196
959	Donnington Park, Birdham Road, Stockbridge	Unknown	1055	MORE THAN LIKELY	59	Chichester 011 (E02006571) - Employment	Chichester	Employment	59	18	2	3	3	1	13
960	West of Chichester SDL (Policy 15)	Unknown	23233	MORE THAN LIKELY	55	Chichester 011 (E02006571) - Employment	Chichester	Employment	55	392	39	59	72	29	296
961	Fuel Depot Site, Bognor Road, Chichester (Policy CC8)	Unknown	10681	MORE THAN LIKELY	92	Chichester 012 (E02006572) - Employment	Chichester	Employment	92	180	18	27	33	13	136
962	Springfield Park (adjacent to Fuel Depot) (Policy CC9)	Unknown	9240	MORE THAN LIKELY	92	Chichester 012 (E02006572) - Employment	Chichester	Employment	92	156	16	23	29	11	118
270	Bersted Phase 1 Policy Site 6, Bersted	2032	160	MORE THAN LIKELY	177	Arun - Residential	Arun	Residential	177	19	56	26	26	51	25
272	Land West of New Barn Lane North Bersted, Bersted	2032	90	MORE THAN LIKELY	177	Arun - Residential	Arun	Residential	177	11	32	15	15	29	14
273	Angels & Hyde Nurseries Yapton Road Barnham, Barnham	2032	86	MORE THAN LIKELY	124	Arun - Residential	Arun	Residential	124	10	30	14	14	27	14
275	Pollards Nursery (Former Eric Wall Holdings Ltd & Epitair Ltd) Lake Lane Barnham, Barnham	2032	105	NEAR CERTAIN	129	Arun - Residential	Arun	Residential	129	13	37	17	17	33	17
277	Phase 4 Policy Site 6 W/O A259 Flansham, Felpham	2032	97	MORE THAN LIKELY	187	Arun - Residential	Arun	Residential	187	12	34	16	16	31	15
294	251 Pagham Road & Land R/O Pagham, Pagham	2032	40	MORE THAN LIKELY	170	Arun - Residential	Arun	Residential	170	5	14	7	7	13	6
597	Fontwell, walberton	2032	400	NEAR CERTAIN	107	Arun	Arun	Residential	107	48	141	66	66	127	64
760	Courtwick, Arun	2017	6,000	NEAR CERTAIN	206	Arun - Employment	Arun	Employment	206	101	10	15	19	7	76
761	North Littlehampton, Arun	2017	8,000	NEAR CERTAIN	201	Arun - Employment	Arun	Employment	201	135	14	20	25	10	102
762	Bersted Phases Policy Site 6, Arun	2017	253	MORE THAN LIKELY	180	Arun - Residential	Arun	Residential	130	30	89	42	42	80	40
763	Site 6 Phases 1-5 A259 Flansham, Arun	2017	242	MORE THAN LIKELY	177	Arun - Residential	Arun	Residential	177	29	85	40	40	77	38
764	Land at Nyton Road, Northfields Lane and Fontwell Avenue, Arun	2017	268	NEAR CERTAIN	103	Arun - Residential	Arun	Residential	103	32	94	44	44	85	43
765	Land East of Roundstone Lane, Arun	2017	137	NEAR CERTAIN	242	Arun - Residential	Arun	Residential	242	16	48	23	23	44	22
766	West End Nursery, Angmering, Arun	2017	195	NEAR CERTAIN	242	Arun - Residential	Arun	Residential	242	23	69	32	32	62	31
767	Bognor Regis Enterprise Zone - Oldlands Farm, Arun	2017	61,023	MORE THAN LIKELY	181	Arun - Employment	Arun	Employment	181	1029	103	155	189	76	777
768	Pagham South, Arun	2031	400	MORE THAN LIKELY	170	Arun - Residential	Arun	Residential	170	48	141	66	66	127	64
769	Pagham North, Arun	2031	800	MORE THAN LIKELY	170	Arun - Residential	Arun	Residential	170	96	282	132	132	254	127
770	West of Bersted, Arun	2031	2,500	MORE THAN LIKELY	178	Arun - Residential	Arun	Residential	178	300	880	412	413	795	398
771	Barnham/Eastergate/Westergate, Arun	2031	3,000	MORE THAN LIKELY	125	Arun - Residential	Arun	Residential	125	360	1056	495	496	954	477
772	Fontwell, Arun	2031	400	MORE THAN LIKELY	103	Arun - Residential	Arun	Residential	103	48	141	66	66	127	64
773	Yapton, Arun	2031	500	MORE THAN LIKELY	119	Arun - Residential	Arun	Residential	120	60	176	82	83	159	80
774	Ford, Arun	2031	1,500	MORE THAN LIKELY	118	Arun - Residential	Arun	Residential	118	180	528	247	248	477	239
775	Climping, Arun	2031	500	MORE THAN LIKELY	198	Arun - Residential	Arun	Residential	198	60	176	82	83	159	80
776	Littlehampton Economic Growth Area and Westbank, Arun	2031	1,000	MORE THAN LIKELY	116	Arun - Residential	Arun	Residential	116	120	352	165	165	318	159
777	Angmering North, Arun	2031	800	MORE THAN LIKELY	237	Arun - Residential	Arun	Residential	237	96	282	132	132	254	127
778	Angmering South and East, Arun	2031	250	MORE THAN LIKELY	237	Arun - Residential	Arun	Residential	237	30	88	41	41	80	40
780	Bognor Regis Enterprise Zone - Salt Box, Arun	2031	25,130	MORE THAN LIKELY	181	Arun - Employment	Arun	Employment	181	424	42	64	78	31	320
781	Bognor Regis Enterprise Zone - Rowan Park, Arun	2031	8,950	MORE THAN LIKELY	181	Arun - Employment	Arun	Employment	181	151	15	23	28	11	114
782	Bognor Regis Enterprise Zone - Former LEC Airfield, Arun	2031	9,500	MORE THAN LIKELY	149	Arun - Employment	Arun	Employment	151	160	16	24	29	12	121
879	West of A280 - North of Water Lane	2031	6,000	MORE THAN LIKELY	242	Arun - Employment	Arun	Employment	242	101	10	15	19	7	76
902	Wings Nursery, Lidsey Road	2023	55	MORE THAN LIKELY	105	Arun - Residential	Arun	Residential	105	7	19	9	9	17	9
903	Old Barn Nursery Dappers Lane	Unknown	675	MORE THAN LIKELY	242	Arun - Employment	Arun	Employment	242	11	1	2	2	1	9
904	Pound Place Roundstone Lane	2023	62	MORE THAN LIKELY	242	Arun - Residential	Arun	Residential	242	7	22	10	10	20	10
905	Brook Lane, Land South of A259 Rustington (Western end)	2023	90	MORE THAN LIKELY	242	Arun - Residential	Arun	Residential	242	11	32	15	15	29	14
906	Land Off Arundel Road at Seven Acres and New Place Nursery	2026	160	MORE THAN LIKELY	242	Arun - Residential	Arun	Residential	242	19	56	26	26	51	25
907	Land between Arundel Road and Dappers Lane (Part SD9)	2024	84	MORE THAN LIKELY	242	Arun - Residential	Arun	Residential	242	10	30	14	14	27	13
908	Broadlees, Dappers Lane	2024	70	MORE THAN LIKELY	242	Arun - Residential	Arun	Residential	242	8	25	12	12	22	11
909	Rolls Royce, Rolls Royce Motor Cars Technology Newlands Road	Unknown	1108	MORE THAN LIKELY	89	Arun - Employment	Arun	Employment	89	19	2	3	3	1	14
910	Regis Centre Site, The Esplanade	2023	192	MORE THAN LIKELY	134	Arun - Residential	Arun	Residential	134	23	68	32	32	61	31
911	Regis Centre Site, The Esplanade	2023	6385	MORE THAN LIKELY	134	Arun - Employment	Arun	Employment	134	108	11	16	20	8	81
912	Oldlands Farm Site South of Rolls Royce	Unknown	23,125	MORE THAN LIKELY	181	Arun - Employment	Arun	Employment	181	390	39	59	72	29	294
913	Rolls Royce, Rolls Royce Motor Cars Technology Newlands Road	Unknown	975	MORE THAN LIKELY	181	Arun - Employment	Arun	Employment	181	16	2	2	3	1	12
914	Land R/O Acopia Southern Cross Industrial Estate Oldlands Way	Unknown	934	MORE THAN LIKELY	181	Arun - Employment	Arun	Employment	181	16	2	2	3	1	12
915	Land to west of Felpham Way	2024	110	MORE THAN LIKELY	182	Arun - Residential	Arun	Residential	182	13	39	18	18	35	17
916	18-20 London Road Bognor Regis	2025	104	MORE THAN LIKELY	147	Arun - Residential	Arun	Residential	147	12	37	17	17	33	17
917	ISS Facilities Services, Wicks Farm	Unknown	720	MORE THAN LIKELY	118	Arun - Employment	Arun	Employment	118	12	1	2	2	1	9
918	St Martins Car Park & Former Waitrose	2029	50	MORE THAN LIKELY	197	Arun - Residential	Arun	Residential	197	6	18	8	8	16	8
919	St Martins Car Park & Former Waitrose	2029	144	MORE THAN LIKELY	197	Arun - Employment	Arun	Employment	197	2	0	0	0	0	2
920	Windroos and Armon Nurseries, Worthing Road	2022	84	NEAR CERTAIN	201	Arun - Residential	Arun	Residential	201	10	30	14	14	27	13

921	Land North of Littlehampton Acadamy Daisyfields Caravan Site	2023	77	NEAR CERTAIN	200	Arun - Residential	Arun	Residential	200	9	27	13	13	24	12
922	Parcel C1 and Part B2, B4 & C2 Land North of Toddington	2022	126	NEAR CERTAIN	201	Arun - Residential	Arun	Residential	201	15	44	21	21	40	20
923	Unit 1 Lineside Way Industrial Estate Littlehampton	Unknown	5250	NEAR CERTAIN	198	Arun - Employment	Arun	Employment	198	89	9	13	16	7	67
924	Land at Lineside Industrial Estate Northwest of Unit 26	Unknown	1225	MORE THAN LIKELY	198	Arun - Employment	Arun	Employment	198	21	2	3	4	2	16
925	Castleview Nursery Old Mead Road	Unknown	1280	MORE THAN LIKELY	206	Arun - Employment	Arun	Employment	206	22	2	3	4	2	16
926	Land at Summer Lane	2023	90	NEAR CERTAIN	173	Arun - Residential	Arun	Residential	173	11	32	15	15	29	14
927	Church Barton House (SD1) Horns Lane Pagham PO21 4NZ	2023	65	MORE THAN LIKELY	173	Arun - Residential	Arun	Residential	173	8	23	11	11	21	10
928	Block G, Unit G1 Dominion Way	Unknown	504	MORE THAN LIKELY	203	Arun - Employment	Arun	Employment	203	8	1	1	2	1	6
929	Land east of Tye Lane	2024	175	NEAR CERTAIN	111	Arun - Residential	Arun	Residential	111	21	62	29	29	56	28
930	Cinders Lane Nursery and works to the rear	2023	70	NEAR CERTAIN	123	Arun - Residential	Arun	Residential	123	8	25	12	12	22	11
931	Land to north of Stakers Farm, North End Road	2023	70	MORE THAN LIKELY	122	Arun - Residential	Arun	Residential	122	8	25	12	12	22	11
932	Bonhams Field, Main Road	2023	56	MORE THAN LIKELY	119	Arun - Residential	Arun	Residential	120	7	20	9	9	18	9
933	Land to the South of Ford Lane and East of North End Road	2023	100	MORE THAN LIKELY	115	Arun - Residential	Arun	Residential	115	12	35	16	17	32	16
934	Land off Burndell Road	2023	108	NEAR CERTAIN	120	Arun - Residential	Arun	Residential	120	13	38	18	18	34	17
935	Land at Woodgate Nurseries Lidsey Road	2024	109	BEING CONSIDERED	130	Arun - Residential	Arun	Residential	131	13	38	18	18	35	17
936	Land South of Stewards Rise	2029	186	BEING CONSIDERED	211	Arun - Residential	Arun	Residential	211	22	65	31	31	59	30
937	Land west of Church Lane (Rear of Cottage Piggeries)	2027	200	BEING CONSIDERED	124	Arun - Residential	Arun	Residential	124	24	70	33	33	64	32
938	Land North of Barnham Road (East of Collins Close) (Former Eastergate Fruit Farm)	2027	60	BEING CONSIDERED	129	Arun - Residential	Arun	Residential	129	7	21	10	10	19	10
939	Land east of Green Park Ferring	2026	56	BEING CONSIDERED	244	Arun - Residential	Arun	Residential	244	7	20	9	9	18	9
940	North of the Littlehampton Academy South of Cornfield Close	2025	138	BEING CONSIDERED	200	Arun - Residential	Arun	Residential	200	17	49	23	23	44	22
941	Land North of Toddington Lane Littlehampton	Unknown	6833	BEING CONSIDERED	201	Arun - Employment	Arun	Employment	201	115	12	17	21	8	87
942	Land South of Littlehampton Academy Littlehampton	2025	70	BEING CONSIDERED	200	Arun - Residential	Arun	Residential	200	8	25	12	12	22	11
943	Land North of Littlehampton Acadamy West of Oakcroft Gardens	2024	80	BEING CONSIDERED	200	Arun - Residential	Arun	Residential	200	10	28	13	13	25	13
944	Land to West of A27	2025	55	BEING CONSIDERED	115	Arun - Residential	Arun	Residential	115	7	19	9	9	17	9
945	Land north of North Pound and West of Tye Lane	2029	146	BEING CONSIDERED	114	Arun - Residential	Arun	Residential	114	18	51	24	24	46	23
720	Land On The East Side Of Plaistow Road, Kirdford	2014	54	NEAR CERTAIN	230	Surrey - Residential	Surrey	Residential	231	6	19	9	9	17	9
721	Loxwood Nurseries Guildford Road, Loxwood	2014	43	NEAR CERTAIN	230	Surrey - Residential	Surrey	Residential	231	5	15	7	7	14	7
800	Havant and Bedhamption, Forty Acres	2036	320	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	38	113	53	53	102	51
801	Havant and Bedhamption, Land East of Castle Avenue	2036	255	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	31	90	42	42	81	41
802	Havant and Bedhamption, Land south of Bartons Road	2036	175	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	21	62	29	29	56	28
803	Havant and Bedhamption, Portsmouth Water HQ	2036	135	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	16	48	22	22	43	21
804	Havant and Bedhamption, Former Oak Park School	2036	99	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	12	35	16	16	31	16
807	Havant and Bedhamption, Land south of Lower Road	2036	50	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	6	18	8	8	16	8
808	Havant and Bedhamption, Littlepark House	2036	50	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	6	18	8	8	16	8
810	Havant and Bedhamption, Southleigh Park House	2036	90	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	11	32	15	15	29	14
817	Havant and Bedhamption, Former Wessex Site, 8 New lane	2036	41	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	5	14	7	7	13	7
819	Havant and Bedhamption, Land North of Bartons Road	2036	38	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	5	13	6	6	12	6
823	Havant and Bedhamption, Havant Garden Centre	2036	85	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	10	30	14	14	27	14
825	Leigh Park, Cabbagefield Row	2036	155	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	19	55	26	26	49	25
826	Leigh Park, Former Colt site	2036	100	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	12	35	16	17	32	16
828	Leigh Park, Riders Lane	2036	70	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	8	25	12	12	22	11
829	Leigh Park, Former SSE offices, Barton Road	2036	80	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	10	28	13	13	25	13
830	Leigh Park, Strouden Court	2036	55	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	7	19	9	9	17	9
837	Hayling Island, Fathoms Reach	2036	55	MORE THAN LIKELY	259	Havant - Residential	Havant	Residential	259	7	19	9	9	17	9
840	Hayling Island, Sinah Lane	2036	195	MORE THAN LIKELY	259	Havant - Residential	Havant	Residential	259	23	69	32	32	62	31
841	Hayling Island, Land north of Tournerbury Lane	2036	55	MORE THAN LIKELY	259	Havant - Residential	Havant	Residential	259	7	19	9	9	17	9
847	Hayling Island, 117 Elm Grove	2036	33	NEAR CERTAIN	259	Havant - Residential	Havant	Residential	259	4	12	5	5	10	5
851	Emsworth, Land North of Long Copse Lane	2036	260	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	31	92	43	43	83	41
852	Emsworth, Land at Selangor Avenue	2036	147	NEAR CERTAIN	77	Havant - Residential	Havant	Residential	77	18	52	24	24	47	23
853	Emsworth, Land West of Horndean Road	2036	96	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	12	34	16	16	31	15
854	Emsworth, West of Coldharbour Farm	2036	53	NEAR CERTAIN	77	Havant - Residential	Havant	Residential	77	6	19	9	9	17	8
857	Emsworth, Former Victoria Cottage Hospital	2036	1,700	MORE THAN LIKELY	258	Havant - Employment	Havant	Employment	221	29	3	4	5	2	22
858	Emsworth, Land at Fowley Cottage	2036	40	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	5	14	7	7	13	6
864	H47 | Woodcroft Primary School	2036	43	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	5	15	7	7	14	7
865	H42 | Woodcroft Farm	2036	288	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	35	101	47	48	92	46
869	Camp Field, Bartons Road	2036	72	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	9	25	12	12	23	11
871	Rook Farm	2036	390	MORE THAN LIKELY	259	Havant - Residential	Havant	Residential	259	47	137	64	64	124	62
873	Goodwillies Timber Yard	2036	120	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	14	42	20	20	38	19
875	Interbridges West	2036	27,600	MORE THAN LIKELY	258	Havant - Employment	Havant	Employment	221	465	47	70	86	34	351
876	Brockhampton West	2036	15,000	MORE THAN LIKELY	258	Havant - Employment	Havant	Employment	221	253	25	38	47	19	191
877	Land at Hulbert Road	2036	6,250	MORE THAN LIKELY	258	Havant - Employment	Havant	Employment	221	105	11	16	19	8	80
878	Former BAE Systems Park	2036	17,900	MORE THAN LIKELY	258	Havant - Employment	Havant	Employment	221	302	30	45	56	22	228
880	Waterlooville, Campdown	2036	560	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	67	197	92	92	178	89
881	Waterlooville, Blue Star	2036	90	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	11	32	15	15	29	14
882	Waterlooville, Padnell Grange	2036	86	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	10	30	14	14	27	14
883	Waterlooville, Land at Waterlooville Golf Club	2036	45	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	5	16	7	7	14	7
884	Havant Town Centre	2036	750	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	90	264	124	124	239	119
885	Waterlooville Town Centre	2036	540	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	65	190	89	89	172	86
886	Hayling Island Regeneration	2036	195	MORE THAN LIKELY	259	Havant - Residential	Havant	Residential	259	23	69	32	32	62	31
887	Hayling Island Regeneration	2036	1,000	MORE THAN LIKELY	259	Havant - Employment	Havant	Employment	259	17	2	3	3	1	13
888	Leigh Park District Centre	2036	75	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	9	26	12	12	24	12
889	Southleigh Strategic Site	2037	1,200	MORE THAN LIKELY	269	Havant - Residential	Havant	Residential	221	144	422	198	198	382	191
890	Langstone Technology Park	2036	12,575	MORE THAN LIKELY	213	Havant - Employment	Havant	Employment	221	212	21	32	39	16	160
891	Dunsbury Park	2036	57,700	MORE THAN LIKELY	270	Havant - Employment	Havant	Employment	221	414	73	118	118	138	483
892	Havant and South Downs College (Havant site)	2036	65	MORE THAN LIKELY	258	Havant - Residential	Havant	Residential	221	8	23	11	11	21	10
893	Havant and South Downs College (South Downs site)	2036	100	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	12	35	16	17	32	16
894	Land adj Riders Junior and Infant School	2036	38	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	5	13	6	6	12	6
895	MDA Newlands Phase 1 Hambledon Road	2036	210	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	25	74	35	35	67	33
896	Land at 38-44 London Road, Purbrook	2036	46	MORE THAN LIKELY	221	Havant - Residential	Havant	Residential	221	6	16	8	8	15	7
897	Emsworth Windfall Development	2037	156	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	19	55	26	26	50	25
898	Havant and Bedhampton Windfall Development	2037	228	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	27	80	38	38	73	36
899	Hayling Island Windfall Development	2037	144	NEAR CERTAIN	259	Havant - Residential	Havant	Residential	259	17	51	24	24	46	23
900	Leigh Park Windfall Development	2037	132	NEAR CERTAIN	258	Havant - Residential	Havant	Residential	221	16	46	22	22	42	21
901	Waterlooville Windfall Development	2037	576	NEAR CERTAIN	221	Havant - Residential	Havant	Residential	221	69	203	95	95	183	92

Status	Schemes	WSCC decision to include in Ref Case Y/N
Completed	A285 Westhampnett Rd / Church Road/ Lidl Store access roundabout	Yes
	B2178 Broyle Road / West of Chichester Local Plan site "Minerva Heights" access roundabout.	Yes
Consented: Chichester	B2166 Runcton Lane / Vinnetrow Road	Yes
	B2145/B2166 Hunston Roundabout	Yes
	A27/B2145 Whyke Junction – Modification to design with right turns off A27	No
	A259 Bognor Road / Springfield Park site access	Yes
Current Applications Pending Consideration: Chichester	A259 Bognor Road / Former Fuel Depot site access	No
Tangmere Strategic Site	Access from A27/A285 Temple Bar Interchange	Yes
	Access from Tangmere Road	Yes
	B2144 Tangmere Rd/Drayton Lane junction	Yes
	A285/New Road junction	Yes
	A285/Stane Street (on plan incorrectly called "Roman Road" after Google Maps) junction	Yes
Consented/ Committed: Arun	A27/A29 Fontwell Avenue Roundabout (scheme from Land east of Fontwell Avenue site)	Yes
	A29 Realignment Scheme: Phase 1 (WSCC Scheme) A29 Fontwell Avenue to B2233 Barnham Road	Yes
	A29 Realignment Scheme:Phase 2 (Developer scheme) B2233 Barnham Road to A29 Lidsey Road (bridge over rail line – Woodgate level crossing remains open)	Yes
	A259/Church Lane Climping (may be too remote to be worth including)	Yes
	Rose Green: Rose Green Road / Grosvenor Gardens junction	Yes
Under Review: Arun	A27/A29 Fontwell Avenue Roundabout – further add-on scheme from Land East of Tye Lane site	No
WSCC Schemes under progression: Chichester	A259 Bognor Road Bus Lane	No
	A286/B2201 "Selsey Tram" junction at Stockbridge	No
	A285/Spitalfield Lane/St James Road double mini roundabouts	No

Other Schemes	A27 Fishbourne	Existing Layout
	A27 Stockbridge	Existing Layout
	A27 Bognor Rbt	Existing Layout
	A27/Oving Road	Existing Layout
	A27 Portfield Rbt	Existing Layout
	Arundel ByPass	Excluded
	Fontwell East Roundabout	Yes
	Southern Gateway	No
	A27/B2233 Nyton Road	Yes
	A27/A284 Ford Road	Yes
	A27/The Causeway	Yes
	A29/A259 Rowan Way	Yes
	A29/A259 Felpham Relief Road	Yes
	A259/B2187	Yes
	North of A27	Yes
	East of A27 By-Pass	Yes

Figure D1.1: AM - 2039 Local Plan no mitigation minus 2039 Reference Case – Flow PCU

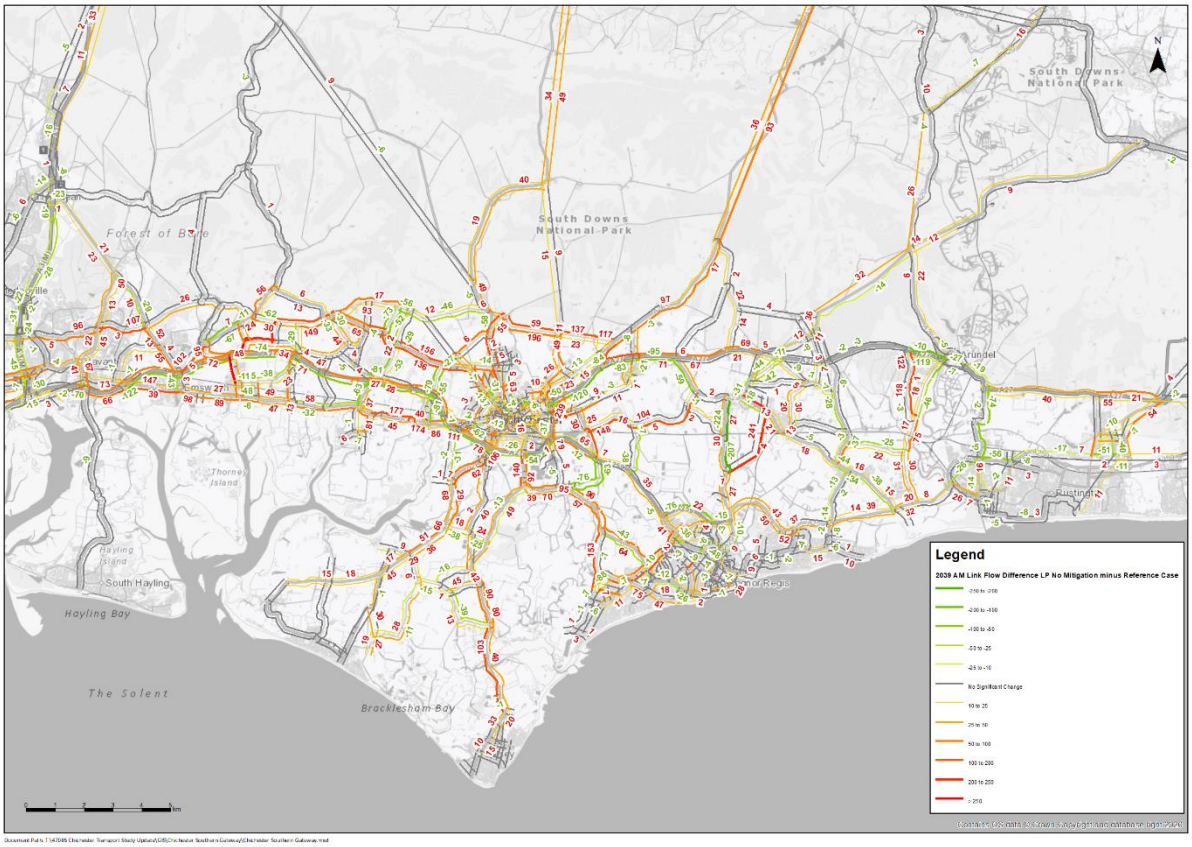
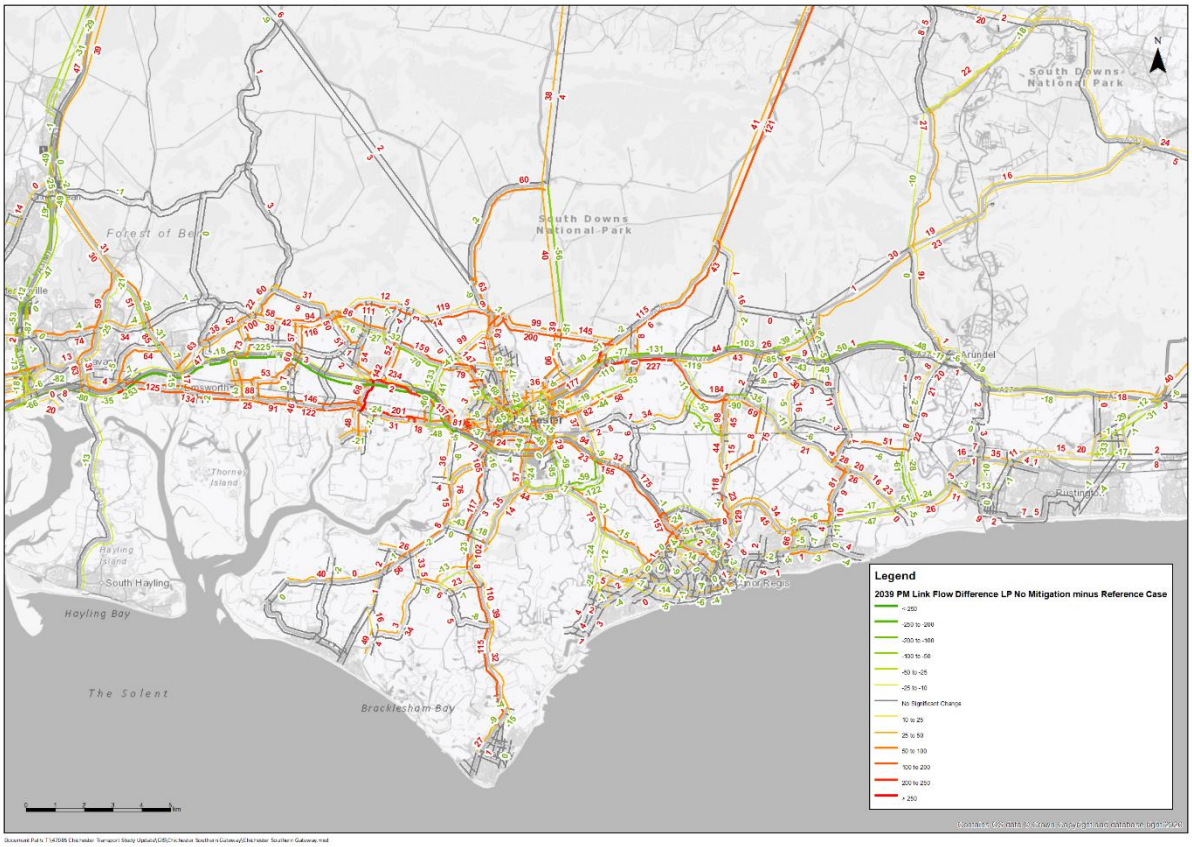


