

# A27 Arundel Bypass Western Tie-in: Local Roads Study Errata

PCF Stage 2 – Further Consultation

February 2020

**Western Tie-in: Local Roads Study Errata, February 2020 - A27 Arundel Bypass PCF Stage 2**

**CONTENTS**

1. Introduction .....	2
2. Corrections.....	2
2.1. Section 2: Current conditions .....	2
2.2. Appendix B – July 2019 traffic survey data.....	7

## 1. INTRODUCTION

The purpose of this note is to summarise a set of corrections to the Western Tie-in: Local Roads Study (Version P03) dated October 2019.

In each case, this note sets out the existing text in the Western Tie-in: Local Roads Study requiring correction (labelled as 'Existing Text') and below it, the corrected text (labelled as 'Amended Text'). The changes required to be made in the Amended Text are highlighted. The corrections relate to data entry, transcription or transposition issues when the documents were drafted.

The errata presented herein are intended to be read in conjunction with the published consultation documents provided on Highways England's A27 Arundel Bypass website (<https://highwaysengland.co.uk/projects/a27-arundel-improvement/>).

The corrections presented in this note do not affect the assessments undertaken for the purposes of the Western Tie-in: Local Roads Study as the amendments are relatively minor technical corrections.

No attachments are included in this note.

## 2. CORRECTIONS

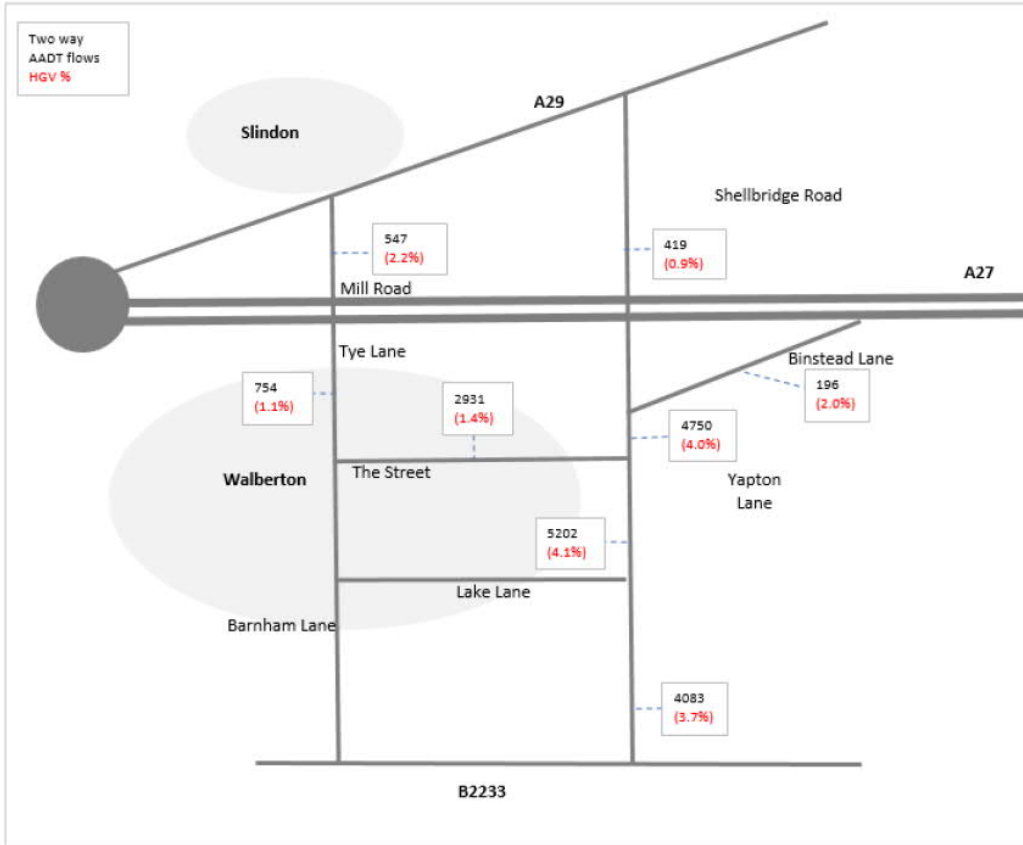
### 2.1. Section 2: Current conditions

#### Erratum 1

Section	Paragraph / Table	Location
2	Figure 2-6 and paragraph 2.7.6	Information boxes
<b>Existing Text</b>		
AADT and HGV% figures presented on Figure 2-6. Existing figure presented below.		