Figure D1.2: PM - 2039 Local Plan No mitigation minus 2039 Reference Case – Flow PCU



Some of the key flow changes predicted in the AM peak without mitigation are as follows:

- Increases on New Road on the northern edge of Chichester of the order of 196 PCU/hour eastbound and 59 PCU/hour westbound;
- Increases on Down Road of the order of 147 PCU/hour eastbound and 113 westbound;
- Increases on Hunters Race northwest of Chichester of the order of 97 PCU/hour northbound;
- Increases on the B2178/B2178 Old Broyle Road/B2178 St Paul's Road radial route into Chichester to the west, ranging between 103 PCU/hour to 171 PCU/hour southbound and 82 to 156 PCU/hour northbound;
- Increases westbound on A259 Via Ravenna of 78 PCU/hour and on A259 Cathedral Way of 72 PCU/hour westbound;
- Increases on A259 Main Road of the order of 45 PCU/hour westbound and 177 PCU/hour eastbound;
- Increases on A286 Stockbridge Road both north and south of the A27 Stockbridge junction ranging between 43 and 157 PCU/hour southbound and between 62 and 90 PCU/hour northbound;

- Increases on B2145 particularly south the A27 Whyke junction of the order of 92 PCU/hour southbound and 140 PCU/hour northbound;

- Decreases on Appledram Lane South of the order of 31 PCU/hour southbound;

- Decreases of the order of 120 PCU/hour on the A27 on links approaching Portfield Roundabout;

- Decreases on the A27 Chichester Bypass westbound ranging between 26 to 62 PCU/hour;

- Decreases on Salthill Road of the order of 81 PCU/hour southbound and 40 PCU/hour northbound;

Some of the key flow changes predicted in the PM peak are as follows:

- Increases on New Road on the northern edge of Chichester of the order of 99 PCU/hour eastbound and 200 PCU/hour westbound;

- Increases on Hunters Race northwest of Chichester of the order of 99 PCU/hour southbound;

- Increases on the B2178/B2178 Old Broyle Road/B2178 St Paul's Road radial route into Chichester to the west, ranging between 101 PCU/hour to 209 PCU/hour southbound and 52 to 81 PCU/hour northbound;

- Increases westbound on A259 Via Ravenna of 84 PCU/hour and 135 PCU/hour eastbound and on A259 Cathedral Way of 153 PCU/hour westbound and 203 PCU/hour eastbound;

- Increases on A259 Main Road of the order of 31 PCU/hour westbound and 201 PCU/hour eastbound;

- Increases on A286 Stockbridge Road both north and south of the A27 Stockbridge junction of up to 31 PCU/hour southbound and between 43 and 94 PCU/hour northbound;

- Increases on B2145 particularly south the A27 Whyke junction of the order of 57 PCU/hour northbound;

- Decreases on Appledram Lane South of the order of 8 PCU/hour southbound and increase of 36 PCU/hour northbound;

- Increases of the order of 101 PCU/hour southbound and 45 PCU/hour northbound on the A27 on links approaching Portfield Roundabout;

- Decreases on the A27 Chichester Bypass westbound ranging between 31 to 225 PCU/hour westbound;

- Decreases on Salthill Road of the order of 60 PCU/hour southbound and an increase of 53 PCU/hour northbound;

In both the AM and PM peaks, it is also noticeable that there are large increases in traffic volume on the network to the east of Chichester, which correlates to the Local Plan development located in this area.

Figure F1.1: AM - 2039 Reference Case – Delay (seconds)

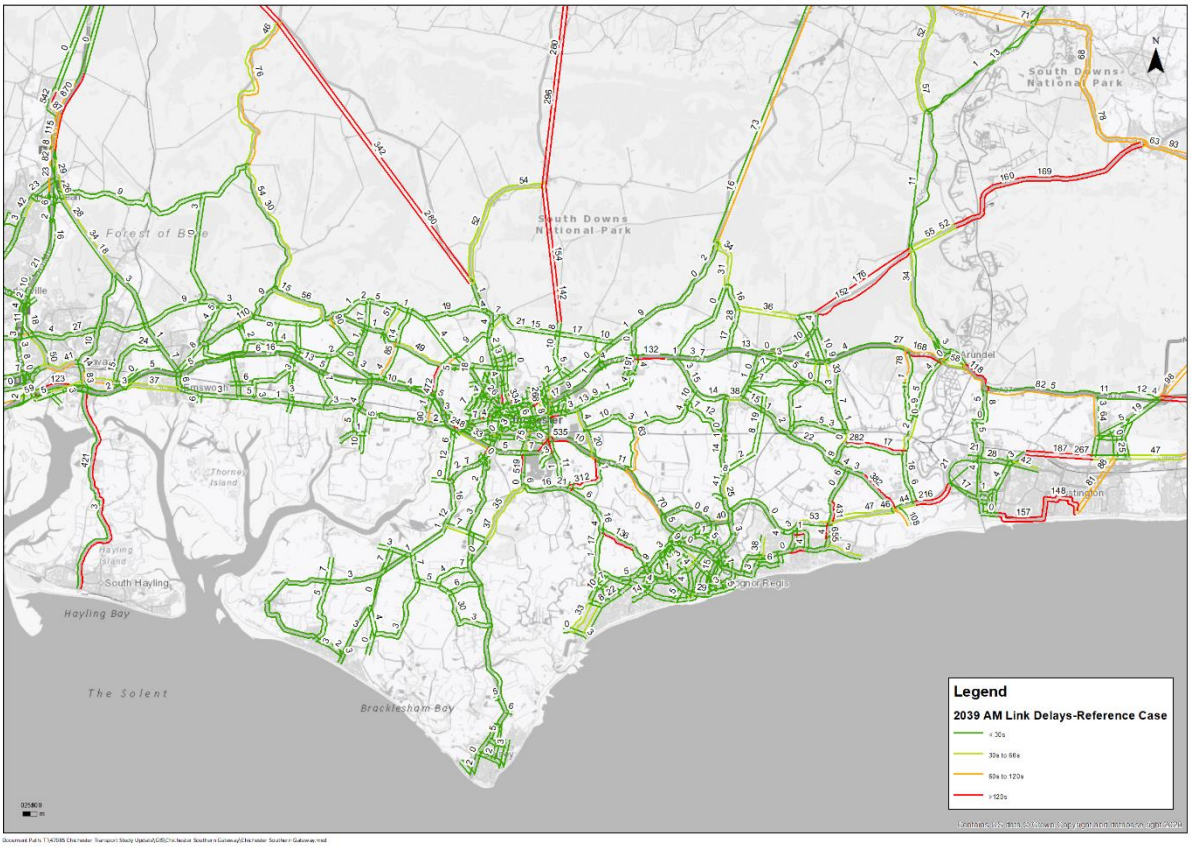


Figure F1.2: AM - 2039 Local Plan No mitigation – Delay (seconds)

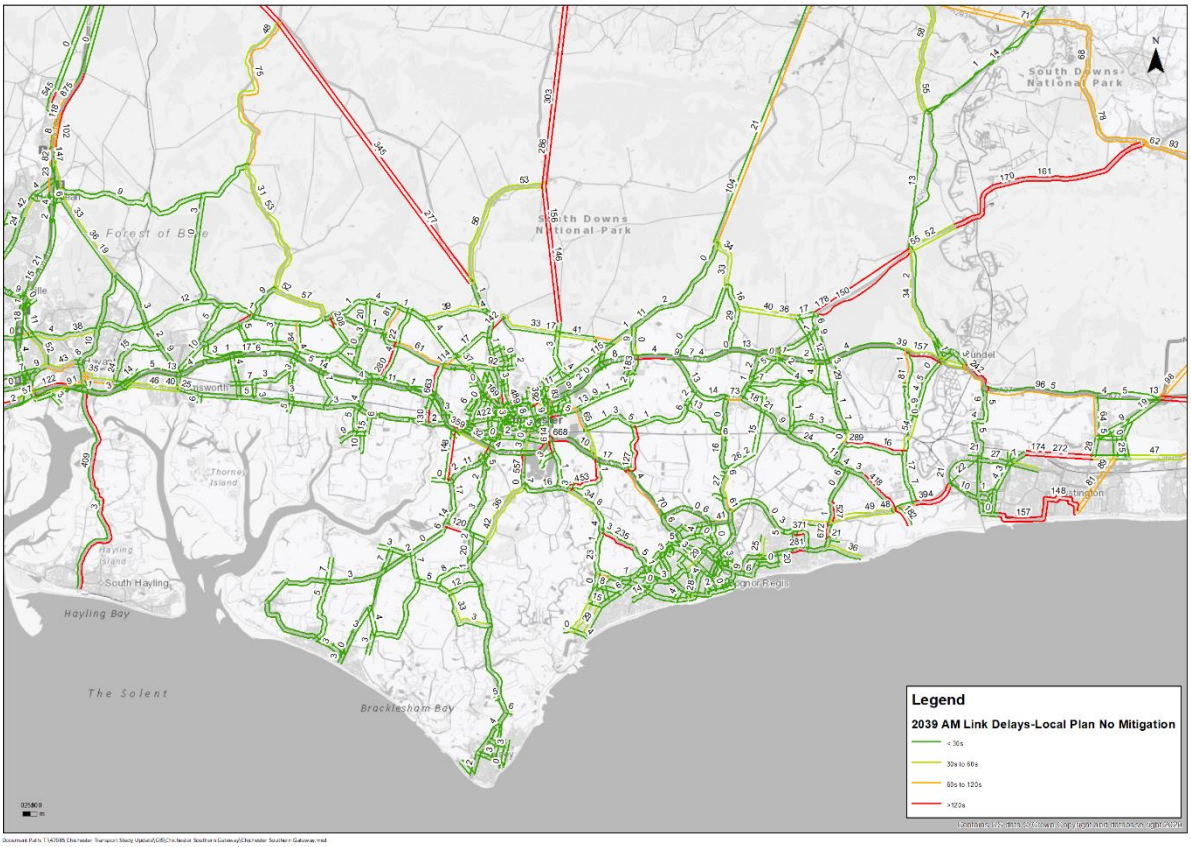


Figure F1.3: AM - 2039 Local Plan With mitigation – Delay (seconds)

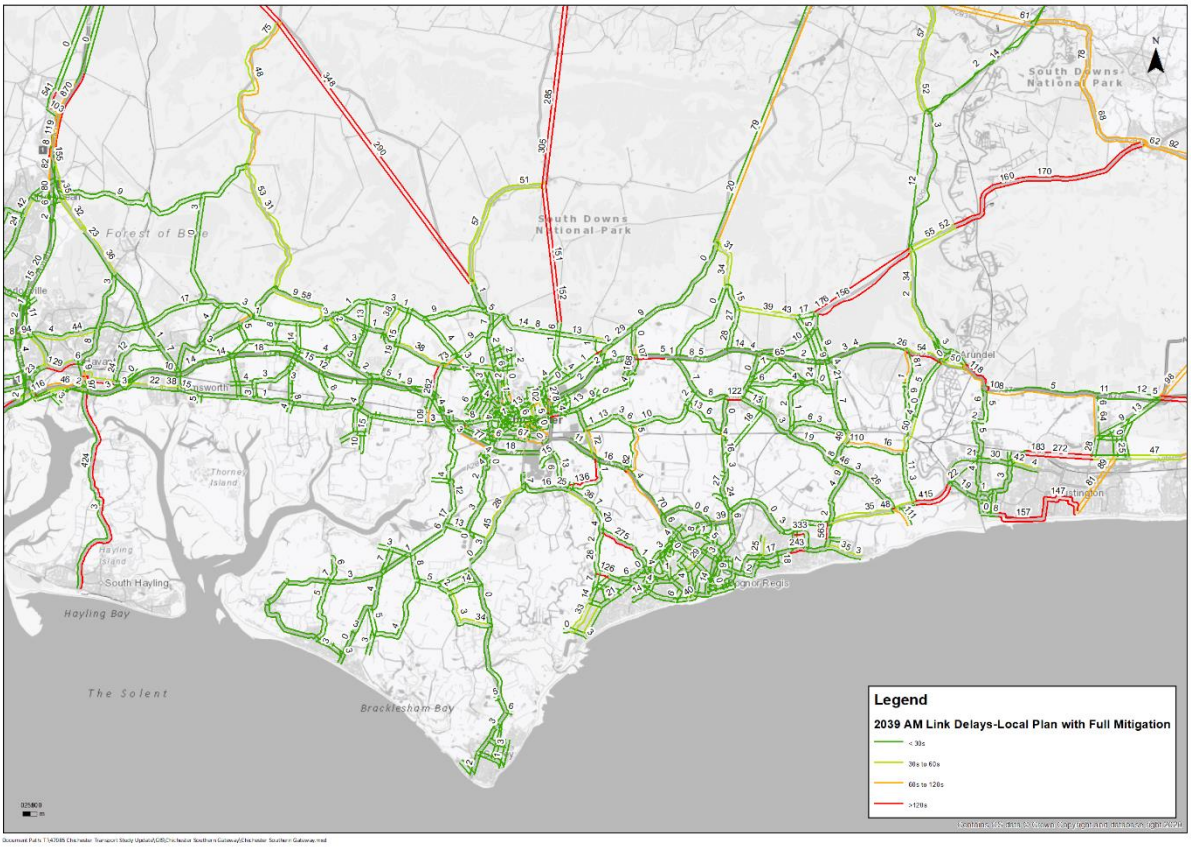


Figure F1.4: PM - 2039 Reference Case – Delay (seconds)

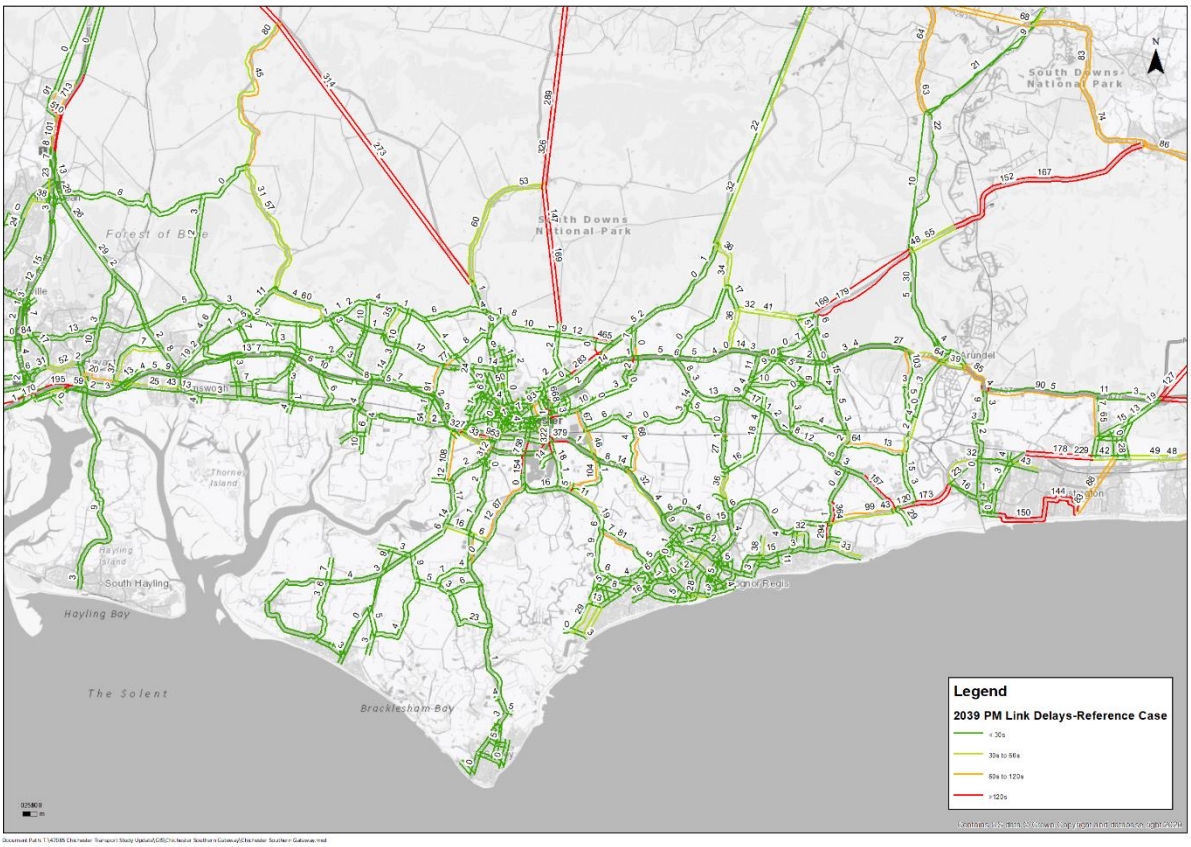


Figure F1.5: PM - 2039 Local Plan No mitigation – Delay (seconds)

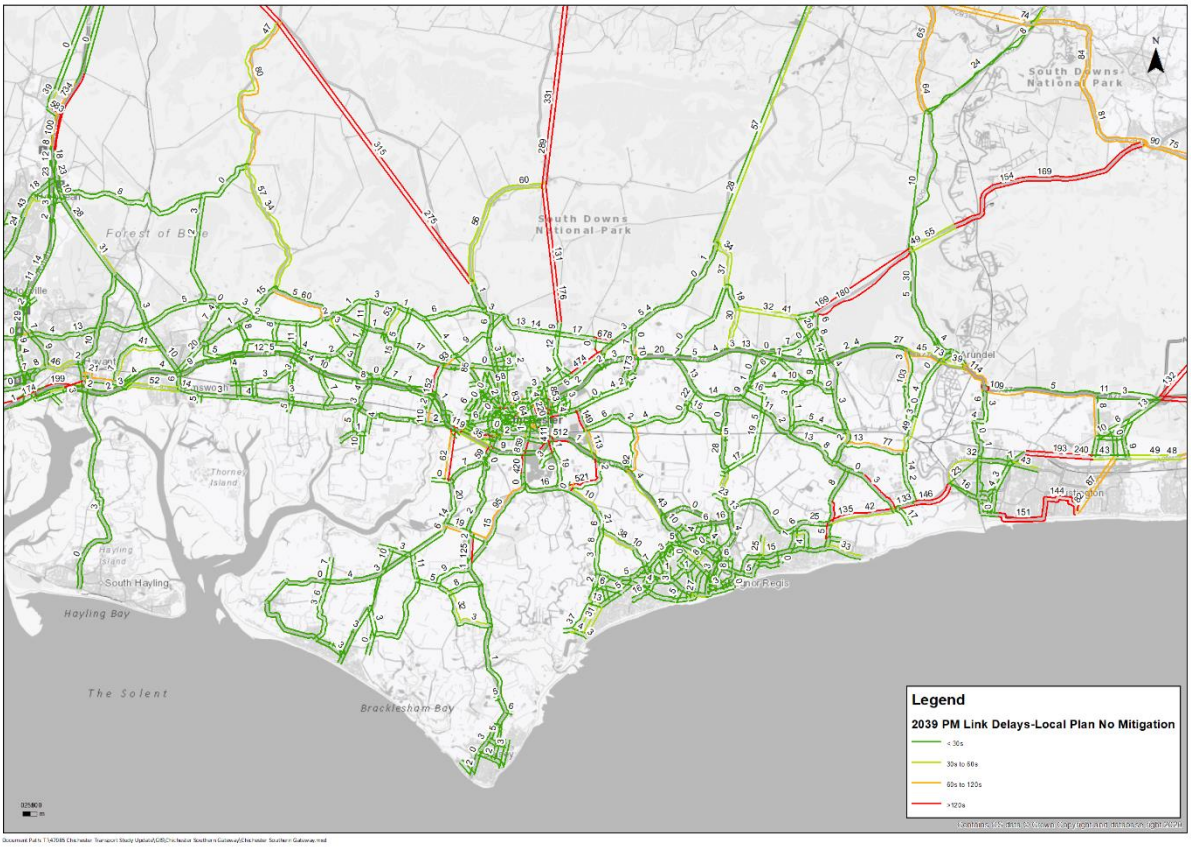


Figure F1.6: PM - 2039 Local Plan With mitigation – Delay (seconds)

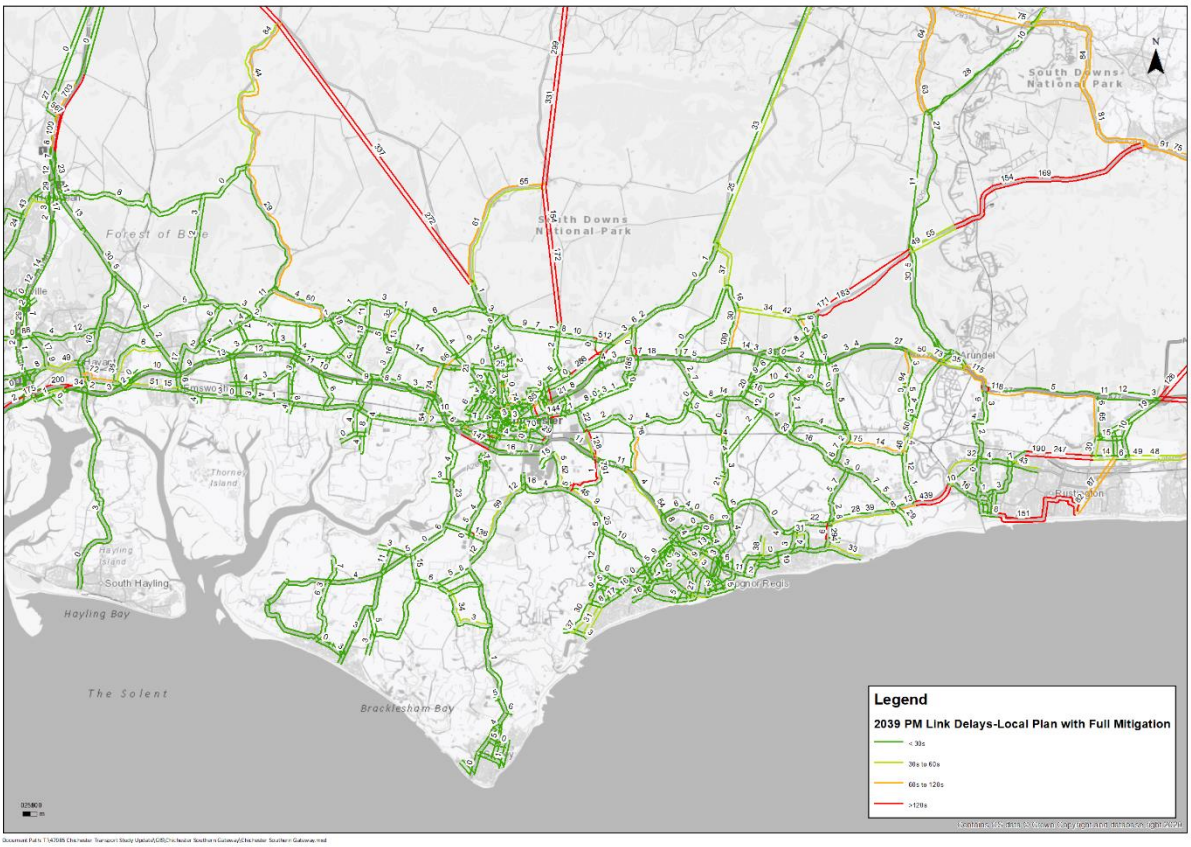


Figure E1.1: AM - 2039 Reference Case – V/C%

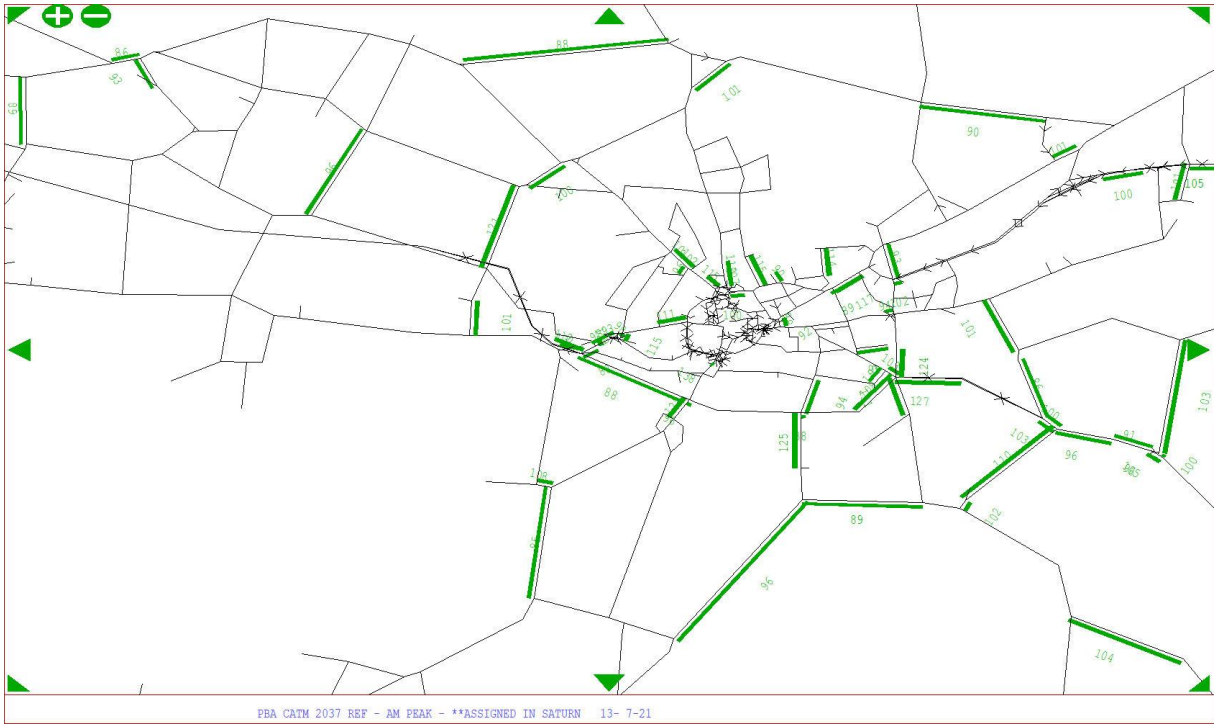


Figure E1.2: AM - 2039 Local Plan No mitigation – V/C%

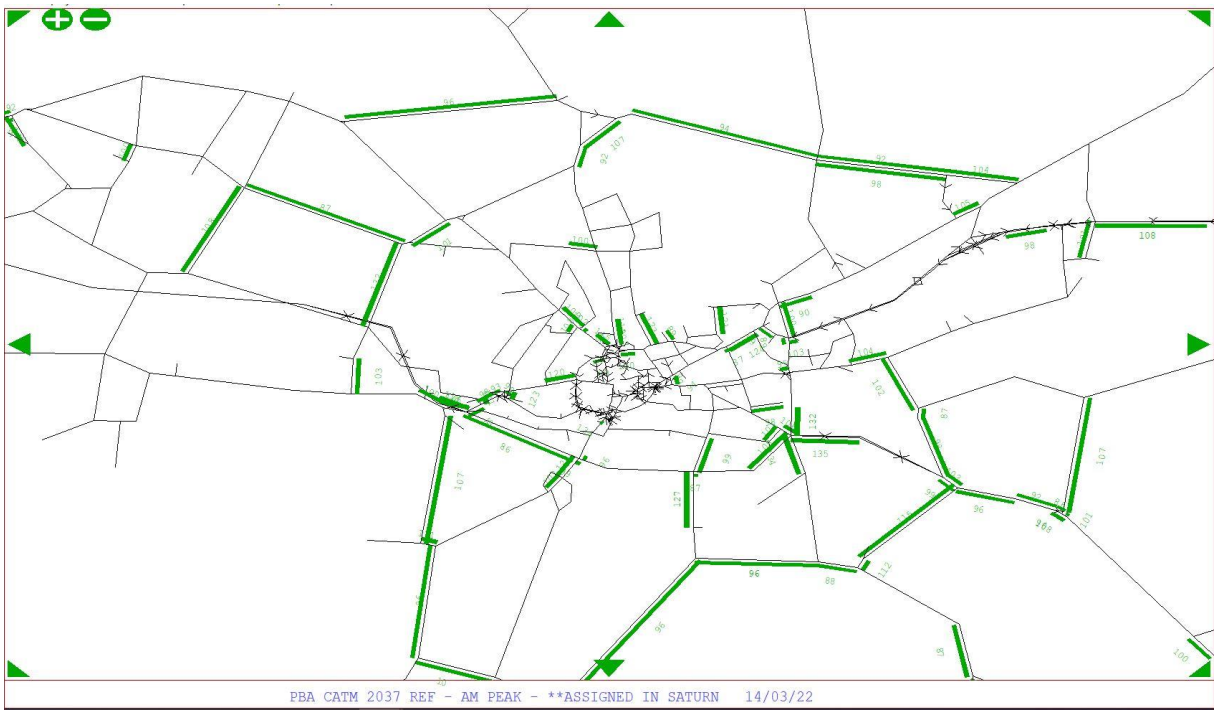


Figure E1.3: AM - 2039 Local Plan With mitigation – V/C%

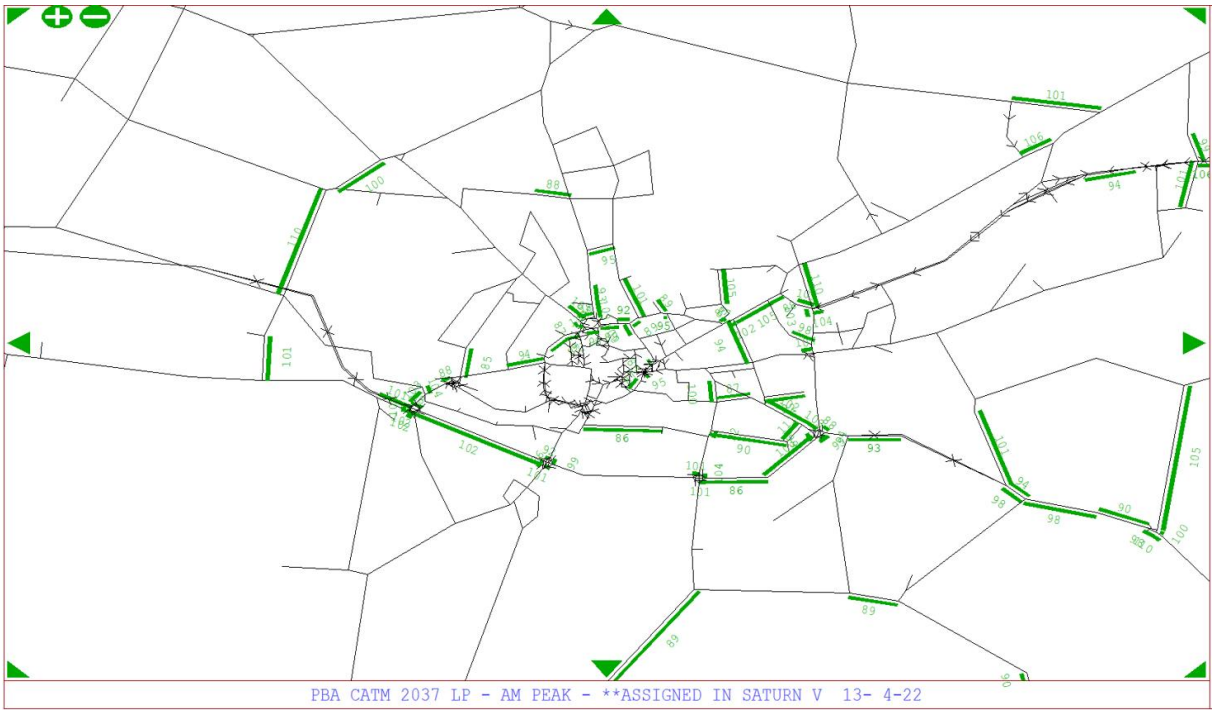


Figure E1.4: PM - 2039 Reference Case – V/C%

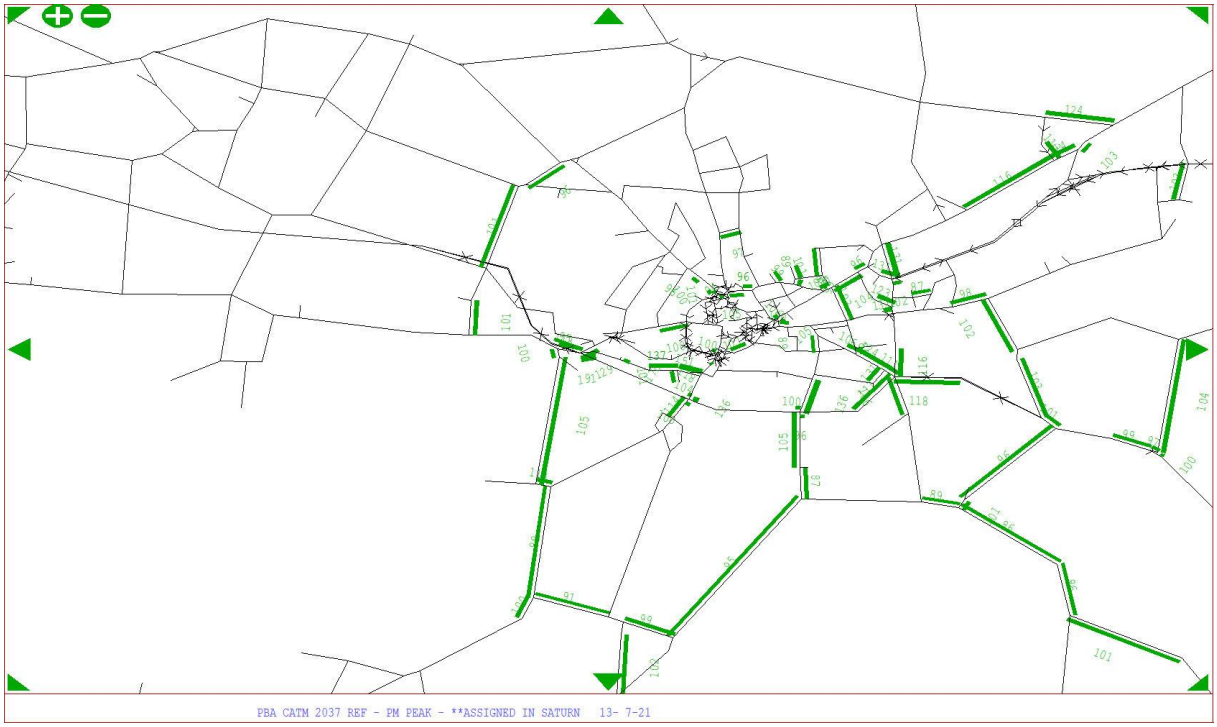


Figure E1.5: PM - 2039 Local Plan No mitigation – V/C%

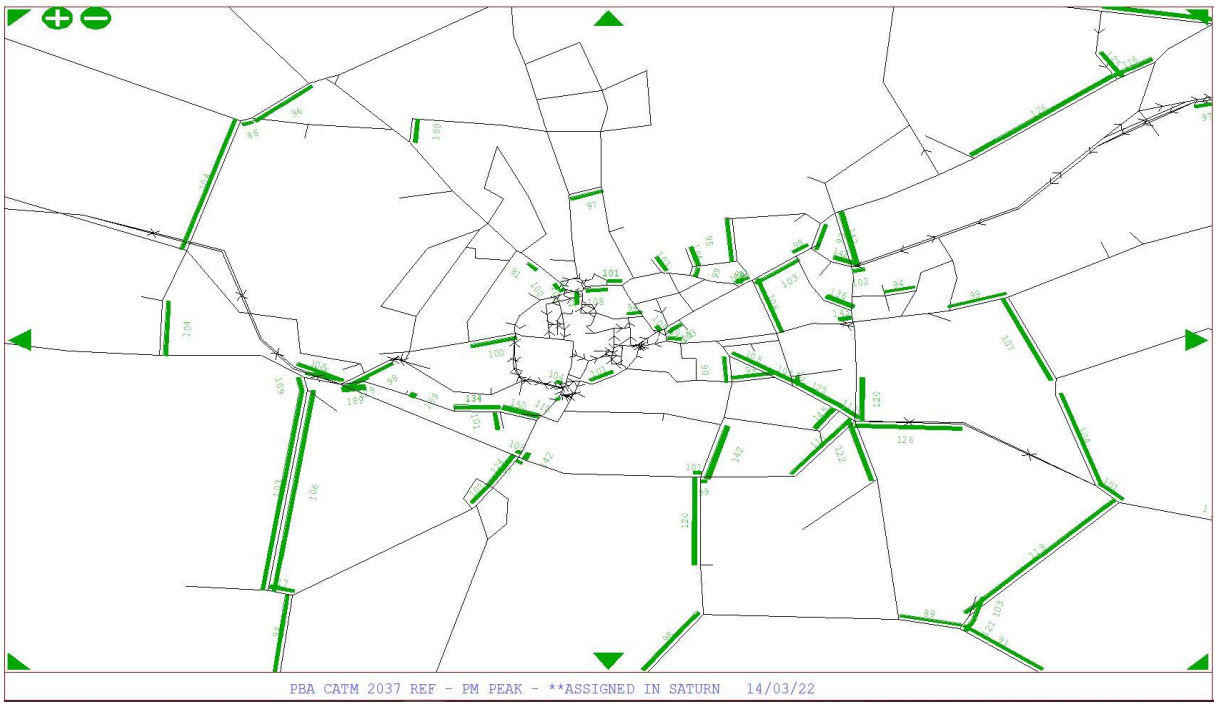
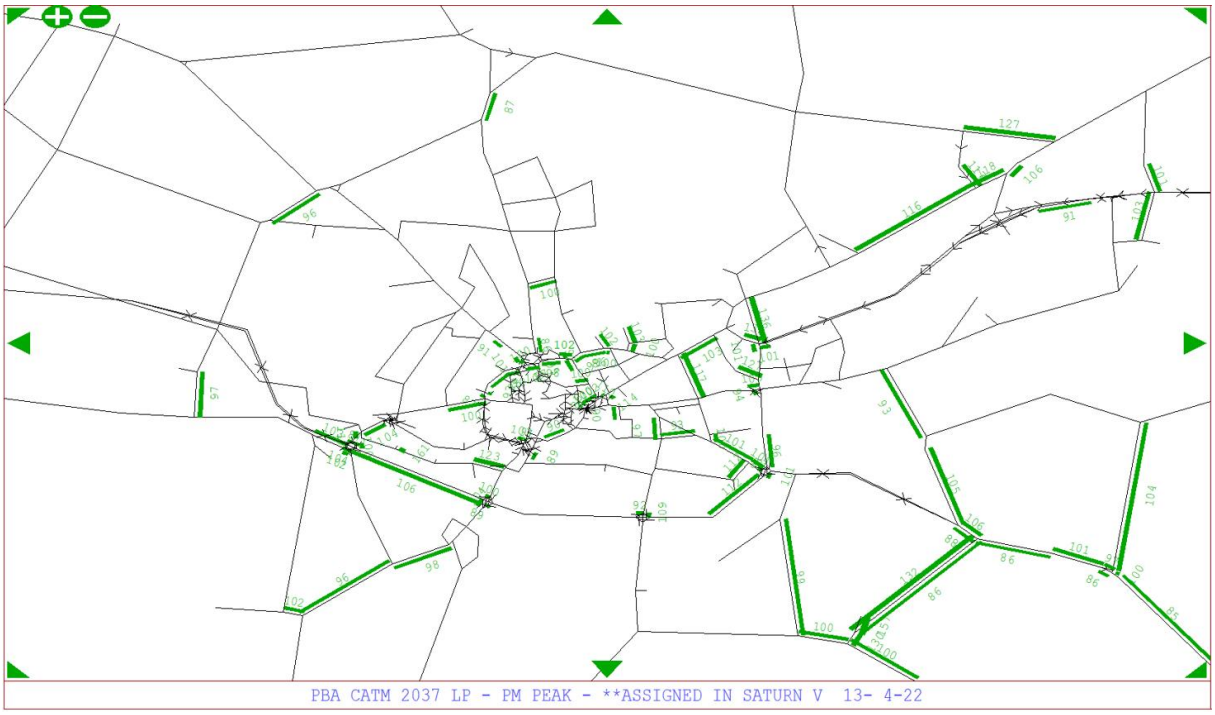


Figure E1.6: PM - 2039 Local Plan With mitigation – V/C%



Job Name: Chichester Local Plan Transport Modelling

Job No: **330610057/5521**

Note No: 003

Date: **07/09/22**

Prepared By: N Moyo

Subject: **2039** Local Plan Review 700 dwellings per Annum Sensitivity Test

1. Introduction

Study Purpose

1.1. Stantec has been commissioned by Chichester District Council (CDC) to assist in the development of the transport evidence base to support the Chichester Local Plan Review (LPR) 2021-2039. The commission involves undertaking a transport assessment (TA) to inform the preparation of the Chichester Local Plan Review (LPR).

1.2. The LPR 2039 is planned to deliver 9,630 dwellings over the local plan period at an average rate of 535 dwellings per annum (dpa), hereafter referred to as the 'Core Scenario'. The transport modelling outputs and review of the Core Scenario and identified mitigation are reported in the Transport Assessment document 'Chichester Transport Study Local Plan Review Transport Assessment, April 2022' (47085-STN-ZZ-XX-RP-T-03-013_CDCLocalPlanTransportAsessment_2039.pdf).

1.3. CDC have requested an additional assessment to understand whether the mitigation infrastructure proposed to accommodate the Core Scenario proposals would also adequately accommodate an increase in development to 700 dpa. A provision of 700 dpa over the 18-year period 2021 to 2039 would provide 12,600 dwellings over the plan period compared to 9,630 dwellings at 535 dpa. Higher levels of local plan development would enable higher levels of developer contributions to be raised towards funding the required local plan mitigation.

1.4. This technical note reports on the analysis of this sensitivity test. In particular, the focus has been to consider whether the mitigation proposed on the Strategic Road Network (SRN) junctions on the A27 Chichester Bypass is able to accommodate the higher level of development.

Overview of LPR Housing Proposals

1.5. Table 1-1 shows the composition of the proposed 9,630 dwellings as assessed within the Core Scenario of which significant supply was already in place as of 1st April 2021.

Table 1-1: Planning Assumptions

Planning Assumptions	**Dwellings**
Planning Permissions on Large Sites	2,950
Planning permissions for communal accommodation (C2)	78
Permissions on small sites	215
Outstanding adopted Local Plan allocations (includes 1,300 at Tangmere SDL)	2,150
Outstanding adopted Neighbourhood Plan allocations	42
Small site windfall	595
Sub Total	**6,030**
Remaining dwellings for allocation over the Plan period (9,630 minus 6,030)	3,600

2. Modelling Approach

2.1. The same assumptions used in the Core Scenario have been retained in the 700 dpa Sensitivity Test such as trip rates, LPR development sites and proposed mitigation. The impacts of the Sensitivity Test have been compared against the same Reference Case as developed to understand the highway impacts resulting from the Core Scenario.

2.2. The Sensitivity Test has utilised the same development locations as agreed and assessed within the Core Scenario. To understand the impact resulting from an increase of these sites the residential development quanta was factored by 1.42. This factor was estimated by looking at the dwellings to be allocated over the Plan Period for the 700 dpa compared to 535 dpa, i.e., for the 700 dpa the dwellings to be allocated would be (12,600 dwellings – 6,030 dwellings already in place or 6,570 additional dwellings). In comparison the 535 dpa would need to allocate an additional 3,600 dwellings above those already in place. In terms of the transport modelling, the dwellings to be allocated for the 535 dpa test were agreed with CDC as 4,152 dwellings. The Reference Case assumptions agreed with CDC included 6,727 dwellings hence the factor of 1.42 has been estimated as ((12,600- 6,727)/4,152) or (5873/4,152).

2.3. Equivalent matrices for the 700 dpa were then created using the same trip rates as used in the Core Scenario. The Sensitivity Test matrices were loaded (assigned) onto the 2039 With Mitigation networks for the AM peak hour (0800 – 0900) and for the PM peak hour (1700 – 1800) and compared against the same time periods within the Reference Case.

2.4. The additional trips associated with Local Plan development indicates that the junctions in Table 2 -1 require consideration of mitigation. This includes Junction 20 which was identified in the 535 dpa test as a result of the removal of the Southern Gateway scheme.

2.5. It is also noted the Portfield roundabout and Oving junction schemes now built out, have been included in both the Reference Case models and the future with Local Plan model tests. The schemes implemented are those that were proposed in the previous Local Plan submission to address development proposals up to 2026.

Table 2 - 1 A27 Junctions requiring consideration of mitigation

Junction No.	Location
3	A259/B2132 Comet Corner
7	A286 New Park Road / A286 St Pancras Road
8	A259 Via Ravenna / A259 Cathedral Way Roundabout
10	A259 Cathedral Way/ Fishbourne Road East
11	Fishbourne Road West / Appledram Lane South
12	Stockbridge Link Road / A286 Birdham Road
13*	Fishbourne Roundabout
14*	Stockbridge Junction
15*	Whyke Junction
16*	Bognor Road Roundabout
17	Bognor Road / Vinnetrow Road
18*	Portfield Roundabout
19*	Oving Junction
20	A286 Northgate / A286 Oaklands Way

Note *– Those shown in grey relate to the A27 Corridor and those junctions with shared responsibility between National Highways and West Sussex County Council.

2.6. Table 2-2 provides a ranking of the 6 key junctions on along the A27 in priority. The premise is that the ranking is reviewed as junction mitigation schemes are completed, as their changes may have a material impact on the ranking. This offers a means of manging contributions more efficiently to secure works as early as possible as developments are forthcoming. The A27 is the primary corridor east/west for the region and as such the majority of developments will have trips utilising this corridor, therefore the ability to deliver improvements as required is inherent to reducing delay across the wider network.

Table 2 - 2 A27 Junctions ranking

Stantec Ranking	Jct No	Jct Name
1	13	Fishbourne Roundabout
2	16	Bognor Road Roundabout
3	18	Portfield Roundabout
3	_	Stockbridge Link
4	19	Oving Junction
5	14	Stockbridge Junction
6	15	Whyke Junction

3. Modelling Outputs

Summary Statistics

3.1. Tables 3-1 and 3-2 shows AM and PM peak hour network summary outputs respectively including the results for the 700 dpa sensitivity test. Summary statistics enable a network wide comparison of network performance at an aggregate level. The summary outputs give an easy-to-understand comparison of network performance for different scenarios.

*Table 3-**Error! No text of specified style in document.**-1 AM Summary Statistics*

Scenario	Trips (PCU/HR)	Total Travel Time (PCU/Hr)	Total Travel Distance (PCU KM/HR)	Average Speed (KMH/HR)	Over Capacity Queues (PCU HRS/HR)
AM 2037 Reference Case	78342.9	48443.4	1653471	34.1	8227.2
AM 2037 LP without Mitigation	81346.0	50808.8	1703038.4	33.5	9291.1
AM 2037 LP with full Mitigation 535DPA	81346.0	49002.1	1696073	34.6	7574.6
AM 2037 LP with full Mitigation 700DPA	82310.5	49557.9	1710032	34.5	7759.8

Table 3-2 PM Summary Statistics

Scenario	Trips (PCU/HR)	Total Travel Time (PCU/Hr)	Total Travel Distance (PCU KM/HR)	Average Speed (KMH/HR)	Over Capacity Queues (PCU HRS/HR)
PM 2037 Reference Case	75526.7	52466.3	1800388.8	34.3	7311.1
PM 2037 LP without Mitigation	79405.6	55179.9	1859497.5	33.7	8605.9
PM 2037 LP with full Mitigation 535DPA	78480.2	53225.8	1844423	34.7	6857
PM 2037 LP with full Mitigation 700DPA	79454.9	53922.04	1860267.0	34.5	7139.7

3.2. In both the AM and PM peak the Summary statistics show that:

- The 700 dpa test has higher demands, higher travel times, higher travel distances, lower average speed and higher over capacity queues than the Core Scenario (535 dpa) which given the increase in dwellings proposed is expected;

- However, it can be seen that the 700 dpa sensitivity has higher speeds than the 2039 Reference Case suggesting that at an overall network level, the mitigated network is able to accommodate the 700 dpa scenario to conditions that are comparable to or better than the Reference Case.

- In the AM peak, the Average network speed for the 700 dpa test is 34.5 kph compared to 34.1 kph in the Reference Case and 34.6 kph for the 535 dpa test.

- In the PM peak, the Average network speed for the 700 dpa test is 34.5 kph compared to 34.3 kph in the Reference case and 34.7 kph for the 535 dpa test.

3.3. In summary at an overall network level, the average network speeds in the AM and PM peaks are slightly lower for the 700dpa test compared to the 535 dpa test, which is expected given the higher demands. However, the 700 dpa test has higher speeds than the Reference Case suggesting that the mitigated network achieves an overall network performance that is comparable to or better than the Reference Case.

3.4. The model review suggests that the increase to 700 dpa, would only result in a few small scale junctions in the city centre being impacted and these would not be subject to future mitigation, as the impact is on the side roads and not the main highways.

Other Performance Outputs

3.5. Volume to Capacity Ratios (VC%), Delays (Seconds) and Average queues (Pcu's) have also been compared for the 700 dpa sensitivity against the Reference Case. For completeness, the outputs for the 535 dpa Core Scenario Without and With Mitigation are also tabulated.

3.6. The outputs are shown in Tables 3-3 to 3-8. The results are shown for those junctions where mitigation was deemed to be required in the Core Scenario as reported in the 2039 TA report.

3.7. SATURN P1X Graphical plots of the outputs are provided in Appendices as follows:

- Appendix A – Volume over Capacity VC%
- Appendix B – Delays in seconds
- Appendix C – Average queues in Pcu's/hour
- Appendix D - Flow difference plots in Pcu/Hour

Volume over Capacity Ratios

Table 3-3 AM – Max Volume to Capacity Ratio

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation 535 DPA	2039 LP With Mitigation 535 DPA	2039 LP With Mitigation 700 DPA
3	A259/B2132 Comet Corner	114	121	89	89
7	A286 New Park Road / A286 St Pancras Road	107	107	71	72
8	A259 Via Ravenna / A259 Cathedral Way Roundabout	115	123	75	78
10	A259 Cathedral Way/ Fishbourne Road East	129	141	108	109

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation 535 DPA	2039 LP With Mitigation 535 DPA	2039 LP With Mitigation 700 DPA
11	Fishbourne Road West / Appledram Lane South	79	100	77	78
12	Stockbridge Link Road / A286 Birdham Road	-	-	36	39
13	Fishbourne Roundabout	132	146	102	103
14	Stockbridge Junction	125	124	96	93
15	Whyke Junction	125	127	85	86
16	Bognor Road Roundabout	127	135	92	98
17	Bognor Road / Vinnetrow Road	-	-	93	93
18	Portfield Roundabout	102	103	110	111
19	Oving Junction	94	95	107	109
20	A286 Northgate / A286 Oaklands Way	100	100	99	95

Table 3-4 PM – Max Volume to Capacity Ratio

Junction No.	Junction Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation 700 DPA
3	A259/B2132 Comet Corner	112	114	76	76
7	A286 New Park Road / A286 St Pancras Road	106	110	110	110
8	A259 Via Ravenna / A259 Cathedral Way Roundabout	41	56	40	43
10	A259 Cathedral Way/ Fishbourne Road East	63	103	117	117
11	Fishbourne Road West / Appledram Lane South	100	109	75	88
12	Stockbridge Link Road / A286 Birdham Road	-	-	97	101
13	Fishbourne Roundabout	191	189	106	106
14	Stockbridge Junction	136	142	61	62
15	Whyke Junction	136	142	60	60
16	Bognor Road Roundabout	118	126	84	87
17	Bognor Road / Vinnetrow Road	-	-	84	87
18	Portfield Roundabout	131	142	136	138
19	Oving Junction	131	143	109	110

Junction No.	Junction Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation 700 DPA
3	A259/B2132 Comet Corner	112	114	76	76
7	A286 New Park Road / A286 St Pancras Road	106	110	110	110
20	A286 Northgate / A286 Oaklands Way	105	108	98	95

3.8. In both the AM (Table 3-3) and PM Peak hours (Table 3-4), the analysis of Maximum Volume to Capacity Ratios (VC%) indicates that:

- There is generally a noticeable increase in VC% values compared to the 535 DPA Core Scenario With Mitigation;
- However, in most cases the VC% values for the 700 DPA are lower than those in the corresponding Reference Case;
- In the AM peak, Portfield Roundabout and the Oving junction both show a deterioration in performance which is worse than the Reference Case, while in the PM peak Portfield Roundabout shows a deterioration while the Oving junction continues to perform better than in the Reference Case.
- Similar trends as for the VC% above are generally seen for Delay (Tables 3-5 and 3-6) and for Queues (Tables 3-7 and 3-8) comparisons against the corresponding Reference Cases.