Section	Paragraph / Table	Location
2	Figure 2-6 and paragraph 2.7.6	Information boxes

**Figure 2-6: AADT flows in the local network**



2.7.6 second sentence

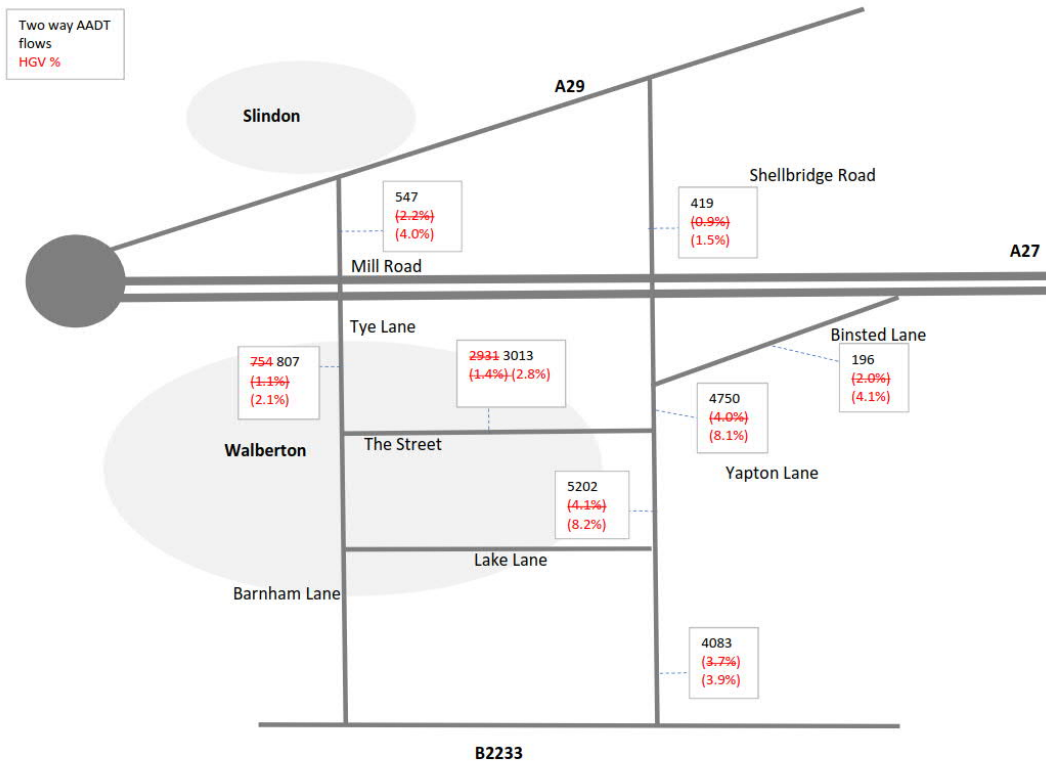
“The figures also highlight higher percentages of HGVs (4%) using Yapton Lane in comparison to the rest of the local road network (2% or less) within the study area.”

**Amended Text**

AADT and HGV % figures presented on Figure 2-6. Revised figure and revised paragraph 2.7.6 presented below. Figure includes revised HGV % in all information boxes, revised AADT on The Street (changed from 2931 to 3013) and on Tye Lane (changed from 754 to 807). Replaced data illustrated with red strikethrough font.

Section	Paragraph / Table	Location
2	Figure 2-6 and paragraph 2.7.6	Information boxes

**Figure 2-6: AADT flows in the local network**



2.7.6 second sentence

“The figures also highlight higher percentages of HGVs (4% 8%) using Yapton Lane in comparison to the rest of the local road network (2% 4% or less) within the study area.”

**Explanation**

The calculation of HG% at AADT level has been revised to correct a formula within the supporting spreadsheets. The AADT figures are based on a single weeks data, covering 5 weekdays and 2 weekend days. A small change to The Street figures has been applied to remove one additional weekend days data that was originally included within the AADT calculation. A small change to the Tye Lane AADT has been made to exclude a day with only partial data available which had resulted in the inclusion of '0' flows within the original AADT calculation at this location. This does not affect or change the assessments undertaken or any results / conclusions drawn.