3.9. In summary the junction performance outputs suggest that in both the AM and PM peaks the SRN junctions at Fishbourne junction, Stockbridge junction, Whyke and Bognor junctions continue to operate better than the Reference Case for the 700 dpa test with the performance in most cases being comparable to the 535 dpa performance. This suggests that the provided mitigation at these junctions would adequately accommodate the higher level of housing provision of 700 dpa.

3.10. The outputs suggest that the Portfield and Oving junctions operate with greater stress with the Local Plan demands compared to the Reference Case. This is seen in the 535 dpa test and gets worse in the 700 dpa test. It is noted, however, that the arm performing worse than the Reference Case at the Oving junction is on the local highway network, while the SRN arms operate better than the Reference Case.

3.11. The capacity issues identified at the Portfield roundabout and Oving junction with mitigation schemes built out, suggest that these junctions need further mitigation schemes, however given the nature of the Oving Junction scheme there is limited scope for additional works.

Delays in Seconds

Table 3-5 AM – Max Delays (Total) (seconds)

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation 700 DPA
3	A259/B2132 Comet Corner	431.0	526.8	6.7	6.8
7	A286 New Park Road / A286 St Pancras Road	6.3	7.6	19.0	19.1
8	A259 Via Ravenna / A259 Cathedral Way Roundabout	349.6	497.1	41.9	42.1
10	A259 Cathedral Way/ Fishbourne Road East	608.1	821.8	197.6	213.9
11	Fishbourne Road West / Appledram Lane South	13.6	21.1	24.5	24.3
12	Stockbridge Link Road / A286 Birdham Road	-	-	3.9	4.0
13	Fishbourne Roundabout	673.4	929.5	65.0	73.0
14	Stockbridge Junction	528.4	512.2	141	95.0
15	Whyke Junction	523.9	558.7	130	118.0
16	Bognor Road Roundabout	673.8	728.4	36.0	36.9
17	Bognor Road / Vinnetrow Road	-	-	29.3	27.6
18	Portfield Roundabout	87.9	108.3	289.6	315.5
19	Oving Junction	135.4	135.4	230.3	265.8
20	A286 Northgate / A286 Oaklands Way	27	27	13	18.6

Table 3-6 PM – Max Delays (Total) (seconds)

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation 700 DPA
3	A259/B2132 Comet Corner	363.8	366.9	5.8	5.8
7	A286 New Park Road / A286 St Pancras Road	169.7	223.2	197.3	197.9
8	A259 Via Ravenna / A259 Cathedral Way Roundabout	28.6	33.0	45.3	45.4
10	A259 Cathedral Way/ Fishbourne Road East	10.7	61.8	363.3	364.5
11	Fishbourne Road West / Appledram Lane South	40.4	196.0	33.4	51.2
12	Stockbridge Link Road / A286 Birdham Road	-	-	22.0	46.5
13	Fishbourne Roundabout	1785.1	1740.3	136.9	134.0

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation 700 DPA
14	Stockbridge Junction	807.7	891.2	124	108.0
15	Whyke Junction	766.0	867.7	352	212.0
16	Bognor Road Roundabout	386.7	519.9	29.2	29.7
17	Bognor Road / Vinnetrow Road	-	-	31.9	31.9
18	Portfield Roundabout	679.8	864.6	773.7	813.5
19	Oving Junction	626.7	845.4	222.5	239.9
20	A286 Northgate / A286 Oaklands Way	123	176	22	21.9

Queue outputs in Pcu's

Table 3-7 AM – Max Average Queue Total (PCU)

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation
3	A259/B2132 Comet Corner	11.3	11.4	0.7	0.7
7	A286 New Park Road / A286 St Pancras Road	0.8	1.1	2.7	2.8
8	A259 Via Ravenna / A259 Cathedral Way Roundabout	34.0	48.6	3.4	3.6
10	A259 Cathedral Way/ Fishbourne Road East	43.5	59.3	31.4	36.4
11	Fishbourne Road West / Appledram Lane South	0.8	1.3	1.0	1.0
12	Stockbridge Link Road / A286 Birdham Road	-	-	0.1	0.1
13	Fishbourne Roundabout	94.9	138.6	34.7	40.7
14	Stockbridge Junction	40.9	36.6	21.3	16.0
15	Whyke Junction	58.6	75.1	27.6	31.0
16	Bognor Road Roundabout	144.4	180.4	3.6	4.3
17	Bognor Road / Vinnetrow Road	-	-	11.5	11.7
18	Portfield Roundabout	19.2	26.0	40.2	38.1
19	Oving Junction	6.5	6.6	10.0	11.5
20	A286 Northgate / A286 Oaklands Way	8	8	8	7.8

Table 3-8 PM – Max Average Queue Total (PCU)

Junction No.	Location	2039 Reference Case	2039 LP Without Mitigation	2039 LP With Mitigation	2039 LP With Mitigation 700 DPA
3	A259/B2132 Comet Corner	9.3	10.6	0.6	0.5
7	A286 New Park Road / A286 St Pancras Road	22.7	33.6	53.2	53.2
8	A259 Via Ravenna / A259 Cathedral Way Roundabout	0.3	0.5	0.9	1.0
10	A259 Cathedral Way/ Fishbourne Road East	0.8	14.0	36.4	40.5
11	Fishbourne Road West / Appledram Lane South	6.0	30.7	1.6	2.9
12	Stockbridge Link Road / A286 Birdham Road	-	-	4.5	9.2
13	Fishbourne Roundabout	73.8	86.7	69.6	68.2
14	Stockbridge Junction	43.5	81.7	12.4	18.0
15	Whyke Junction	32.3	56.4	20.4	32.0
16	Bognor Road Roundabout	105.9	135.8	4.1	4.3
17	Bognor Road / Vinnetrow Road	-	-	9.8	9.9
18	Portfield Roundabout	83.7	121.9	44.7	49.1
19	Oving Junction	71.4	96.3	29.8	32.1
20	A286 Northgate / A286 Oaklands Way	32	37	9	8.3

4. Flow Outputs

4.1. Flow difference Plots are provided as Appendix D. The 700 dpa scenarios show a similar pattern of flow increase as identified within the Core Scenario in that development in the presence of mitigation witnesses flow increases on the A27 and radial routes into/out of Chichester City. The flow increases are, as expected, generally higher in the 700 dpa sensitivity test.

5. Summary Based on Network Performance Outputs

5.1. The network performance outputs analysed comprising VC, Delays and Queues suggest that generally the proposed SRN mitigation identified for the Core Scenario, can accommodate in the most part, additional increase in development to 700dpa. As expected in some locations where mitigation is proposed and are operating close or at capacity in the Core Scenario, an increase in impacts is witnessed.

5.2. This is specially the case at the Portfield roundabout and Oving junction where it has been identified that the with Local Plan scenarios perform worse than the Reference Case. The built mitigation schemes at these junctions have been included in the Reference Case and in the with Local Plan scenarios. The evident capacity issues suggest that these junctions need a new mitigation scheme. It is noted, however, that the arm performing over capacity and worse than the Reference Case at the Oving junction is on the local highway network (i.e., B2144 Oving Road arm westbound), while the SRN arms operate better than the Reference Case. West Sussex County Council (WSCC) has indicated that their preferred approach to mitigating impacts on their network is through sustainable mitigation with less reliance on physical mitigation.

5.3. It is concluded that in the main, the 700 dpa demands can generally be accommodated by the mitigation proposed for the 535 dpa core test although at the Portfield roundabout and Oving junction, capacity issues get worse with the 700 dpa demands and these junctions may need to consider further mitigation. As no schemes have been designed to date, it would be advisable to retain some cost against for future works against Portfield Roundabout as a minimum.

Appendix A VOLUME OVER CAPACITY V/C% PLOTS

Figure A1.1: AM - 2039 Reference Case – V/C%

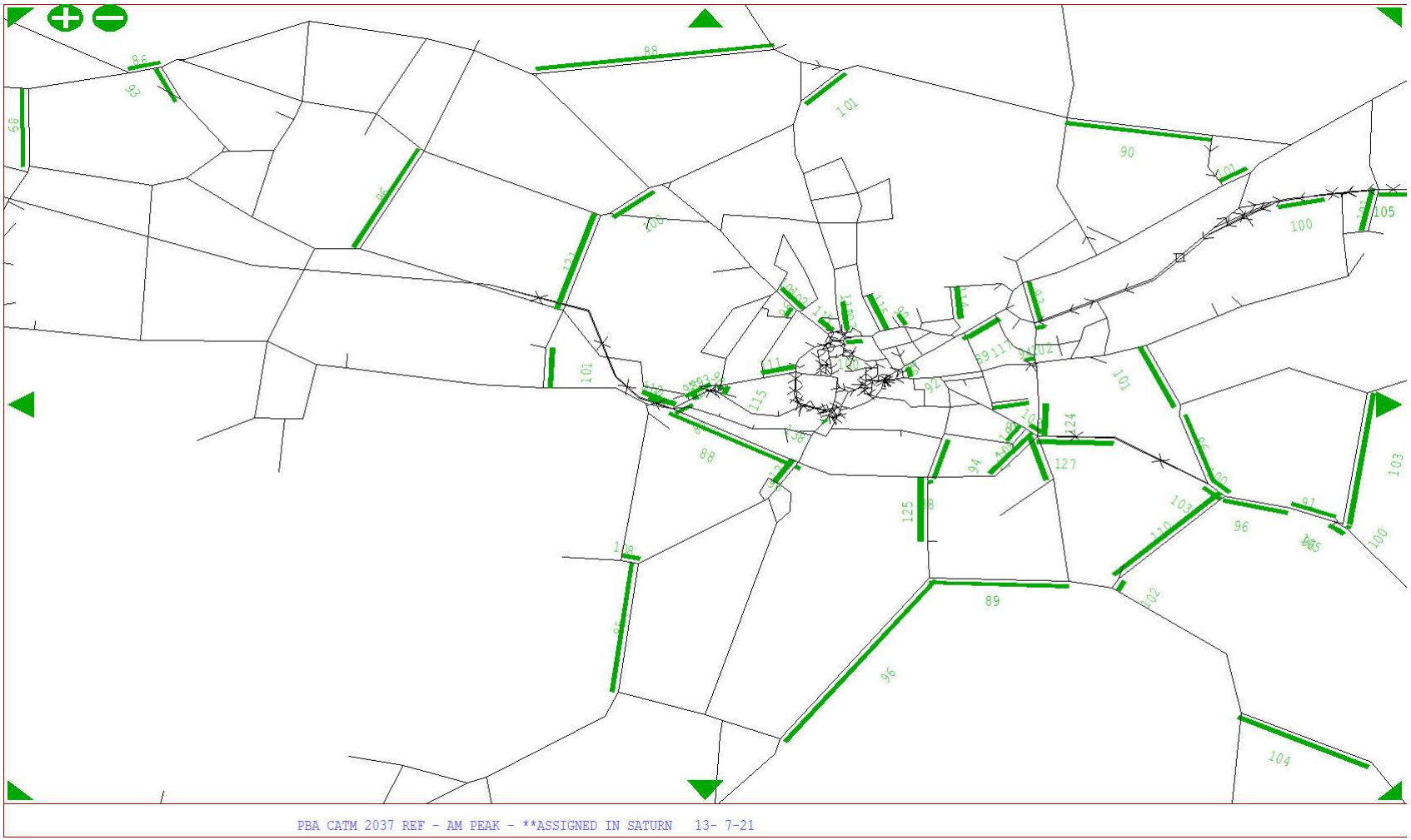


Figure A1.2: AM - 2039 Local Plan_700dpa With mitigation – V/C%

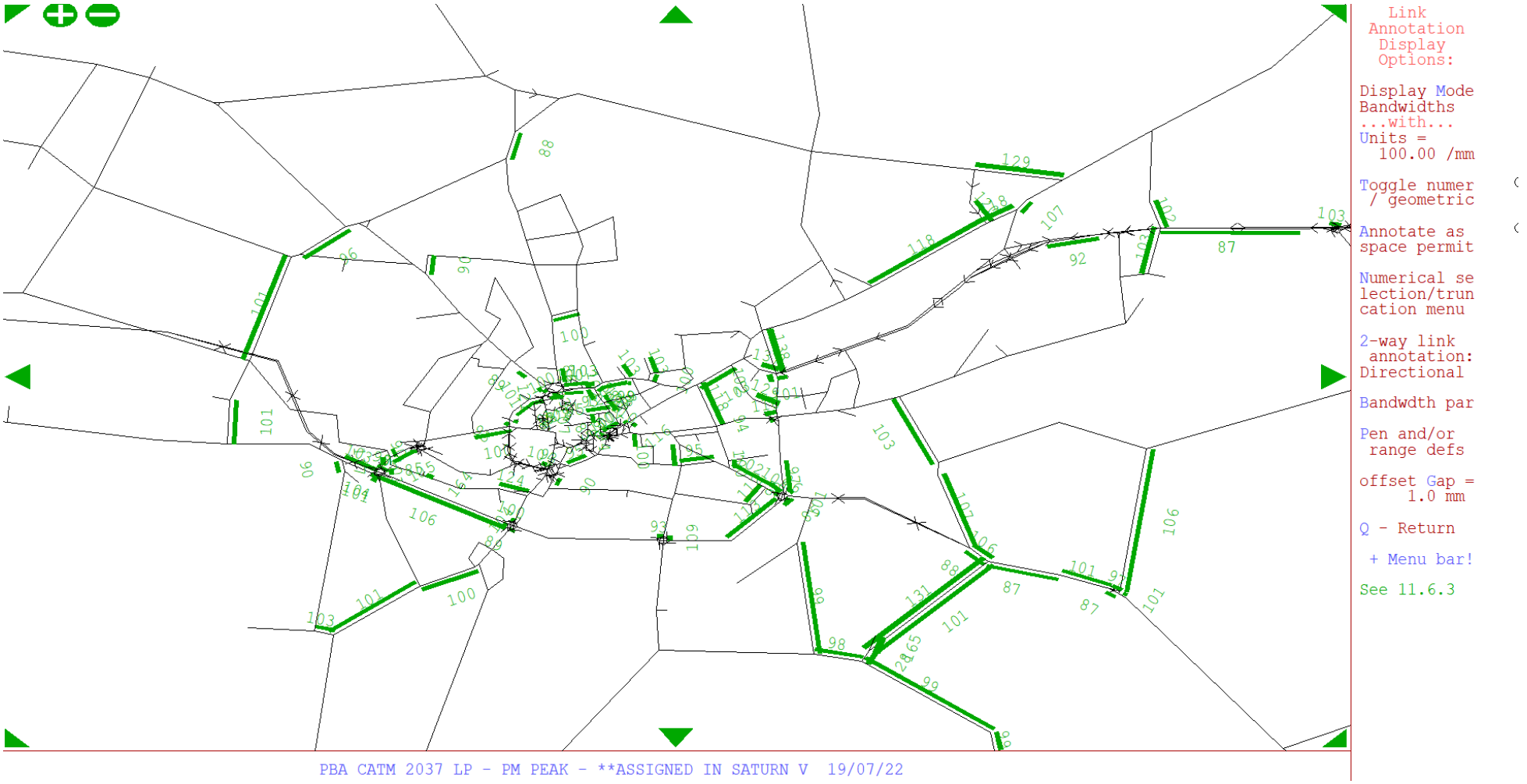


Figure A1.3: AM - 2039 Local Plan_535dpa With mitigation – V/C%

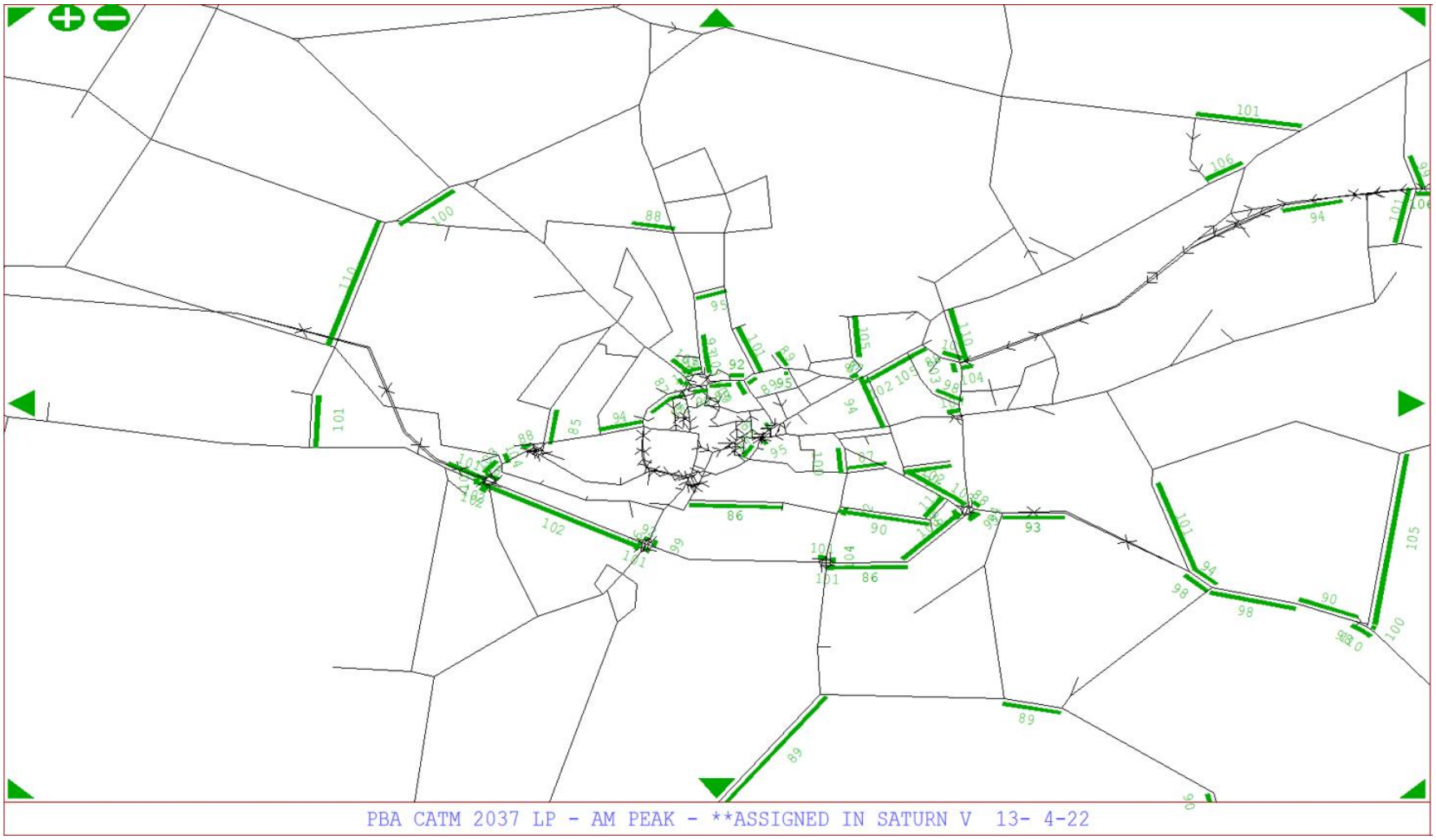


Figure A1.4: PM - 2039 Reference Case – V/C%

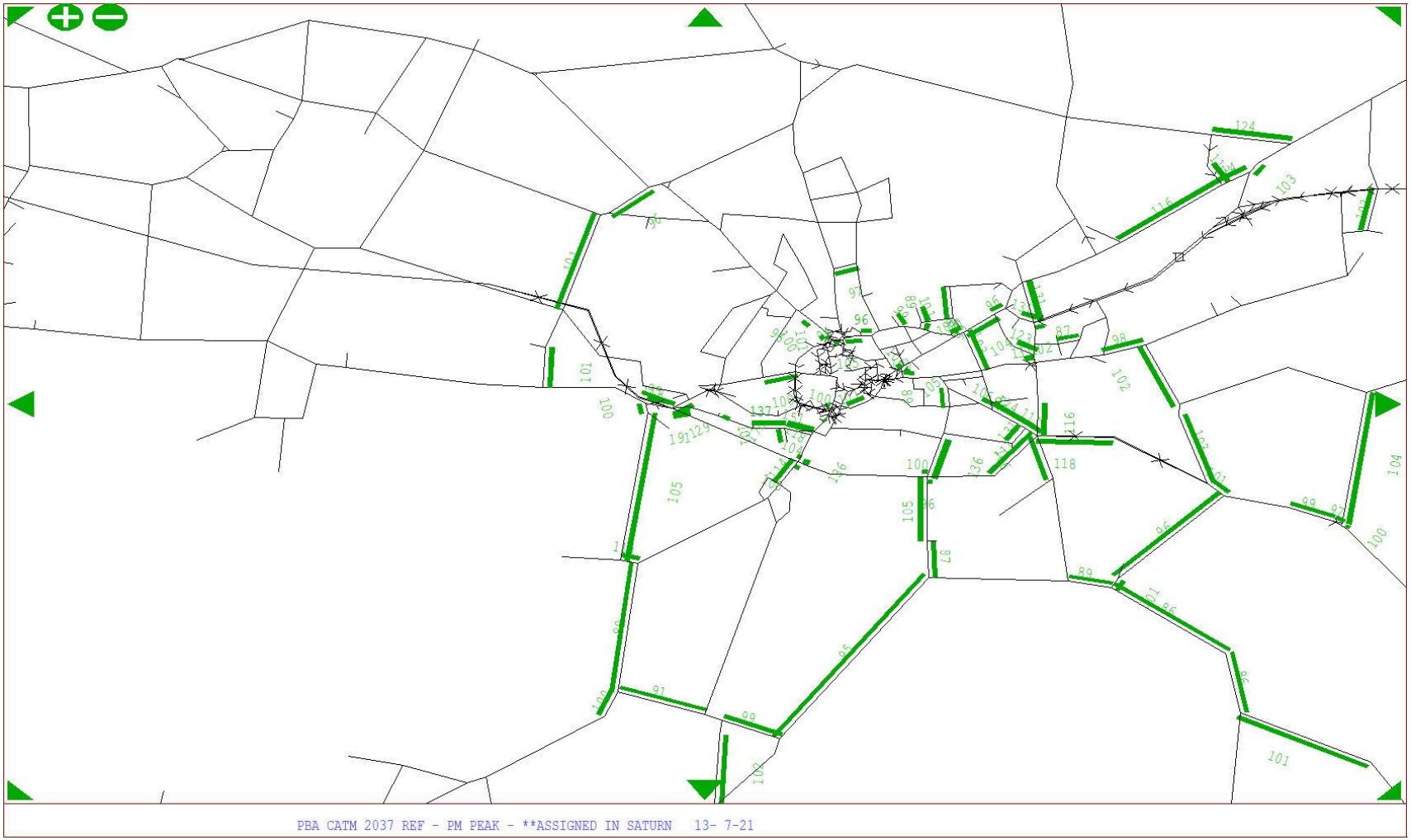


Figure A1.5: PM - 2039 Local Plan_700dpa With mitigation – V/C%

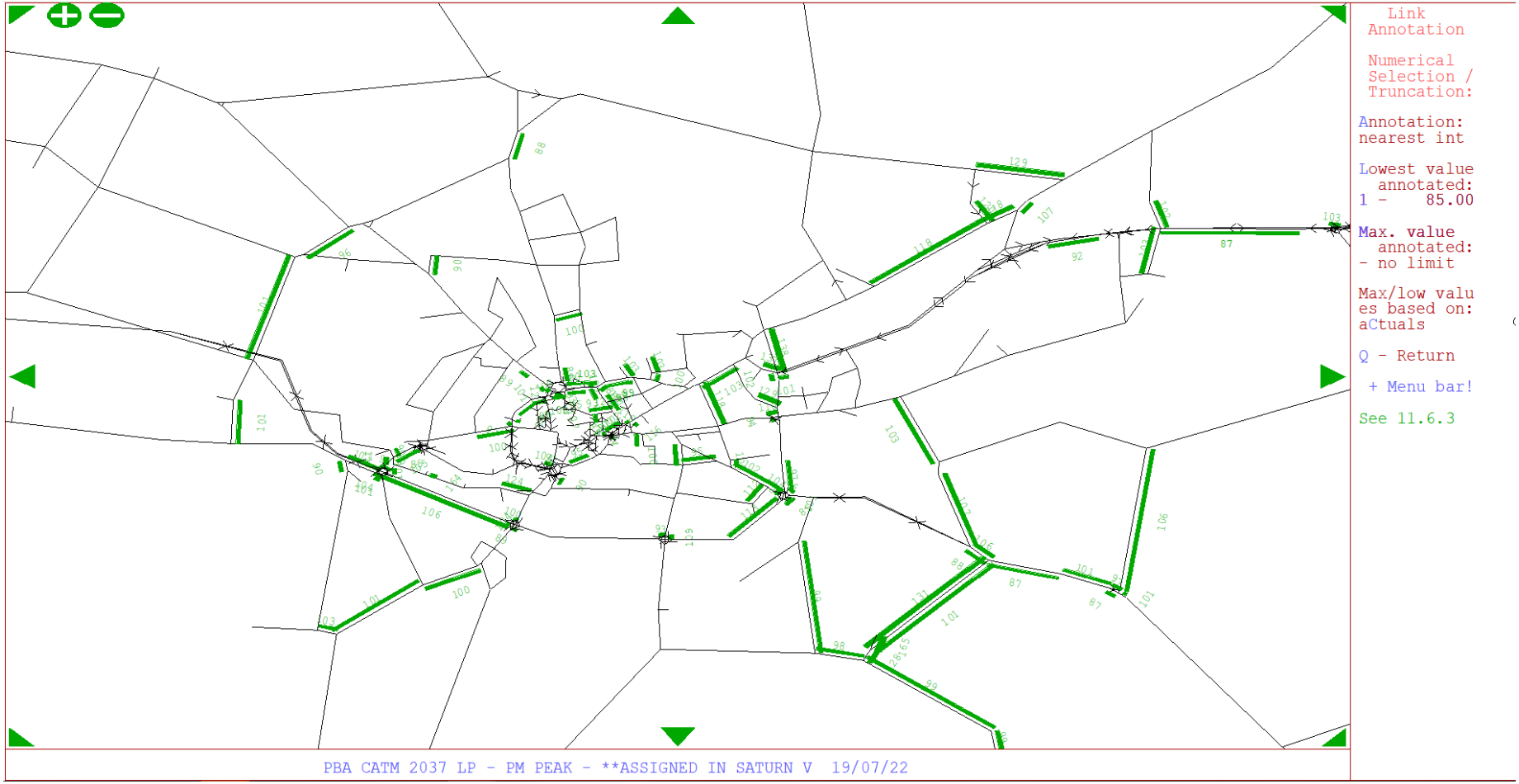
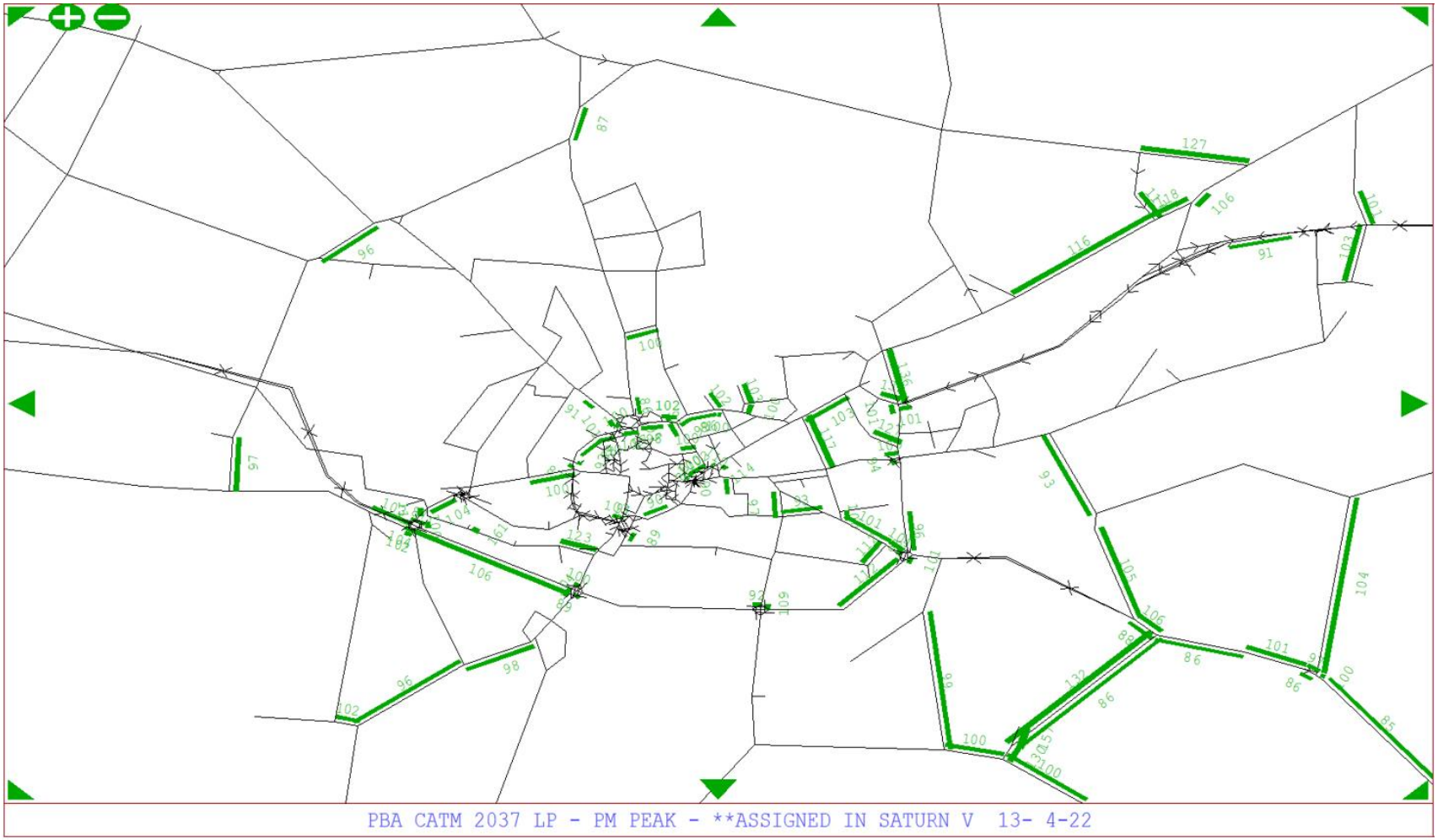


Figure A1.6: PM - 2039 Local Plan_535dpa With mitigation – V/C%



Appendix B DELAY PLOTS IN SECONDS

Figure B1.1: AM - 2039 Reference Case – Delay (seconds)

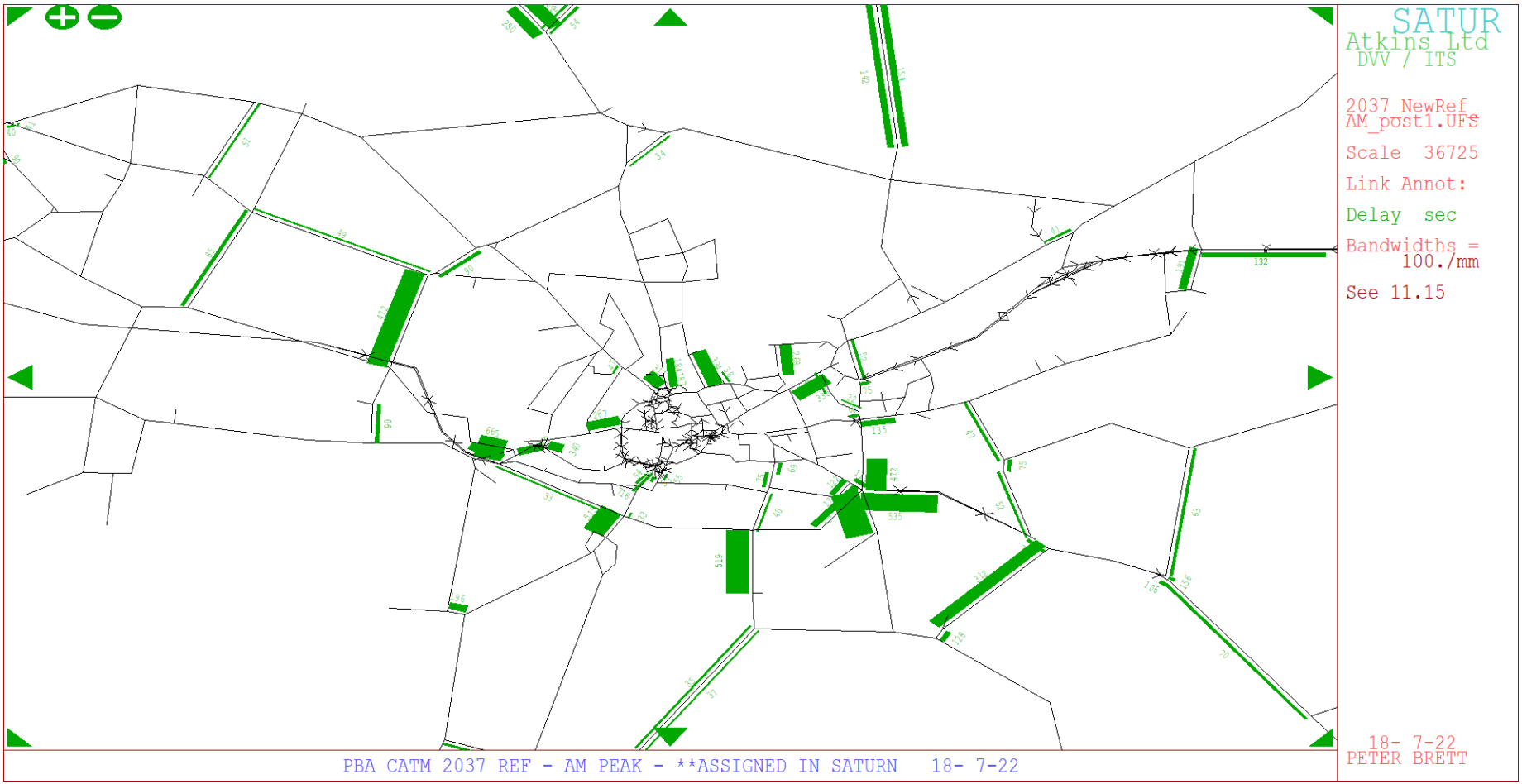


Figure B1.2: AM - 2039 Local Plan_700dpa With mitigation – Delay (seconds)

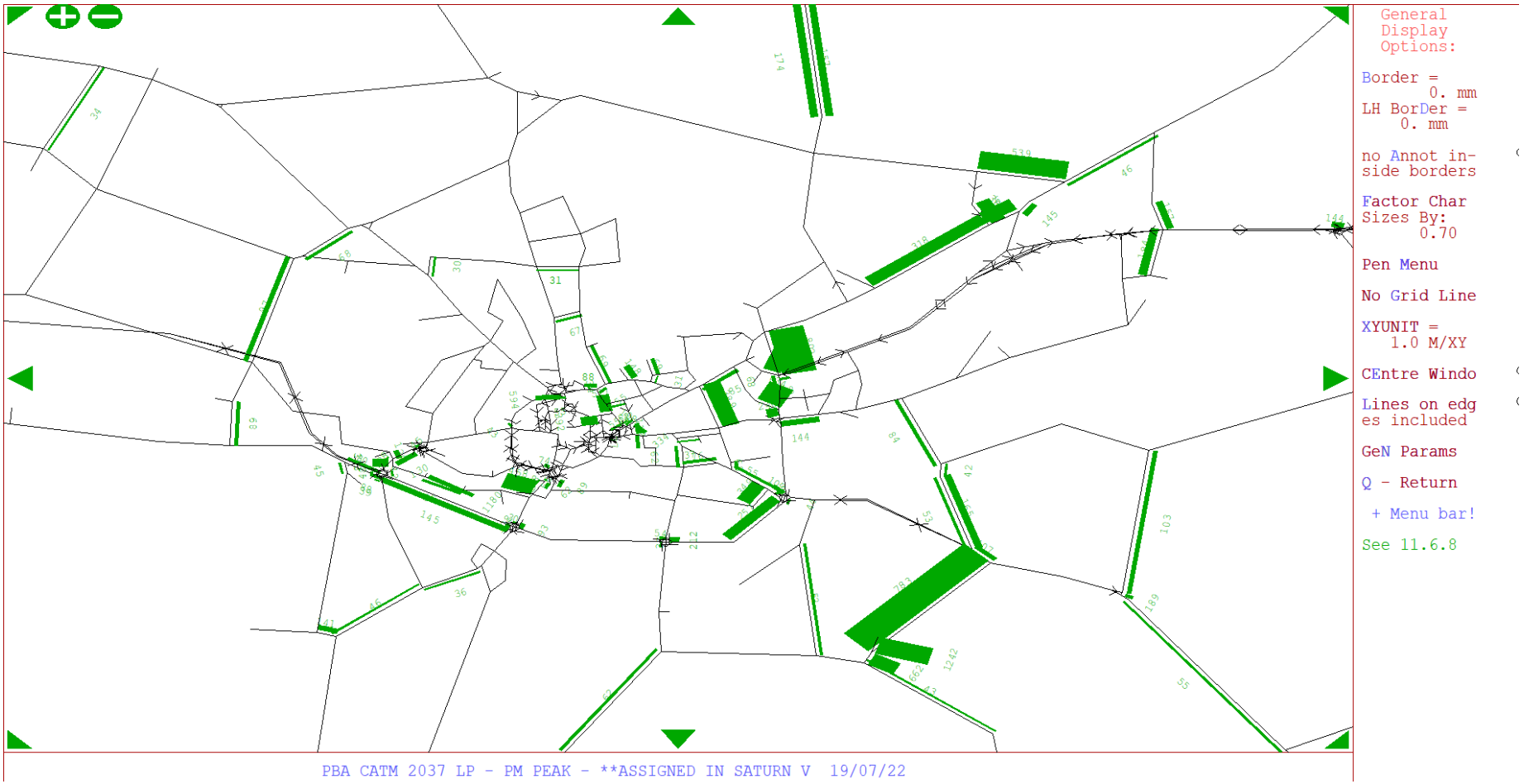


Figure B1.3: AM - 2039 Local Plan_535dpa With mitigation – Delay (seconds)

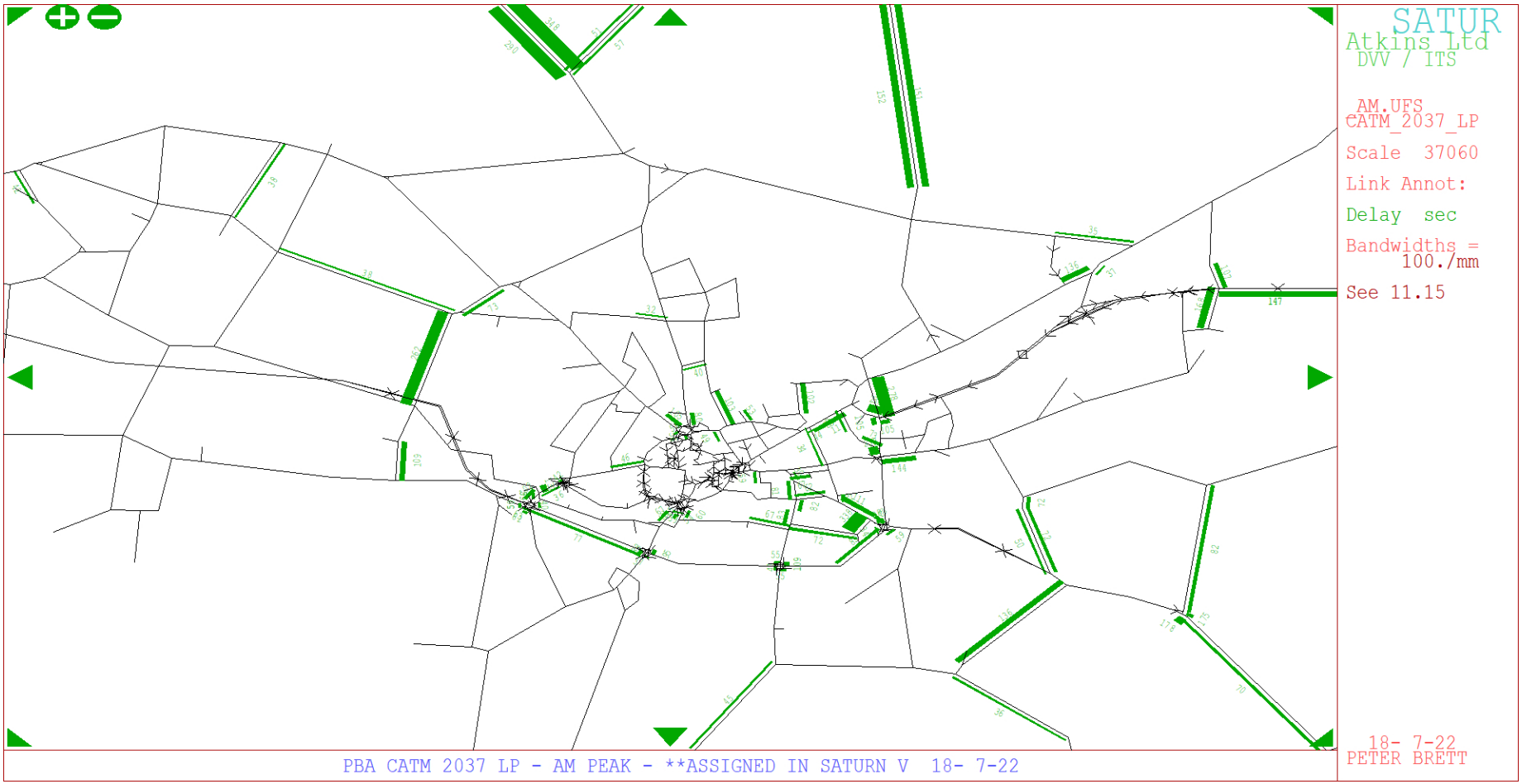


Figure B1.4: PM - 2039 Reference Case – Delay (seconds)

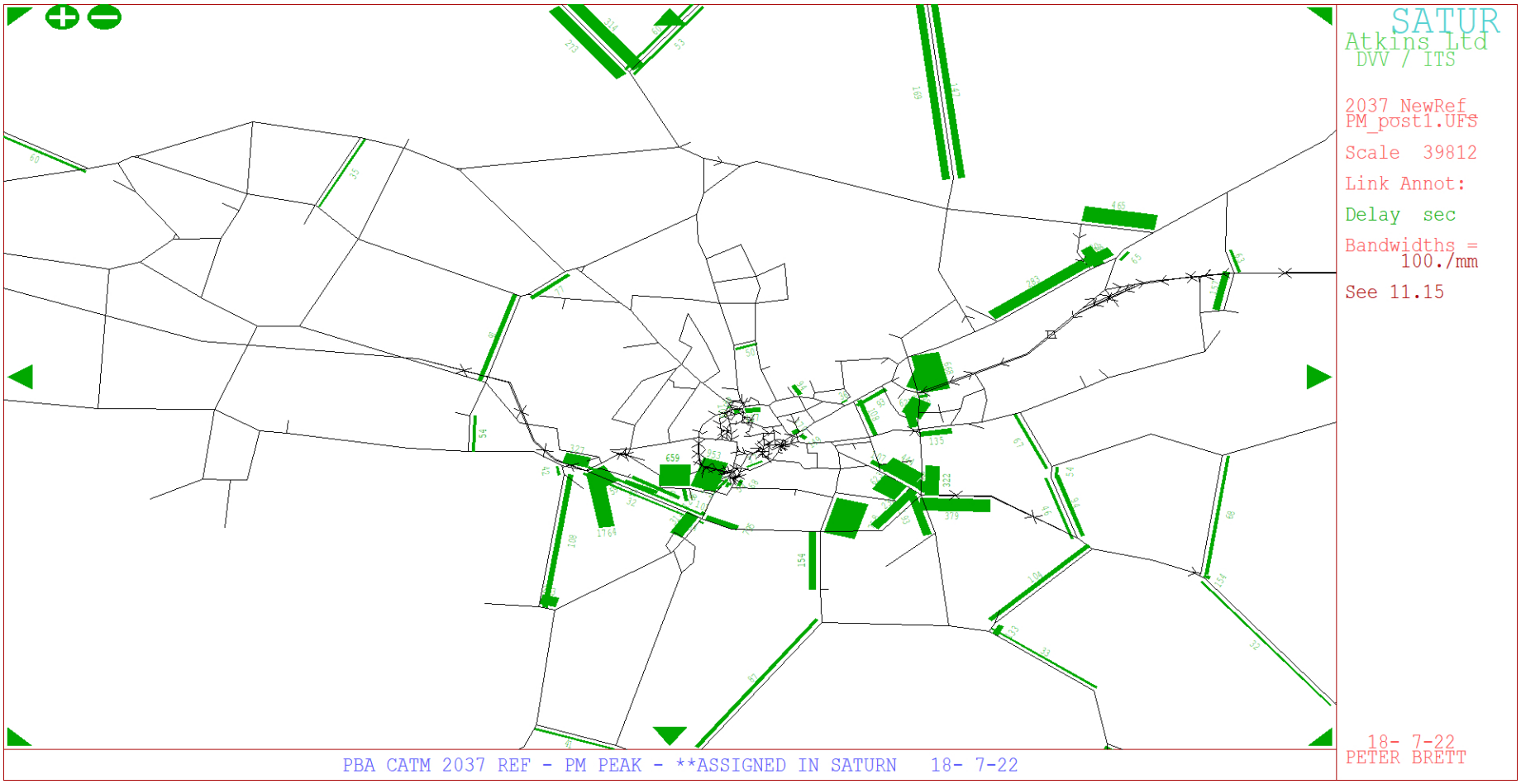


Figure B1.5: PM - 2039 Local Plan_700dpa With mitigation – Delay (seconds)

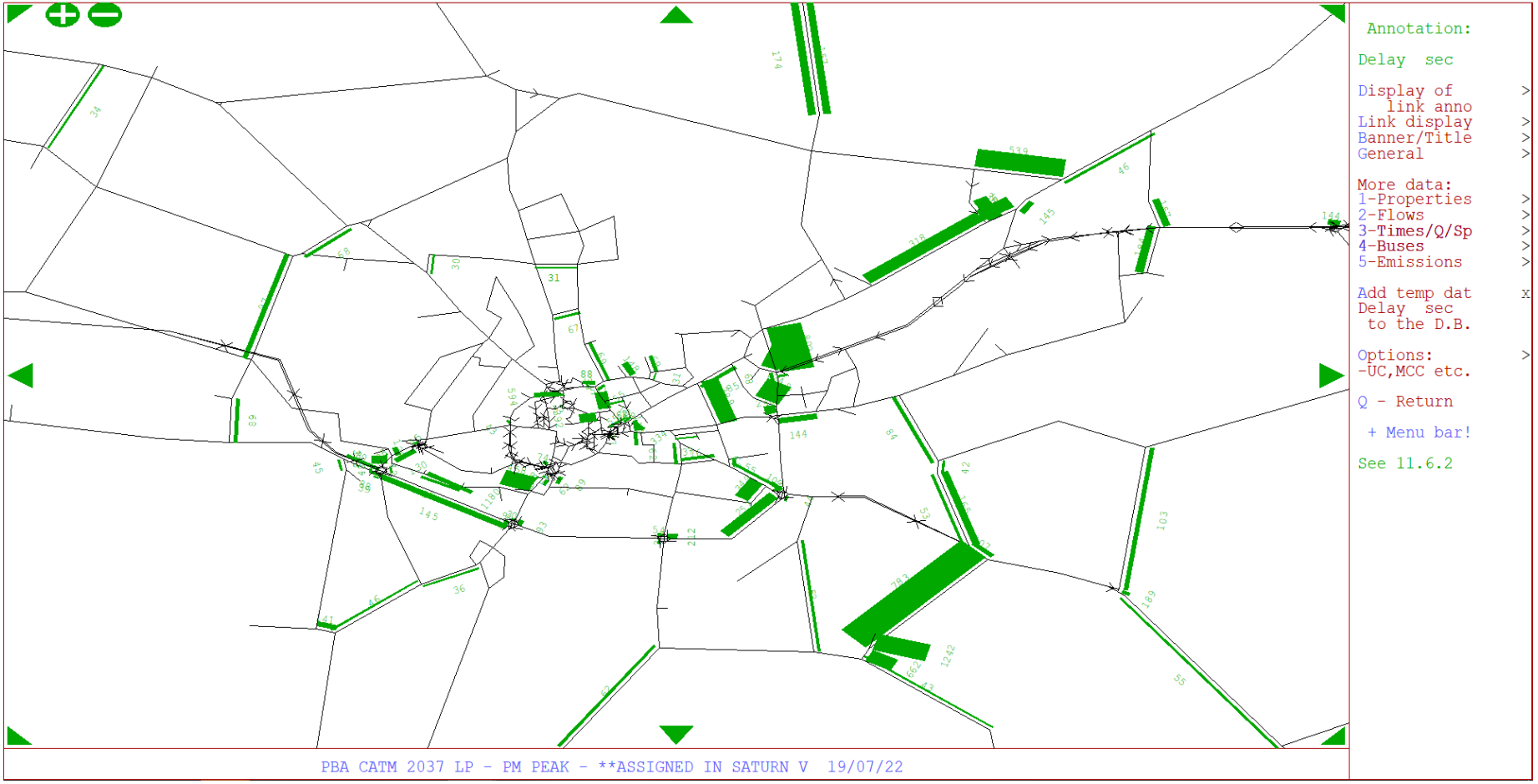
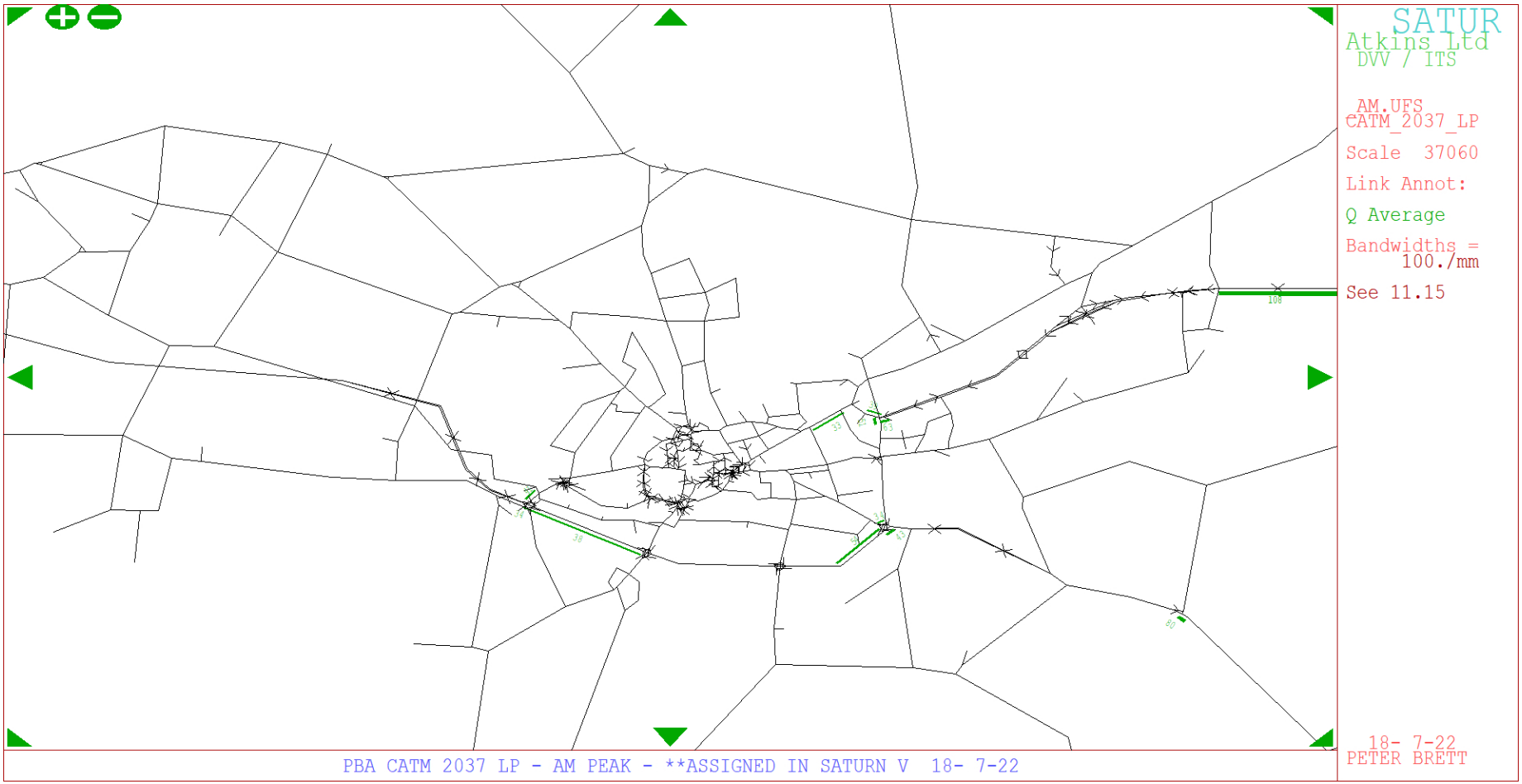


Figure B1.6: PM - 2039 Local Plan_535dpa With mitigation – Delay (seconds)



Appendix C QUEUE PLOTS - Average Queues in PCU

Figure C1.1: AM - 2039 Reference Case – Queues (Pcu)