**Erratum 2**

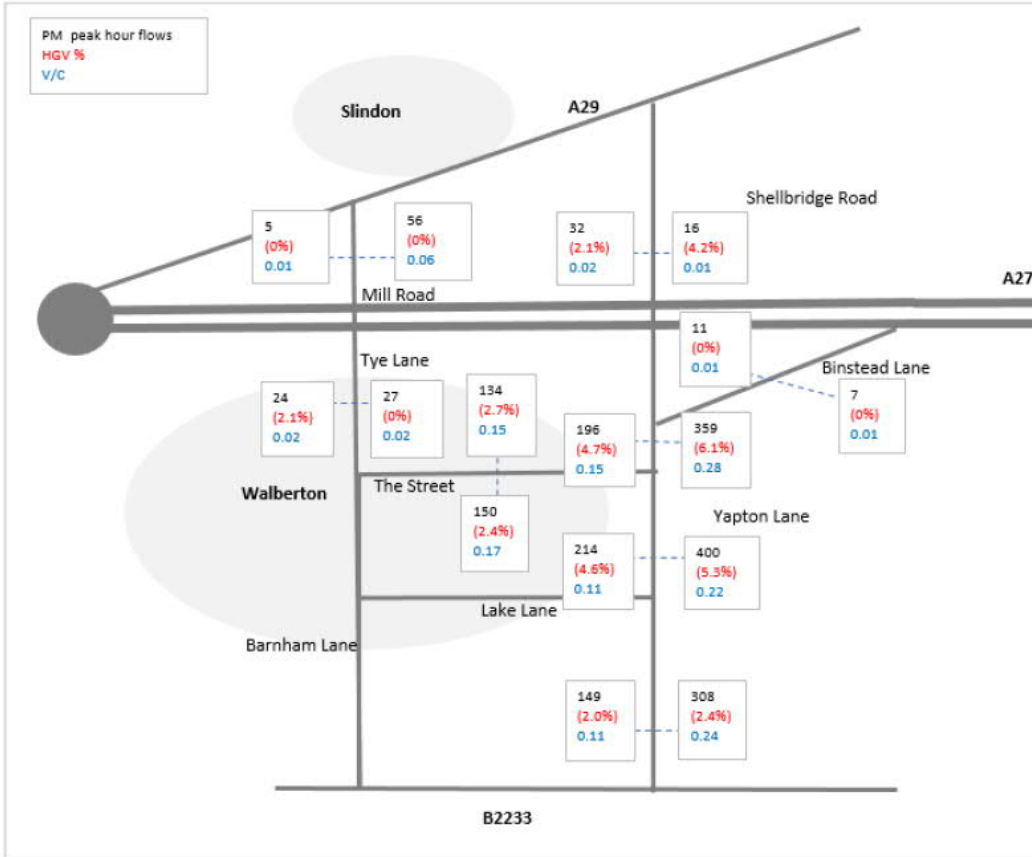
Section	Paragraph / Table	Location
2	Figure 2-8	Information boxes

**Existing Text**

Existing figure presented below.

Section	Paragraph / Table	Location
2	Figure 2-8	Information boxes

**Figure 2-8: 2019 PM peak hour flow, HGV% and V/C**

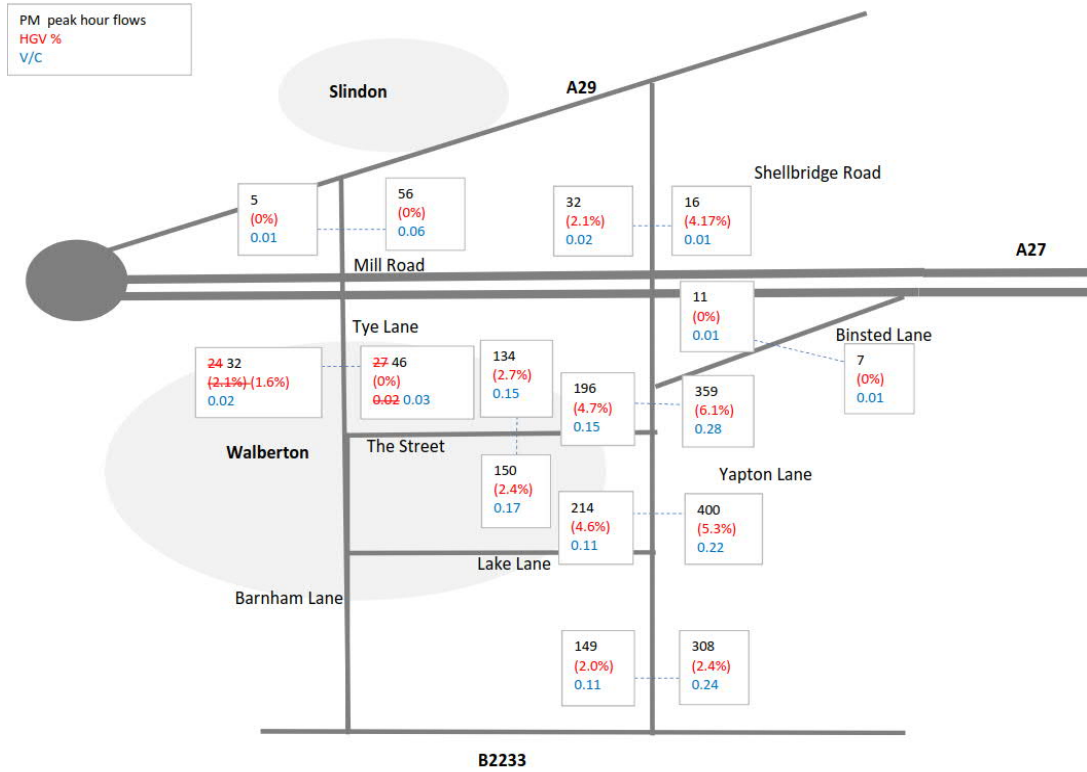


**Amended Text**

Revised data presented on Tye Lane information box for PM peak only. Replaced data presented in red strikethrough font.