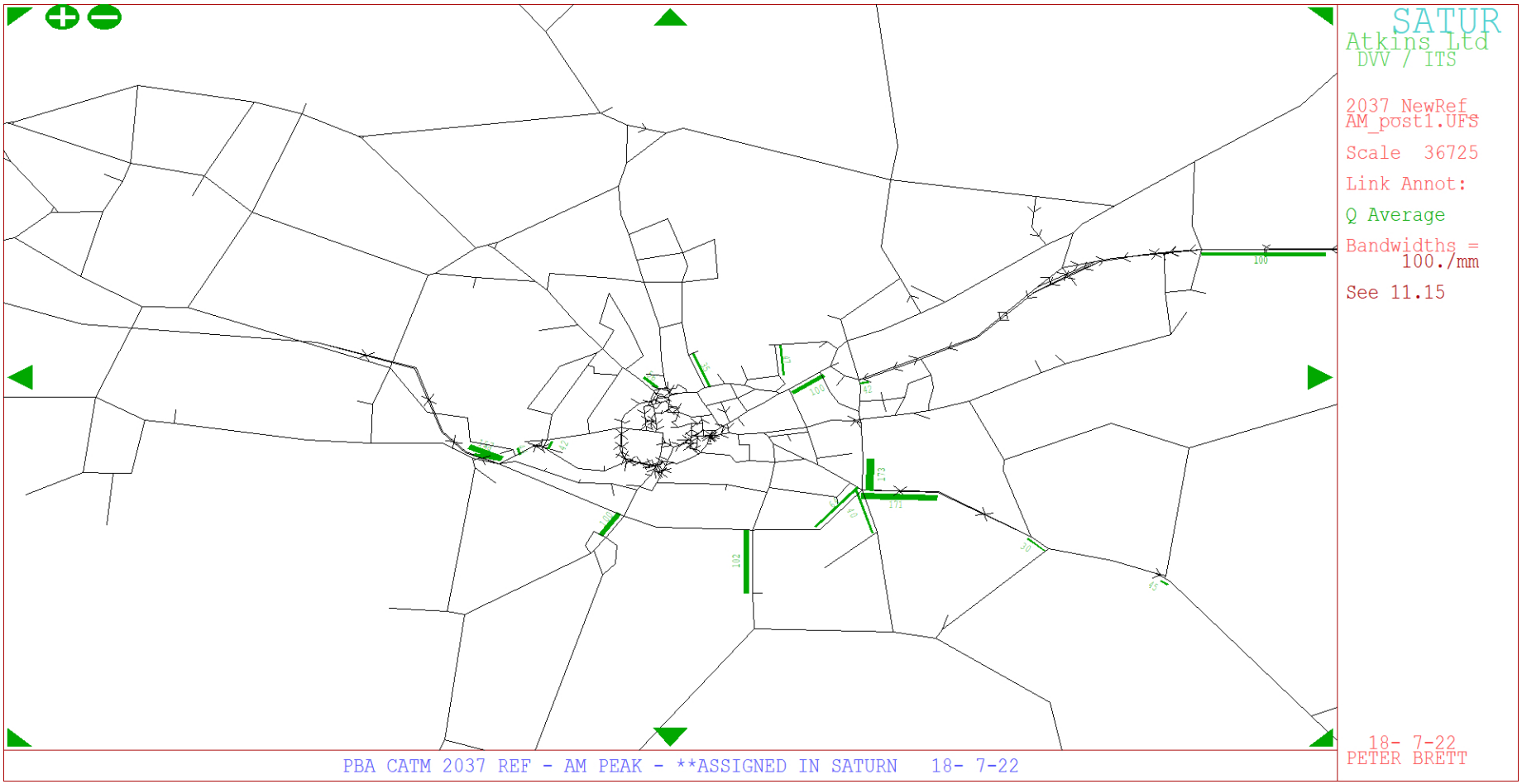


Figure C1.2: AM - 2039 Local Plan_700dpa With mitigation – Queues (Pcu)

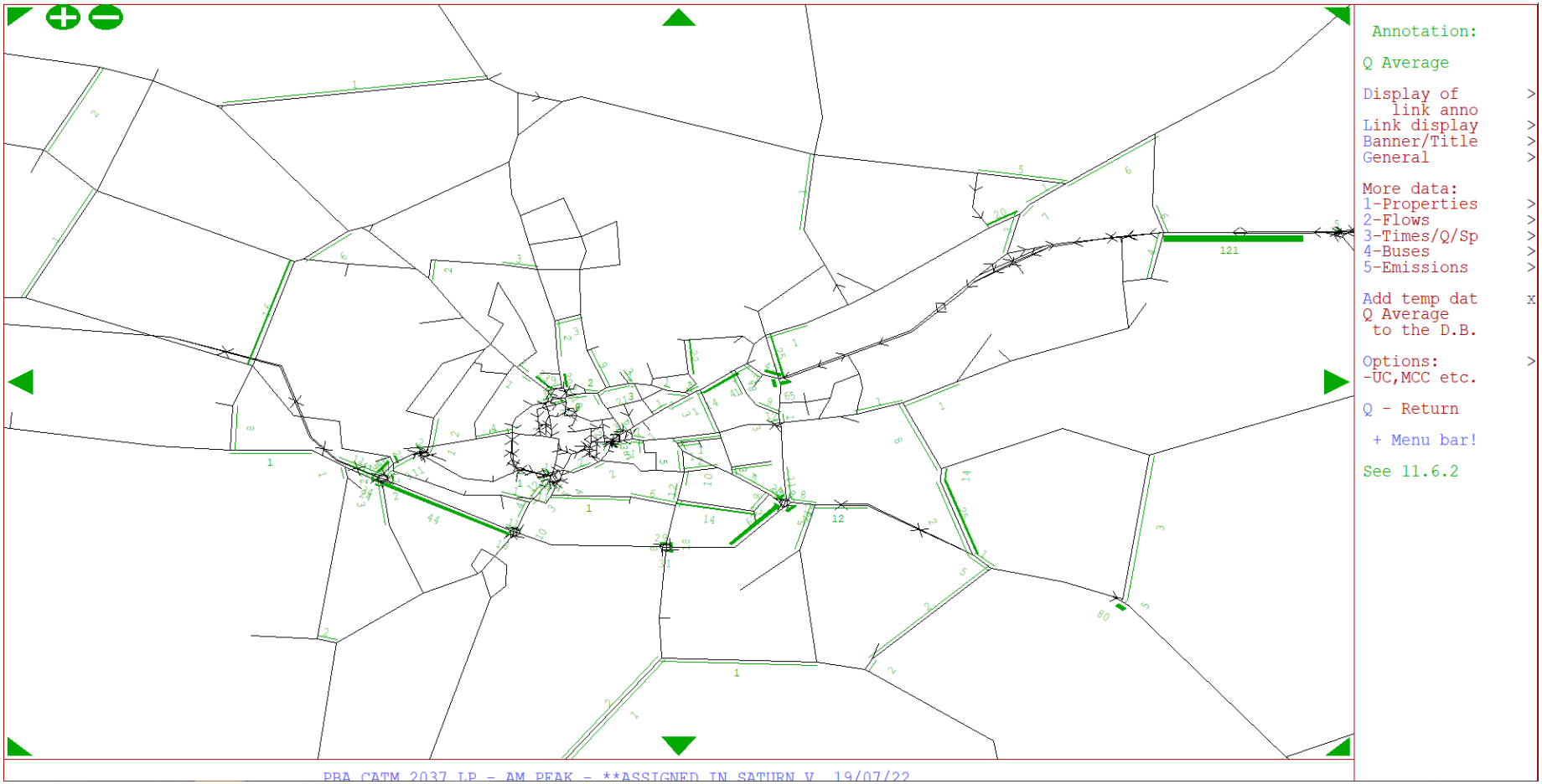


Figure C1.3: AM - 2039 Local Plan_535dpa With mitigation – Queues (Pcu)

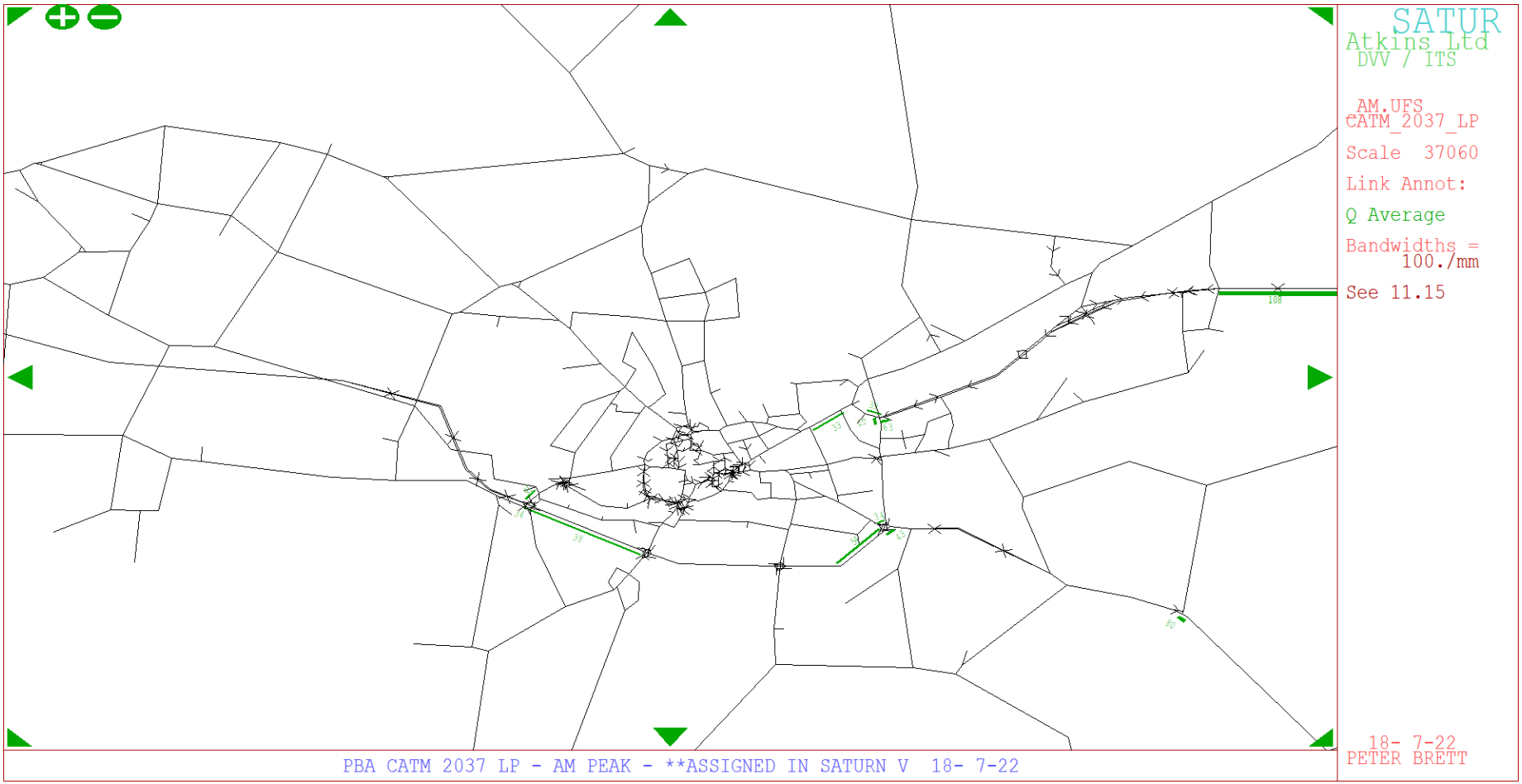


Figure C1.4: PM - 2039 Reference Case – Queues (Pcu)

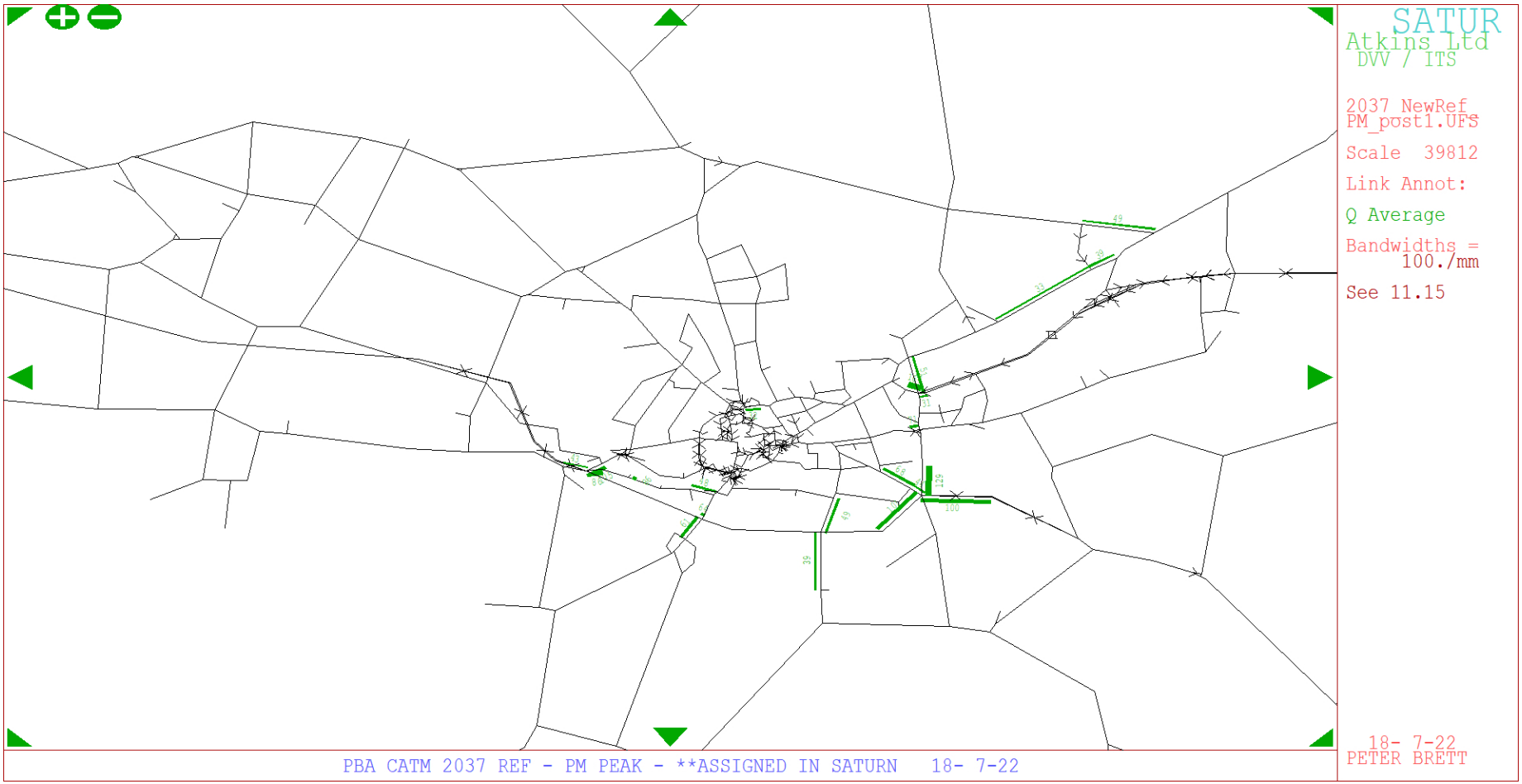


Figure C1.5: PM - 2039 Local Plan_700dpa With mitigation – Queues (Pcu)

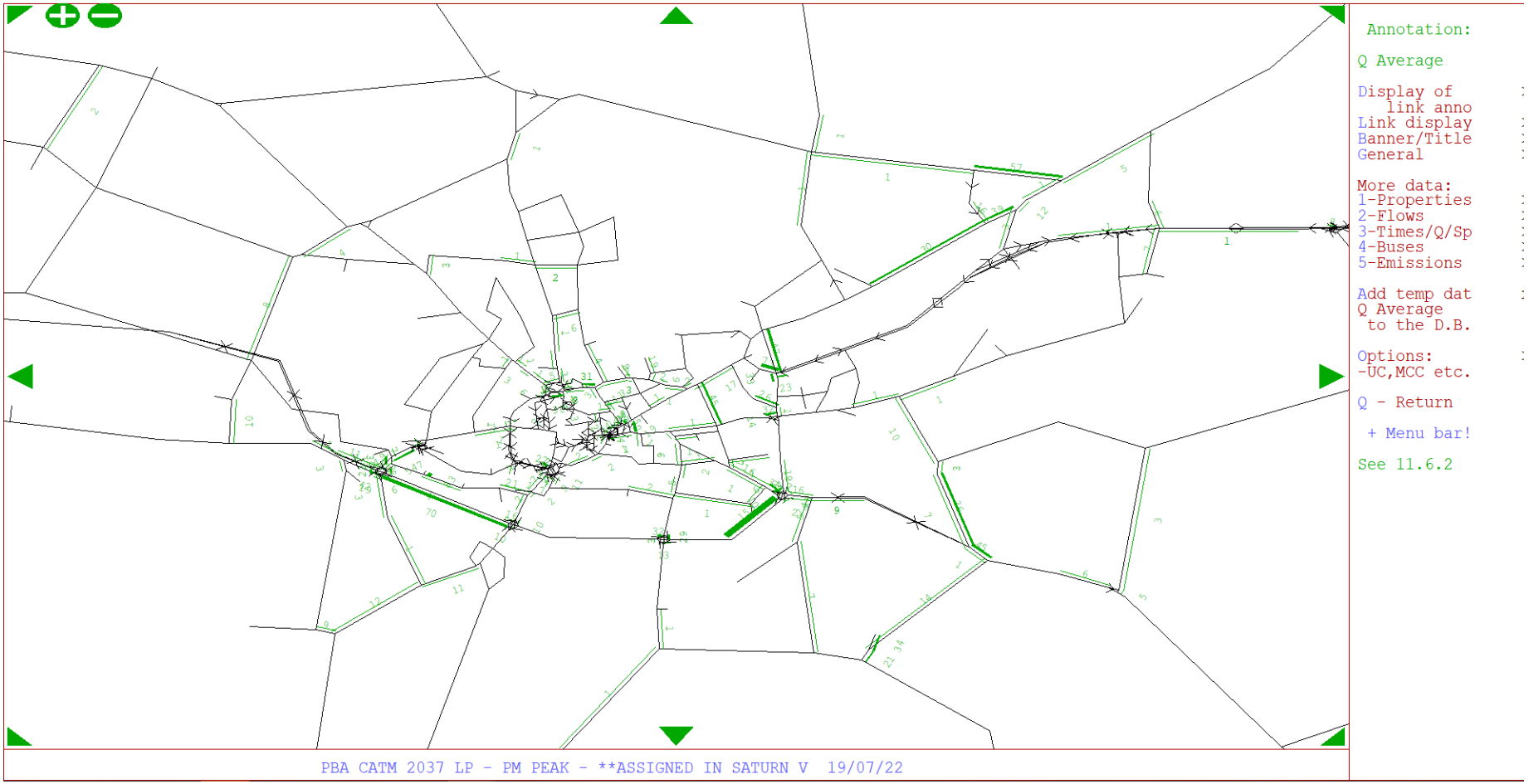
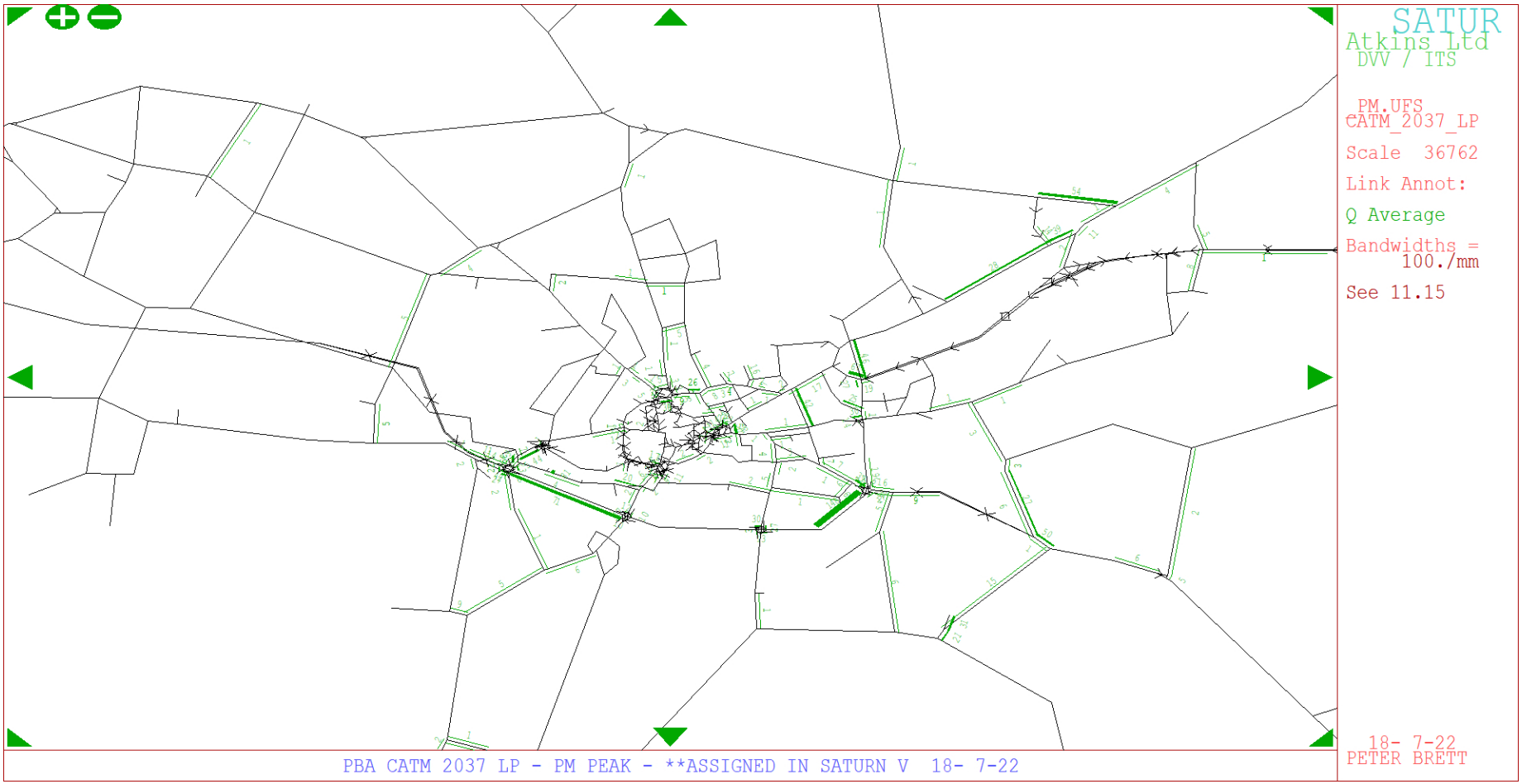


Figure C1.6: PM - 2039 Local Plan_535dpa With mitigation – Queues (Pcu)



Appendix D FLOW DIFFERENCE PLOTS IN PCU/HOUR

Figure D1.1: AM - 2039 Local Plan_700dpa With mitigation minus 2039 Reference Case – Flow PCU

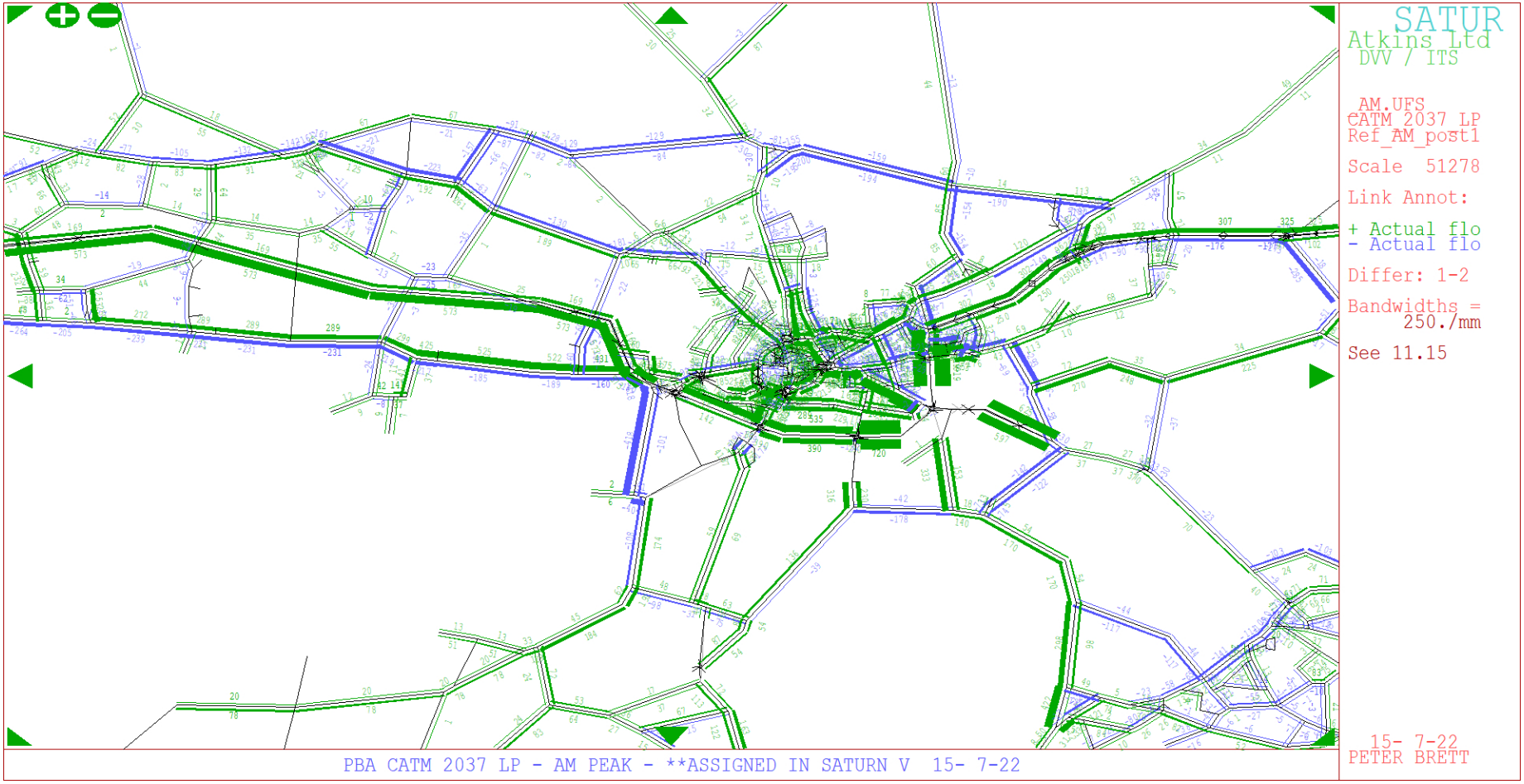


Figure D1.2: AM - 2039 Local Plan_535dpa With mitigation minus 2039 Reference Case – Flow PCU

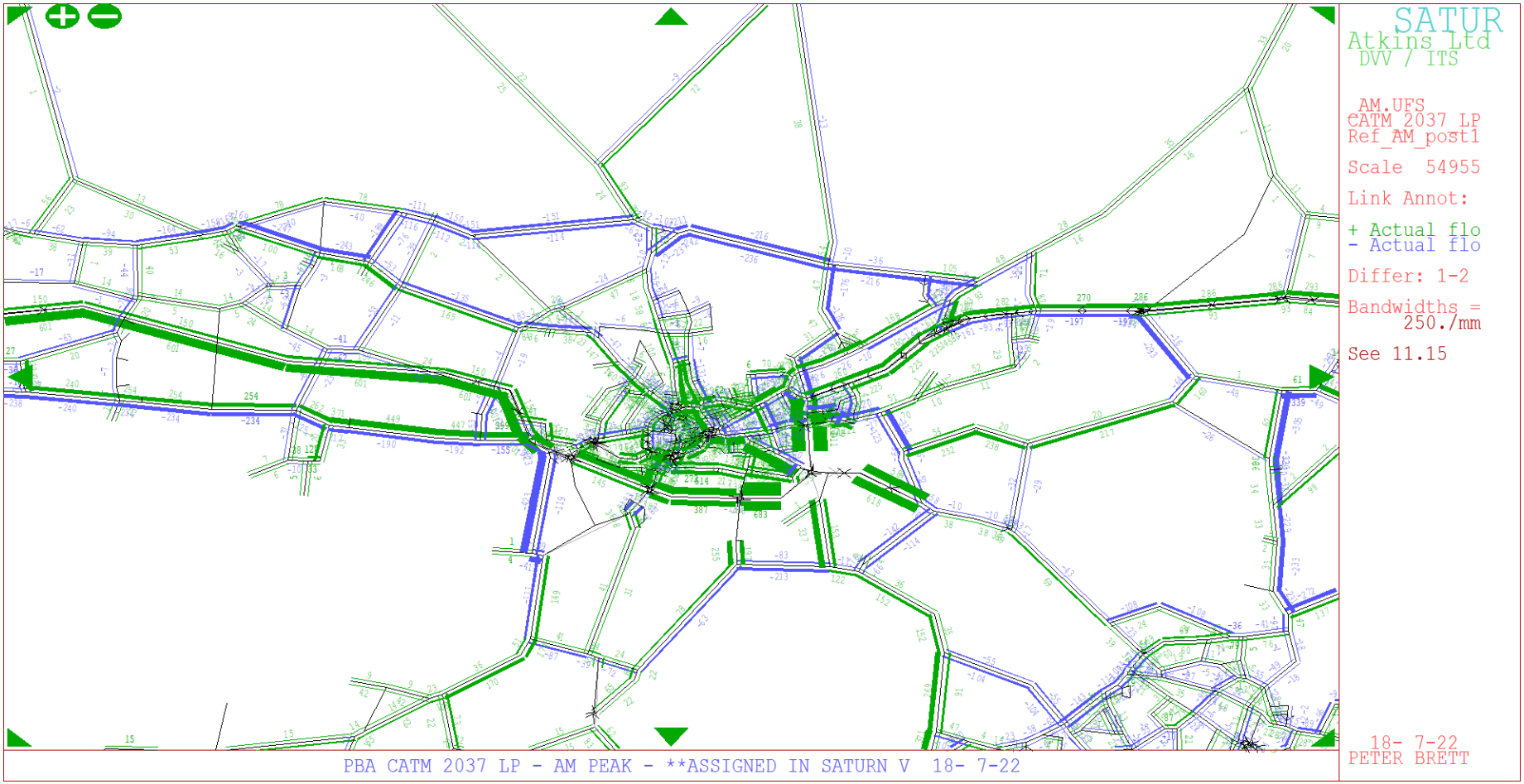


Figure D1.3: AM - 2039 Local Plan_700dpa With mitigation minus 2039 Local Plan_535dpa With mitigation – Flow PCU

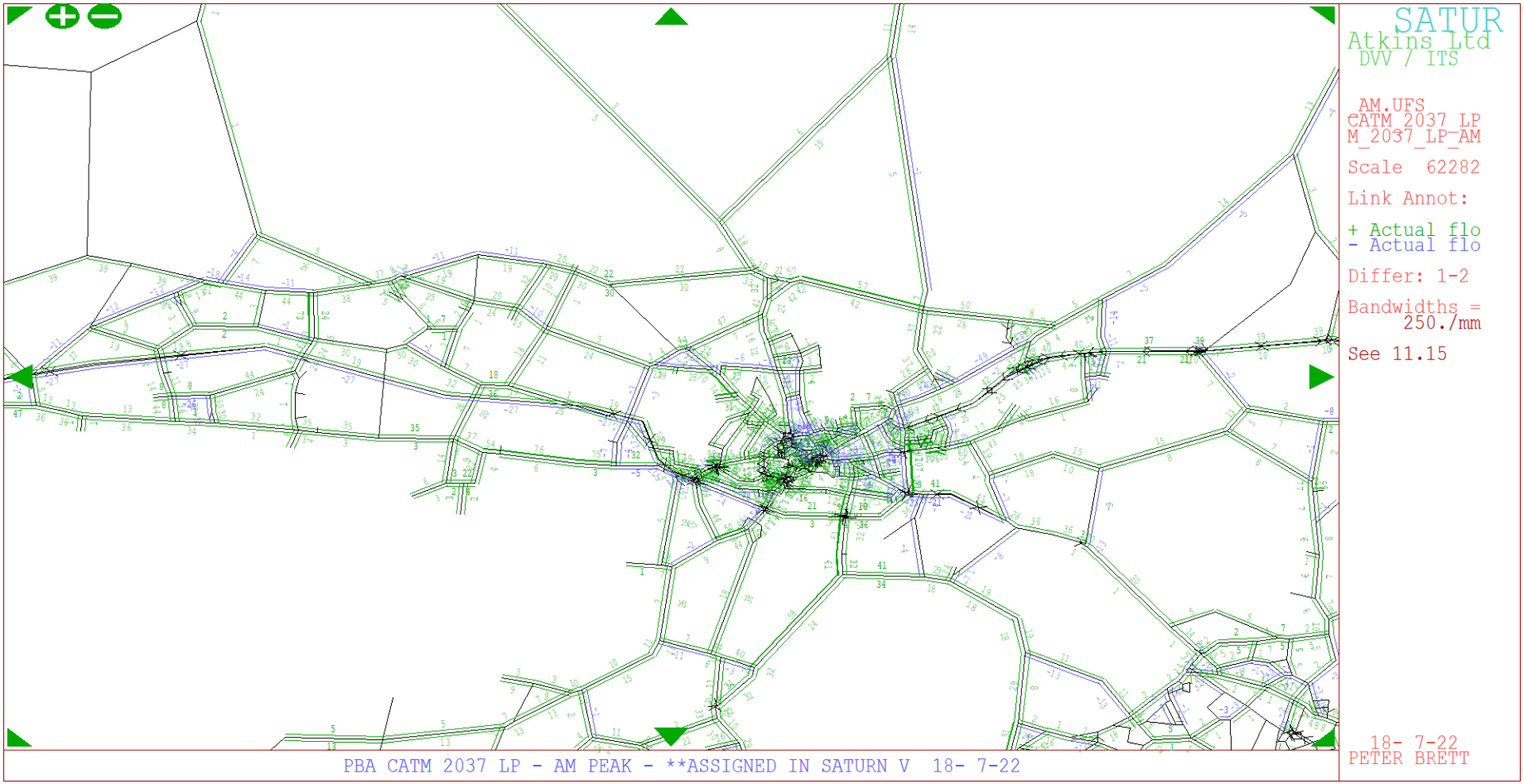


Figure D1.4: PM - 2039 Local Plan_700dpa With mitigation minus 2039 Reference Case – Flow PCU

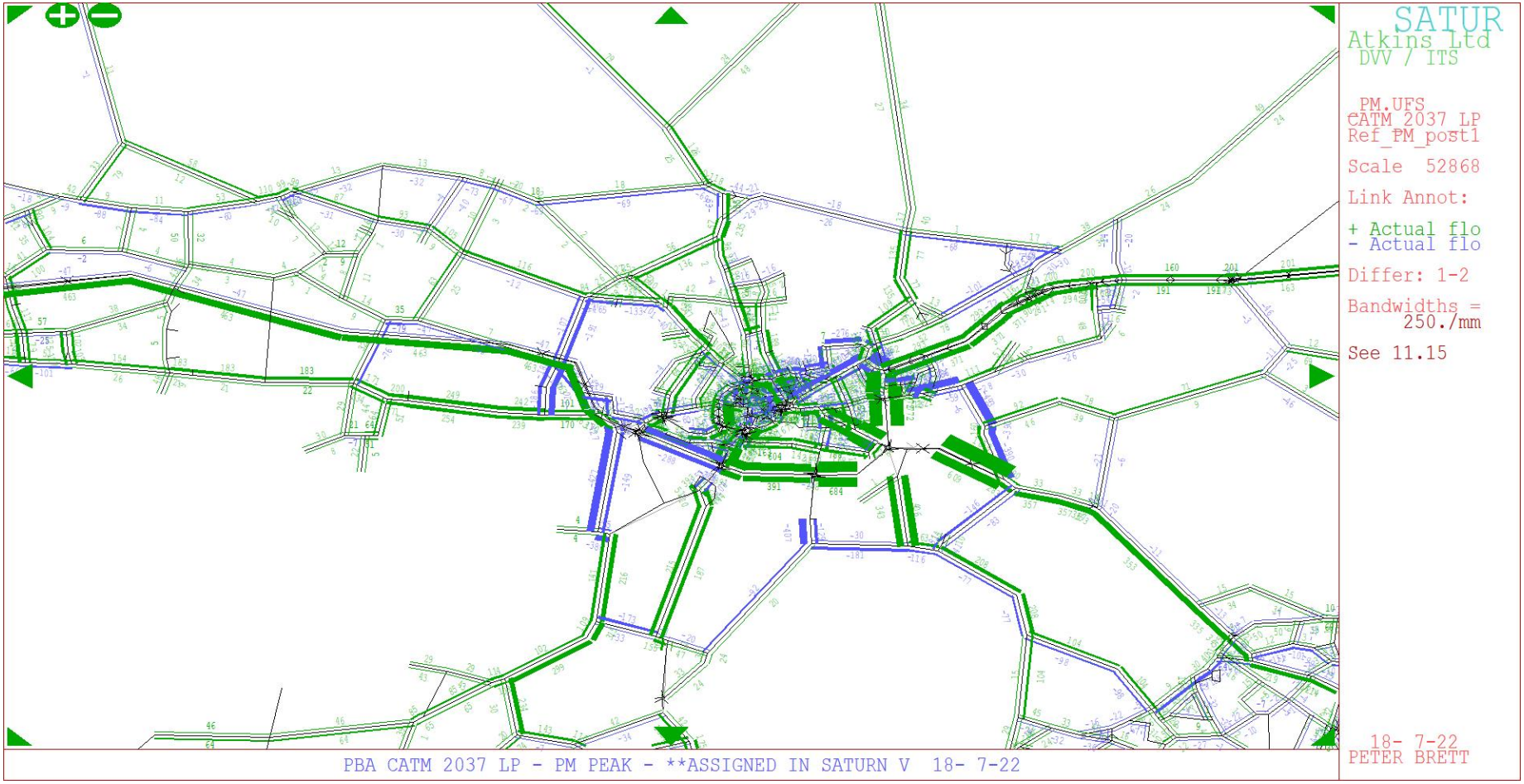


Figure D1.5: PM - 2039 Local Plan_535dpa With mitigation minus 2039 Reference Case – Flow PCU

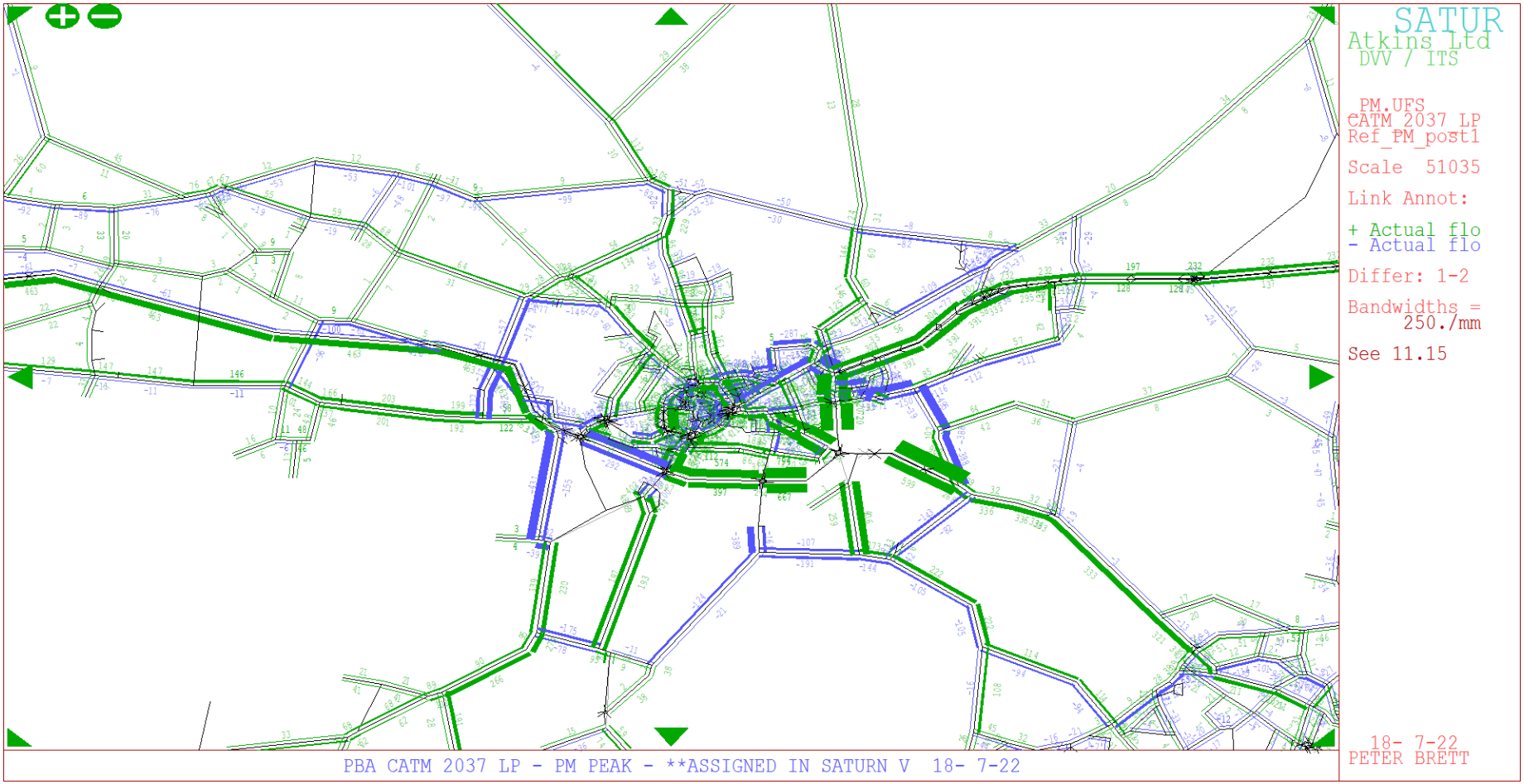
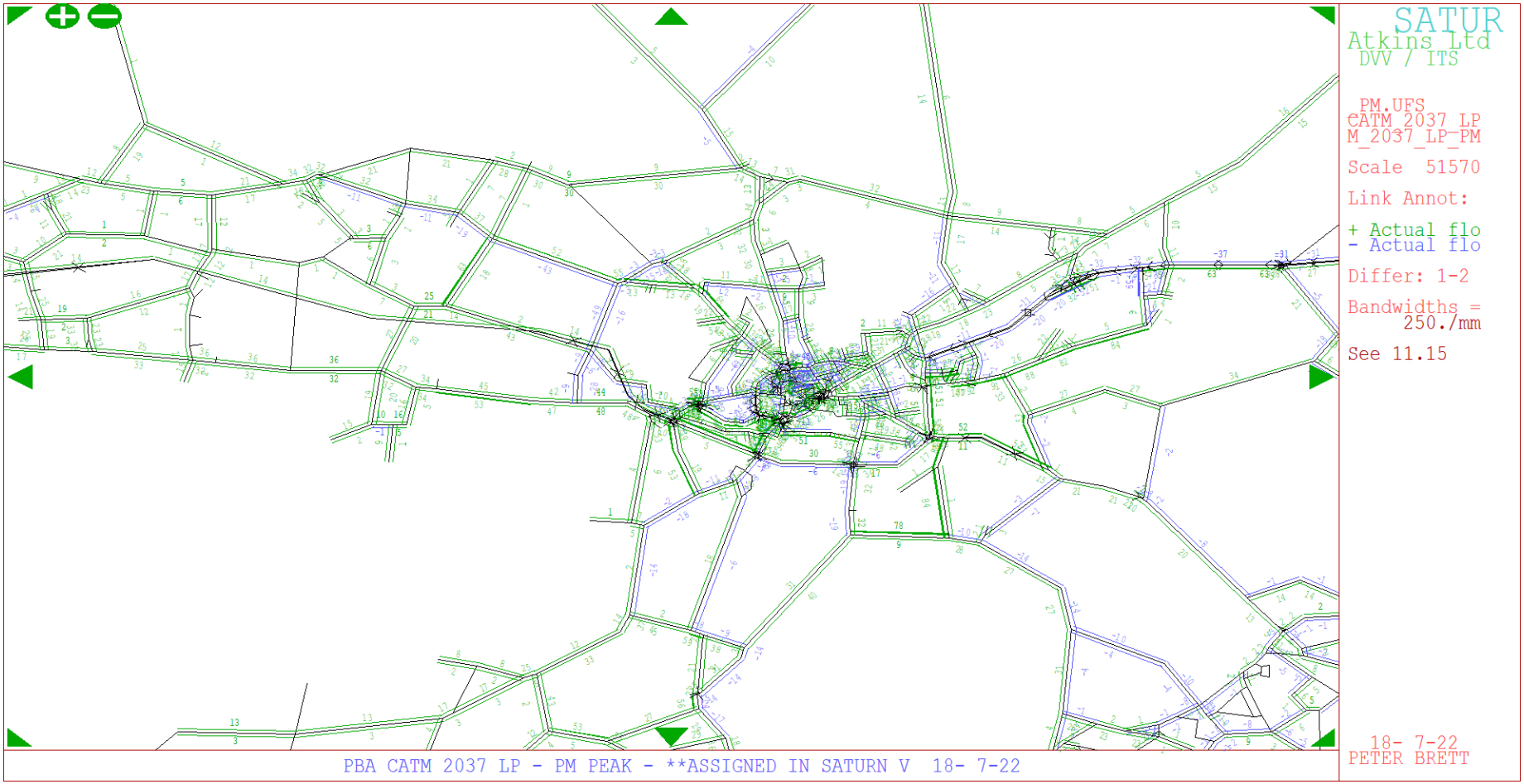


Figure D1.6: PM - 2039 Local Plan_700dpa With mitigation minus 2039 Local Plan_535dpa With mitigation – Flow PCU



DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
330610057/TN001	Client Issue	08/09/ 2022	N Moyo	D Cope	P Gebbett	P Brady

Figure G1.1: AM - 2039 Local Plan With mitigation minus 2039 Reference Case – Flow PCU

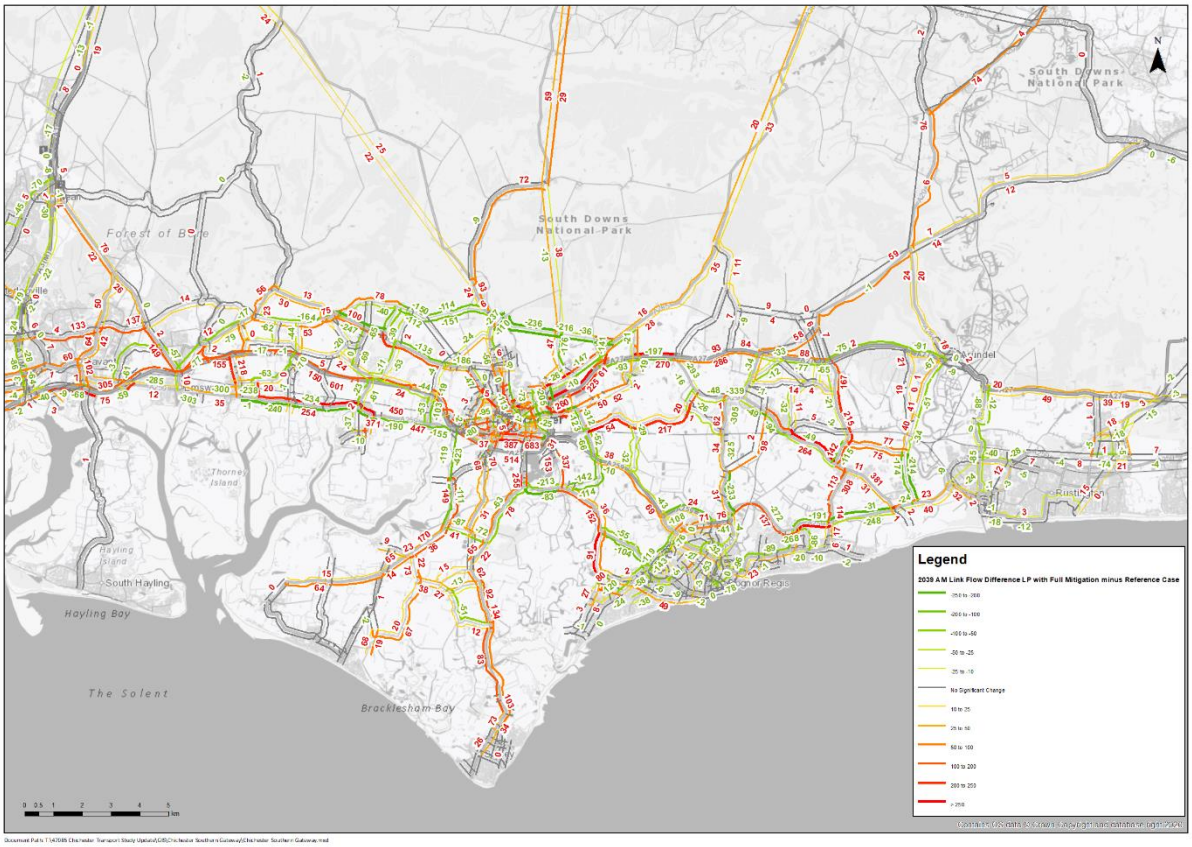
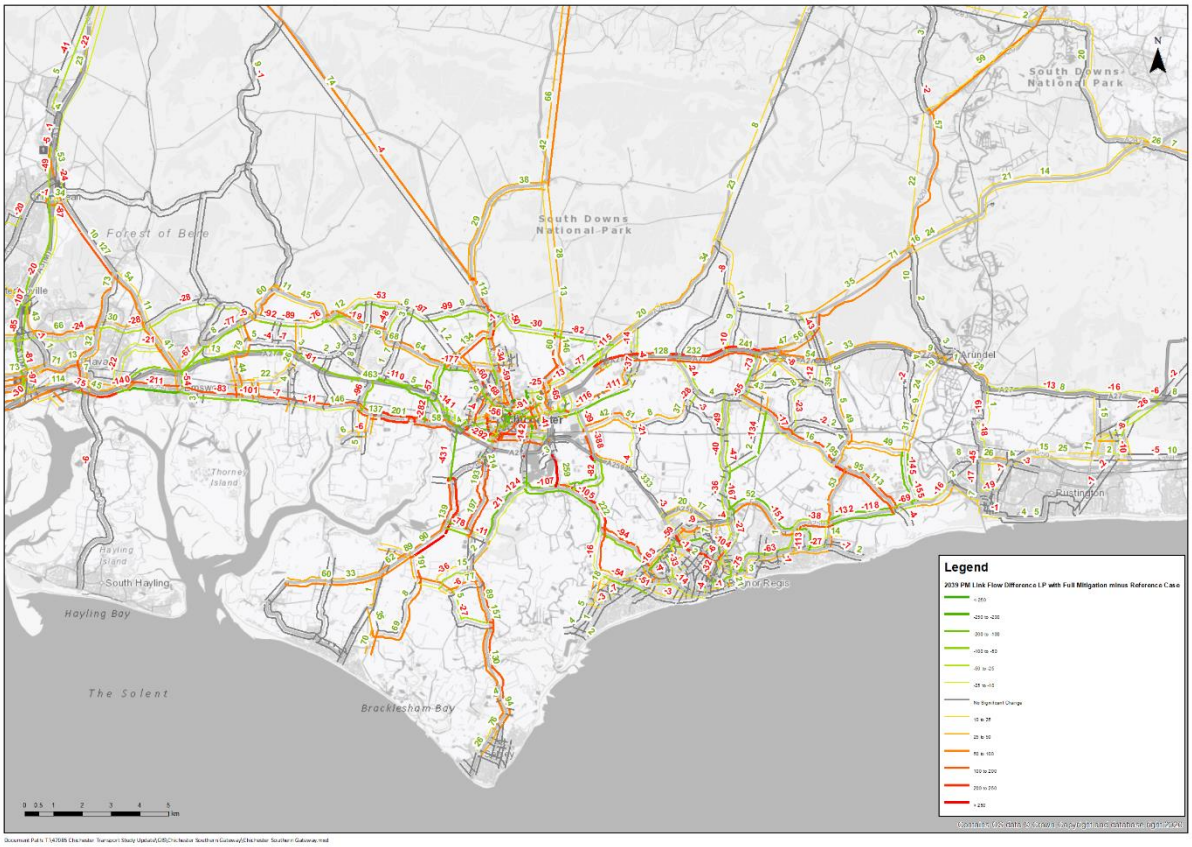


Figure G1.2: PM - 2039 Local Plan With mitigation minus 2039 Reference Case – Flow PCU



In the AM peak the key flow changes are as follows:

- Decreases on New Road of the order of 220 PCU/hour eastbound and 235 PCU/hour westbound;
- Decreases on Down Road of the order of 147 PCU/hour eastbound and 113 westbound;
- Decreases on the B2178 of the order of 60 PCU/hour southbound into Chichester;
- Decreases on Appledram Lane South of the order of 421 PCU/hour northbound and 121 PCU/hour southbound as a result of traffic diverting to use the Stockbridge Link Road (SLR);
- Decreases of 192 PCU/hour on A259 Main westbound while the eastbound sees an increase of up to 448 PCU/hour;
- Decreases on A286 Stockbridge Road south of the A27 Stockbridge junction of 185 PCU/hour southbound and 214 PCU/hour northbound;
- Increases on A286 Stockbridge Road north of the A27 Stockbridge junction of 164 PCU/hour southbound and 418 PCU/hour northbound;
- Increases on B2145 south of the A27 Whyke junction of 195 PCU/hour southbound and 269 PCU/hour northbound;

- Increases on B2145 north of the A27 Whyke junction of 225 PCU/hour southbound and 222 PCU/hour northbound;

- Increases on the A259 Bognor Road to the east of Chichester of the order of 777 PCU/hour northbound;

- There are other notable flow increases on roads within Chichester city such as on the A286 'inner ring road', A259 Via Ravenna and on Terminus Road.

1.1.1 The A27 Chichester Bypass generally shows large increases in flows which can be summarised as follows:

- To the west of the Fishbourne junction, flow increases of 145 PCU/hour are predicted eastbound and 602 PCU/hour westbound;

- between the Fishbourne junction and Stockbridge junction the flow increase is 446 PCU/hour eastbound and 151 PCU/hour westbound;

- between Stockbridge junction and Whyke junction the flow increases are 565 PCU/hour eastbound and 389 PCU/hour westbound;

- between Whyke junction and Bognor junction the flow increases are 1,31 PCU/hour eastbound and 682 PCU/hour westbound;

- North of the Bognor junction flow increases on the A27 are predicted to increase by 766 PCU/hour northbound and 814 PCU/hour southbound.

Some of the key flow changes predicted in the PM peak are as follows:

- Decreases on New Road of the order of 421 PCU/hour eastbound and 250 PCU/hour westbound;

- Decreases on Down Road of the order of 338 PCU/hour eastbound and 106 westbound;

- Decreases on the B2178 of the order of 195 to 600 PCU/hour southbound into Chichester, while flow increases are predicted northbound ranging from 189 PCU/hour, through 447 PCU/hour to 632 PCU/hours at various sections of the B2178;

- Decreases on Appledram Lane South of the order of 456 PCU/hour northbound and 155 PCU/hour southbound as a result of traffic diverting to use the Stockbridge Link Road (SLR);

- Decreases of 103 PCU/hour on A259 Main westbound while the eastbound sees an increase of up to 50 PCU/hour;

- Decreases on A286 Stockbridge Road south of the A27 Stockbridge junction of 100 PCU/hour southbound and 157 PCU/hour northbound;

- Increases on A286 Stockbridge Road north of the A27 Stockbridge junction of 461 PCU/hour southbound and 303 PCU/hour northbound;

- Decreases on B2145 south of the A27 Whyke junction of 161 PCU/hour southbound and 389 PCU/hour northbound;

- Increases on B2145 north of the A27 Whyke junction of 387 PCU/hour southbound and 277 PCU/hour northbound;

- Increases on the A259 Bognor Road to the east of Chichester of the order of 336 PCU/hour northbound and 448 PCU/hour southbound;

1.1.2 The A27 Chichester Bypass generally shows large increases in flows which can be summarised as follows:

- To the west of the Fishbourne junction, flow increases of 554 PCU/hour are predicted westbound and decrease of 247 PCU/hour eastbound;
- between the Fishbourne junction and Stockbridge junction the flow increase is 332 PCU/hour eastbound and a decrease of 247 PCU/hour westbound likely due to traffic reassigning to the SLR;
- between Stockbridge junction and Whyke junction the flow increases are 966 PCU/hour eastbound and 243 PCU/hour westbound;
- between Whyke junction and Bognor junction the flow increases are 1,082 PCU/hour eastbound and 793 PCU/hour westbound;
- North of the Bognor junction flows on the A27 are predicted to increase by 978 PCU/hour northbound and 777 PCU/hour southbound.

Review of PBA (Stantec) / HE Pricing for A27 Junctions for CDC Local Plan

Rev A

NOTE: this is not a definitive review and is based on information supplied by CDC (02/09) /Guy Parfect (07/09) emails
Assessment percentages from A29 phase 1 and Worthing Railway Approach
Land Costs percentage taken from A284/A259 roughly 8.5%
Stats allowance (based on A259) approx 25%
Project Oversight costs based on WSCC Projects (9%)

ONS CPI Data	New Work
Q3 2018	107.2
Q2 2022	131.3
Uplift Value	22.5

Based On Upper Cost Estimate Prices from the Data provided

Junction	HE Base Construction Cost (£m)	Year	ONS Infrastructure q3 2018 to q2 2022	ONS Construction Inflation Applied (£m)	Assuming SOBC OB taken at 46%	Assuming QCRA Risk Allowance (10%)	Assume D&B - Design and Planning costs (30%) £m	Land costs (8.5% of construction price) £m	Stats Allowance £m	Project Oversight Costs (9%) £m	Project Est Total at Q2 2022 £m
Fishbourne inc Terminus and Catherdal	£4.61	2018	22.5	£5.65	£2.60	£0.56	£1.69	£0.48	£1.41	£0.51	£12.90
Stockbridge	£5.22	2018	22.5	£6.39	£2.94	£0.64	£1.92	£0.54	£1.60	£0.58	£14.61
Whyke	£4.68	2018	22.5	£5.73	£2.64	£0.57	£1.72	£0.49	£1.43	£0.52	£13.10
Bognor Road R/B inc.BR / VR diversion	£10.87	2018	22.5	£13.31	£6.12	£1.33	£3.99	£1.13	£3.33	£1.20	£30.42
Oving	£0.87	2018	22.5	£1.07	£0.49	£0.11	£0.32	£0.09	£0.27	£0.10	£2.43
Portfield	£1.96	2018	22.5	£2.40	£1.10	£0.24	£0.72	£0.20	£0.60	£0.22	£5.49
Stockbridge Link Road	£19.68	2018	22.5	£24.10	£11.09	£2.41	£7.23	£2.05	£6.03	£2.17	£55.08
Overall Total	**£47.89**			**£58.66**	**£26.98**	**£5.87**	**£17.60**	**£4.99**	**£14.66**	**£5.28**	**£134.03**

Based On Lower Cost Estimate Prices from the Data provided

Junction	PBA Base Construction Cost (£m)	Year	ONS Infrastructure q3 2018 to q2 2022	ONS Construction Inflation Applied (£m)	Assuming SOBC OB taken at 46%	Assuming QCRA Risk Allowance (10%)	Assume D&B - Design and Planning costs (30%) £m	Land costs (8.5% of construction price) £m	Stats Allowance £m	Project Oversight Costs (9%) £m	Project Est Total £m
Fishbourne inc Terminus and Catherdal	£3.40	2018	22.5	£4.16	£1.92	£0.42	£1.25	£0.35	£1.04	£0.37	£9.52
Stockbridge	£3.09	2018	22.5	£3.78	£1.74	£0.38	£1.14	£0.32	£0.95	£0.34	£8.65
Whyke	£2.52	2018	22.5	£3.09	£1.42	£0.31	£0.93	£0.26	£0.77	£0.28	£7.05
Bognor Road R/B inc.BR / VR diversion	£6.93	2018	22.5	£8.49	£3.90	£0.85	£2.55	£0.72	£2.12	£0.76	£19.39
Oving	£0.50	2018	22.5	£0.61	£0.28	£0.06	£0.18	£0.05	£0.15	£0.06	£1.40
Portfield	£0.66	2018	22.5	£0.81	£0.37	£0.08	£0.24	£0.07	£0.20	£0.07	£1.85
Stockbridge Link Road	£14.84	2018	22.5	£18.18	£8.36	£1.82	£5.45	£1.54	£4.54	£1.64	£41.53
Overall Total	**£31.94**			**£39.12**	**£18.00**	**£3.91**	**£11.74**	**£39.12**	**£11.74**	**£3.33**	**£89.39**

RANGE at Q2 2022

Junction	Lower Estimate	Upper Estimate
Fishbourne inc Terminus and Catherdal	£9.52	£12.90
Stockbridge	£8.65	£14.61
Whyke	£7.05	£13.10
Bognor Road R/B inc.BR / VR diversion	£19.39	£30.42
Oving	£1.40	£2.43
Portfield	£1.85	£5.49
Stockbridge Link Road	£41.53	£55.08
Overall Total	**£89.39**	**£134.03**

This still excludes:
Options and Development Phase costs
Non-recoverable VAT
Portfolio Costs
Inflation beyond Q2 2022 (which could be significant)
Land contamination & remedation costs

1 Introduction

This document has been prepared in agreement with Chichester District Council, West Sussex County Council and National Highways to support CDC's Local Plan process for 2021 to 2039.

The document sets out the methodology for monitoring and managing and defined commitments to support the Local Plan programme based on an average build out of 535 units per year for Chichester District Councils Local Plan for 2021 to 2039.

2 Local Plan Proposals

The number of units being considered between 2011 and 2039 period is a combination from the current local plan, those consented and those proposed in the next plan period as per the table below

Table 2.1 Number of Units

Plan Periods	Total Units
2011- 2026 Committed	6,029
2026-2039 Local Plan	3,601
Proposed Local Plan Build Out	9,630

The 9,630 units will be implemented over an 18-year period which equates to an average build out of 535 units per year.

In addition to the number of residential units the Local Plan includes an allowance for increased provision of employment which is 660,000 sqm of which 290,000 sqm is commercial and 370,000 sqm are glasshouses.

3 Local Plan Commitments

As shown on Table A in Appendix A of this document sets out commitments to support the Local Plan process to achieve a build out rate of 535 units per year.

The table also includes the following

- Strategic Improvement Schemes on the A27 Corridor
- Localised Sustainable Transport Schemes
- Parking Strategy
- Base Line Study
- 5-year Local Plan review
- 5-year Monitoring Study

The table defines a set of strategic and localised highway improvements which include enhanced walking, cycling, and public transport commitments which will be triggered by safety and/or capacity issues or be implemented within a defined time period. These works will be subject to a monitoring process that will define the actual demand on the network and the requirement for the schemes.

4 Infrastructure Requirements, Costs and Funding Requirements

In 2022, the contribution system is being managed by National Highways. This provides a fee per dwelling towards the future improvement schemes for the A27 corridor. An updated Supplementary Planning Document (SPD) will be produced which will redefine the contribution system going forward.

As shown on Table A in Appendix A, the funding stream is forecast to generate in the region of £36 million if the current allowance per unit is retained. The new Local Plan process may allow this allowance to be increased, but only for the additional 3601 units proposed in the proposed Local Plan.

Strategic Schemes

Appendix A seeks to define the schemes that are recommended to be provided within the Local Plan period subject to the ongoing Monitor and Manage processes and funding.

There are 6 primary junctions on the A27 Corridor which provide access to and around Chichester as set out below.

- Fishbourne Road Roundabout
- Bognor Road Roundabout and
- Portfield Roundabout
- Oving Junction
- Whyke Roundabout
- Stockbridge Roundabout

Both Portfield and Oving junctions have been the subject of localised mitigation schemes in the past 24 months linked to the schemes defined in the previous local plan.

As the Oving Junction has been designed to support bus priority there is little scope to further modify this junction. The Portfield Roundabout has only had circulatory and minor kerb line changes and therefore there is future opportunity for additional mitigation, if required.

The following junctions have provisional mitigation schemes, which have been in principle agreed by CDC, WSCC and National Highways.

- Fishbourne Road Roundabout convert to a 4-arm hamburger signalised junction,
- Stockbridge Roundabout convert to signalised crossroads
- Whyke Roundabout convert to a signalised crossroads

- Bognor Road Roundabout convert to a 4-arm hamburger signalised junction

The proposed changes at the Stockbridge and Whyke junctions would ban the right turn movements from the A27 to Chichester and the peninsula, which in turn would trigger the requirement for an additional mitigation scheme defined as the Stockbridge Link Road Scheme.

The combined cost of all the schemes is estimated at between £90 to £135 million. At this stage these are high-level costs, but include an allowance for risk, contingency and Optimism bias.

The provisional mitigation schemes have been determined based on the current transport assessment that supports the Local Plan process. However, these are not fixed and if during the manage and monitor process, it is found that alternate schemes at such locations as Stockbridge Roundabout and Whyke Roundabout could remove the restricted movements. As developments come forward, they will be supported by transport statements and assessments that provide more detailed information about site-specific impacts and the need for mitigation that will also be taken into account. Transport Assessments for developments will need to demonstrate the developments do not result in severe cumulative impact.

Local Schemes

Active travel, shared transport, travel behaviour change and highway interventions will be developed by the local authorities as part of the IDP and LTP.

The process will seek to promote the most appropriate scheme which is supported by the manage and monitor process. During the plan period both CDC and WSCC will be updating their Local Plan and Local Transport Plan, as such the list above is not fixed as other schemes may be forthcoming through the period of the plan.

In many cases, the lead for implementation of these schemes will be WSCC, but CDC are responsible for Local Plan delivery so there is a need to work together towards jointly agreed priorities. Implementation of schemes is typically dependent on funding from a range of sources. Therefore CDC and WSCC will need to seek ongoing funding opportunities from developers or central government over the Local Plan period.

The 4 Local Plan schemes listed are estimated to require around £4million to £5 million.

Funding

It is recognised that there are existing congestion and safety issues on the A27 and not all the forecast growth can be attributed to the Local Plan. it is fair to say that the level of existing congestion means that the forecasted impacts of Plan development and scale of infrastructure required to make the network not severely worse off are disproportionally greater than they would be if the without-plan scenario was not already so congested. In addition, it is noted that the quantum of development in the CDC Local Plan is considered to be of a level that it is not solely responsible for the

level of infrastructure required on the A27 corridor to address forecasted congestion and delays, given the congestion already present on the highway network prior to the addition of the planned development. Therefore additional funding would be required.

The funding and delivery of mitigation will be multifaceted and may come from various sources and over various timetables, which will influence delivery of the mitigation. This may be via Government funds, Highways England direct activity, local authority led bids etc.

6 Infrastructure Phasing Options

Table A in Appendix A sets out to seek to define the triggers for the appropriate mitigation measures that can be provided and offer the optimum benefit at the time of assessment during the 15-year period of the plan.

The initial phasing which could be considered within the Local Plan period and the current funding limits would be to implement the two major junction schemes as set out below

- Fishbourne Road Roundabout and Terminus Road Link
- Bognor Road Roundabout and Vinnetrow Road Link

These schemes have been identified as the highest priorities within the available funding pot to be put towards delivery as early as practicably possible.

However, as defined in Table A, the above is not set in stone and there is an option to revise the priority list and the other strategic and local mitigation junctions/schemes could be implemented in the Local Plan period, if the Monitor and Manage promote them and sufficient funding is secured for them to be implemented. The principle should be kept to that Fishbourne, and Bognor Road require earlier delivery than Whyke, Stockbridge and further improvement at Portfield, unless there is compelling evidence that something else would achieve greater benefit.

7 Monitor and Manage Framework

To seek opportunities and secure relevant funding and to deliver the monitor and manage process, it is proposed to set up the Traffic and Infrastructure Management Group (TIMG). The creation of the TIMG will be supported by a Memorandum of Understanding or Terms of Reference which will define the overall roles and responsibilities and powers of the partners involved.

It is likely that the TIMG will be set up with representatives from CDC, WSCC and National Highways, this will be led by technical and policy officers from each organisation with CDC acting as Chair. Although other options would be considered. If required and subject to extent of the proposed mitigation schemes, this could be expanded to include other bodies.

The expected objectives of the TIMG will be to

1. To oversee the efficient and effective coordinated delivery of the infrastructure required to mitigate the Local Plan developments by making recommendations on priorities for investment.
2. To be solutions orientated and seek deliverable infrastructure that represent good value for money and provide long term legacy for the locality.
3. To seek opportunities and support bids for additional funding for provision of infrastructure.
4. To consider the need, timing, commissioning (design and cost) of infrastructure delivery and supporting non-physical measures to oversee delivery aligned with Local Plan Development needs.
5. To be solutions orientated and seek deliverable options/ schemes that represent good value for money and help to achieve the respective organisations environmental, social and economic objectives.
6. To work to create sustainable solutions that aid and accelerate transport decarbonisation.
7. To recommend updates to IDP, SDP's etc. to take account of changes to cost estimates.

The TIMG shall then be required to review, make recommendations and monitor the implementation of mitigation measures proposed by any of the 3 bodies within the group.

The TIMG shall meet a minimum of every six months with effect from adoption of the local plan. A multi-agency transport monitoring report will be coordinated and provided every 6- 12 months setting out progress on funding and infrastructure delivery.

These meetings and reports are additional to the 5-year monitoring study which are the basis for the main M&M assessment. These are required to secure additional funding and if awarded how the funds can be best used either between the 5-year review implementing the localised schemes or accumulated for larger schemes which may originate from the 5-year review process.

The TIMG will be the body that agrees the data gathering and analysis for the 5-year review and any other interim requirements brought about by additional funding or progression of localised schemes.

The TIMG will make recommendations over the use of transport related mitigation / contributions which will be utilised to consider the implementation of the strategic and local schemes, in order to oversee delivery of necessary and appropriate mitigation to mitigate the effects of the local plan.

8 The Modelling Process

The modelling process which has defined the schemes set out in Section 6 and 7 of this methodology has been based on industry standard practice, considering neighbouring Local Plan allocations, background growth, current CDC commitments and the forecast demand for Local Plan period.

However, it is recognised that the assessment is likely to be predicting a higher forecast level of future trips, following the Department for Transport's release of new growth data (TEMPRO v8) which is suggesting that growth to date and moving forward is less than previously predicted.

Therefore, the TIMG will assist the CDC Local Plan to utilise a manage and monitor methodology to promote the appropriate mitigation within the funding limits and not follow a predict and provide methodology given the fluctuations between the historical and new forecast data. Notwithstanding this, the mitigation strategy will need to recognise that road safety needs to be maintained and focus on the delivery of safety enhancements and to ensure severe cumulative impacts do not result from the Local Plan development.

Criteria for Assessing Model Outputs

The level of impact of development-related trips will be variable across the strategic highway and local road network. The following will be considered when defining criteria for assessing impact from proposed developments:

- Development-related trips (multi-modal)
- Safety
- Junction capacity
- Queuing and potential impacts on safety
- Delay time (including public transport)
- Journey times (including public transport)
- Impacts on Active Travel Users

It will be subject to which one of the criteria is exceeded, as to which of the schemes set out in Section 4 should be next prioritised taking account of the impacts on all road users. This will be recommended by TMIG.

9 Monitoring and Manage Process

The provisional M&M methodology is set out in Appendix B which will be refined and agreed within TIMG, with a summary below. The process is divided into the following parts

Part 1 Re- Baselining (2023/4)

In 2023/4 prepare the Baseline for the M&M review. The TIMG shall agree a programme of model updates as part of their governance to support the Monitor and Manage approach and compliance applications where modelling is required and

aligned with reviews of the Local Plan. This will form the basis for the M&M process, in that it will collect data for 23/24 which will form the new base and forecast year modelling assessment. This will be the benchmark to assess the actual growth and demand on the network/junctions in the 5 yr. reviews

Part 2 Early Review (2023/24)

Within the first five years of the plan, report on the changes between the baseline/forecast and the actual surveyed data. Assess if any of the triggers have been met. If so, it will highlight what action or schemes should be considered in the next 5-year period of the plan. The review will need to include any amendments to development forecasts as defined in the Local Plan.
Subsequent reviews will be timetable within the plan period at the appropriate times.

Part 3 5 Year Review (2027/28)

In the 5th year of the plan, report on the changes between the baseline/forecast and the actual surveyed data and assess if any of the triggers have been met. If so what action or schemes should be considered in the next 5-year period of the plan. The review will need to include any amendments to development forecasts as defined in the Local Plan.

Part 4 10 Year Review (2032/33)

In the 10th year of the plan, report on the changes between the baseline/forecast and the actual surveyed data. As this is the end of the Local Plan period, seek to utilise the new survey data as a refresh of the baseline for the next 15 yr. plan.

10 Alternative Proposals

At the time of this document being prepared, National Highways are preparing their Road Investment Strategies (RIS3) for the UK. Within this the A27 is included as a possible scheme for future upgrade as set out below.

A27 Chichester - *Upgrading the A27 Chichester bypass in West Sussex, which provides access to the city from the south for local traffic as well a bypass for longer distance traffic.*

There is no certainty on this project being committed, however the RIS 3 schemes are due to be defined by 2024, which is within the first 5-year period of CDC's local plan. Although a RIS scheme is not intended to mitigate development-related traffic, there would be a need to take it into account when recommending priorities and in the design of any interventions. If this scheme or similar were to be committed, then the 5th year review may need to be brought forward.

11 Moving Forward

The development of the infrastructure delivery plan does not stop at Local Plan submission, rather it is an iterative and ongoing process, which will be monitored and managed by the processes set out in this document. The Council working as part of the TMIG will continue to update the IDP over the plan period and address the phasing of transport and highways infrastructure required to support growth.

The Council will continue dialogue with relevant stakeholders regarding the delivery of infrastructure and mitigation, funding and contributions. The detail of this joint working is informing the viability of development and resolutions are to be provided through Statements of Common Ground.

Appendix A Programme

Monitor and Manage - Provisional Methodology

LPR 2021-2039 Year No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	Total
LPR Year	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**	**2036/37**	**2037/38**	**2038/39**	
Year	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	
Period	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**2**	**3**	**3**	**3**	**3**	**3**	
Commitments and Adopted Local Plan Outstanding Allocations	659	626	652	489	516	592	493	314	289	289	289	289	257	95	45	45	45	45	6,029
Emerging Local Plan Allocations (Additional need)			20	85	154	300	346	330	360	370	305	250	230	240	215	150	135	**111**	**3,601**
Total Proposed Local Plan	659	626	672	574	670	892	839	644	649	659	594	539	487	335	260	195	180	**156**	**9,630**
Average Per Year	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	9630
Funding £ million		£4.4	£4.5	£5.6	£7.1	£8.6	£10.1	£12.5	£15.4	£18.3	£21.1	£23.7	£26.2	£28.8	£31.3	£33	£34.4	£36	£36
Manage and Monitor																			
Local Plan Reviews																			
M&M Review																			
TMIG																			
Strategic Mitigation Junctions																			
Fishbourne Junction							**Optional**												
Bognor Road junction																	**Optional**		
Portfield Roundabout																			
Alternate Whyke Roundabout																			
Alternate Stockbridge Roundabout																			
Sustainability Mitigation Schemes																			
A259 Bus Priority Scheme																			
WSCC LTP Schemes (inc. Parking Strategy)																			
A286 New Park Road / A286 St Pancras Road																			
A259 Via Ravenna / A259 Cathedral Way Roundabout																			
A259 Cathedral Way/ Fishbourne Road East																			
A286 Northgate / A286 Oaklands Way																			
Schemes to be Defined																			

Appendix B Methodology

Monitor and Manage - Provisional Methodology

Part 1	**Baseline**		
Task	Actions	Outputs	Other Comments
1	Strategic Junctions Agree a new common baseline from which the future housing delivery and associated traffic growth can be managed.	Carry out new traffic surveys of the corridor to produce current new and turning count data for A27 Corridor - Traffic Flows (all modes) - Queue - Delay - Sat Flows - Journey Times -	TMIG to agree survey coverage and content
2	Local Junctions Agree a new common baseline from which the future housing delivery and associated traffic growth can be managed.	Carry out new traffic surveys of the corridor to produce current new and turning count data for the local highway schemes - Traffic Flows (all modes) - Queue - Delay - Sat Flow - Journey Times	TMIG to agree survey coverage and content
3	Using New TEMPro agree background growth which the future housing delivery and associated traffic growth can be assessed	Produce new forecast years for assessment of Local Plan allocation	Basis being TEMPro 8.0 which should become definitive in November 22
4	Create the localised models for the current A27 junctions	Produce LinSig/Transyt models of the junction or a micro sim model of the corridor	These provide a more accurate assessment methodology for the junctions than the strategic model – Agreed with TMIG
5	Create the localised models for the current localised junctions (including pedestrian and cycle observations)	Produce Junction 10/LinSig/Transyt models of the junctions	These provide a more accurate assessment methodology for the junctions than the strategic model – agreed with TMIG
6	Determine the current junction condition and level of capacity	Assess the local model's capacity with the current flows to validate junctions	Agree with TMIG
7	Define the Local Plan development assumptions for forecast years	Option to utilise 535 per year or north/south distribution to be defined	Agree with TMIG

		(Option for testing of differing provisions)	
8	Generate a set of new forecast years to meet the M&M timeline	There will be 3 forecast years 2029, 2033 and 2039	Agree with TMIG
9	Assess the current junction layouts with the 3 forecast year flows before mitigation	Assess if the junctions or individual links are exceeding any defined limits and may need mitigation	This will define if the current junctions can be maintained with an agreed level of over capacity on the A27 and side roads Agree with TMIG
10	Assess the proposed junction layouts with the 3 forecast year flows with mitigation	If the junctions or links are witnessing issues, then consider mitigation	This will define the likely trigger years for the required mitigation, again allowing for an agreed level of over capacity on the A27 and side roads Agree with TMIG

Part 2	**Monitor and Mitigation**		
Task	Actions	Outputs	Other Comments
1	Year 5 Review Replicate the baseline surveys in Part 1	Carry out new traffic surveys of the corridor to produce current new and turning count data for A27 Corridor - Traffic Flows (all modes) - Queue - Delay - Sat Flows - Journey Times	TMIG to agree survey coverage and content
2	Compare the surveyed data with the 2033 forecast year assumptions	Define the difference in forecast v actual growth	TMIG to agree any differences and need for action
3	Re-test the current junction's layouts with the new data (A27 and City Schemes)	Assess if the junctions or individual links are exceeding any defined limits and may need mitigation	TMIG to assess and verify any need for mitigation
4	Re-test the mitigation junctions with the new data (A27 and City Schemes)	If the junctions or links are witnessing issues, then consider mitigation	TMIG to agree required mitigation
5	Assess the proposed junction layouts with the 2 forecast year flows with mitigation	With the new baseline and any TEMPro changes forecast the remaining forecast years and	To be used for forecasting only, no action unless TMIG determines need

		assess the junction operations	

Part 3	**Monitor and Mitigation**		
Task	Actions	Outputs	Other Comments
1	Year 10 Review Replicate the baseline surveys in Part 1 and 2	Carry out new traffic surveys of the corridor to produce current new and turning count data for A27 Corridor - Traffic Flows (all modes) - Queue - Delay - Sat Flows - Journey Times	TMIG to agree survey coverage and content
2	Compare the surveyed data with the 2033 forecast year assumptions	Define the difference in forecast v actual growth	TMIG to agree any differences and need for action
3	Re-test the current junction's layouts with the new data (A27 and City Schemes)	Assess if the junctions or individual links are exceeding any defined limits and may need mitigation	TMIG to assess and verify any need for mitigation
4	Re-test the mitigation junctions with the new data (A27 and City Schemes)	If the junctions or links are witnessing issues, then consider mitigation	TMIG to agree required mitigation
5	Assess the proposed junction layouts with the final forecast year flows with mitigation	With the new baseline and any TEMPro changes forecast the remaining forecast years and assess the junction operations	To be used for forecasting only, no action unless TMIG determines need

Part 4	**Monitor and Mitigation**		
Task	Actions	Outputs	Other Comments
1	Year 15 Review Replicate the baseline surveys in Part 1, 2 and 3	Carry out new traffic surveys of the corridor to produce current new and turning count data for A27 Corridor - Traffic Flows (all modes) - Queue - Delay - Sat Flows - Journey Times	TMIG to agree survey coverage and content

2	Compare the surveyed data with the 2039 forecast year assumptions	Define the difference in forecast v actual growth	TMIG to agree any differences and need for action
3	Re-test the current junction's layouts with the new data (A27 and City Schemes)	Assess if the junctions or individual links are exceeding any defined limits and may need mitigation	TMIG to assess and verify any need for mitigation
4	Re-test the mitigation junctions with the new data (A27 and City Schemes)	If the junctions or links are witnessing issues, then consider mitigation	TMIG to agree required mitigation
5	End of Local Plan Period	New methodology to be defined	Ongoing need for TMIG to be reviewed subject to requirement