Section	Paragraph / Table	Location
2	Figure 2-8	Information boxes

**Figure 2-8: 2019 PM peak hour flow, HGV% and V/C**



**Explanation**

Tye Lane data for PM peak hour flows has been slightly revised. This is based on a small change to the Tye Lane data to exclude a day with only partial data available. This had resulted in the inclusion of '0' flows within the original AADT calculation (affecting the PM peak). Resulting small change to HGV % in one direction and V/C in the other within the Tye Lane information boxes. This does not affect or change the assessments undertaken or any results / conclusions drawn.

## 2.2. Appendix B – July 2019 traffic survey data

### Erratum 1

Section	Paragraph / Table	Location																																																																																																																																
Appendix B-2	Automatic Traffic Count Data – Table	Appendix																																																																																																																																
<b>Existing Text</b>																																																																																																																																		
<p>Small revisions to ATC 4 (The Street) and ATC 7 (Tye Lane) ADT (Veh/24 hr day) and HGV % values. Small revision to ATC 7 (Tye Lane) PM peak period average flow (veh/hr) and PM V/C. Existing table presented below.</p> <p><b>Automatic Traffic Count data</b></p> <table border="1"> <thead> <tr> <th>Count Location</th> <th>Direction</th> <th>ADT (Veh/24 day)</th> <th>HGV %</th> <th>AM peak period average flow (veh/hr)</th> <th>AM V/C</th> <th>PM peak period average flow (veh/hr)</th> <th>PM V/C</th> </tr> </thead> <tbody> <tr> <td rowspan="2">ATC 1 B2132 N End Road</td> <td>NB</td> <td>2169</td> <td>3.5</td> <td>337</td> <td>0.26</td> <td>149</td> <td>0.11</td> </tr> <tr> <td>SB</td> <td>1914</td> <td>4.4</td> <td>108</td> <td>0.08</td> <td>308</td> <td>0.24</td> </tr> <tr> <td rowspan="2">ATC2 The Street - Lake Lane</td> <td>NB</td> <td>2643</td> <td>7.9</td> <td>368</td> <td>0.20</td> <td>214</td> <td>0.11</td> </tr> <tr> <td>SB</td> <td>2559</td> <td>8.4</td> <td>201</td> <td>0.11</td> <td>400</td> <td>0.22</td> </tr> <tr> <td rowspan="2">ATC3 The street - Avispark Rd</td> <td>NB</td> <td>2370</td> <td>7.6</td> <td>336</td> <td>0.26</td> <td>196</td> <td>0.15</td> </tr> <tr> <td>SB</td> <td>2379</td> <td>8.6</td> <td>162</td> <td>0.12</td> <td>359</td> <td>0.28</td> </tr> <tr> <td rowspan="2">ATC4 The Street - Avispark Rd</td> <td>NB</td> <td>1529</td> <td>2.6</td> <td>226</td> <td>0.25</td> <td>134</td> <td>0.15</td> </tr> <tr> <td>SB</td> <td>1403</td> <td>2.9</td> <td>134</td> <td>0.15</td> <td>150</td> <td>0.17</td> </tr> <tr> <td rowspan="2">ATC5 Arundel Rd Sth - Sunnybox Lane</td> <td>NB</td> <td>282</td> <td>1.5</td> <td>31</td> <td>0.02</td> <td>32</td> <td>0.02</td> </tr> <tr> <td>SB</td> <td>137</td> <td>1.5</td> <td>9</td> <td>0.01</td> <td>16</td> <td>0.01</td> </tr> <tr> <td rowspan="2">ATC 6 - Mill Road</td> <td>NB</td> <td>89</td> <td>3.5</td> <td>8</td> <td>0.01</td> <td>5</td> <td>0.01</td> </tr> <tr> <td>SB</td> <td>459</td> <td>4.1</td> <td>30</td> <td>0.03</td> <td>56</td> <td>0.06</td> </tr> <tr> <td rowspan="2">ATC 7 Tye Lane (The Street - Arundel Rd)</td> <td>NB</td> <td>385</td> <td>2.7</td> <td>74</td> <td>0.06</td> <td>24</td> <td>0.02</td> </tr> <tr> <td>SB</td> <td>369</td> <td>2.1</td> <td>29</td> <td>0.02</td> <td>27</td> <td>0.02</td> </tr> <tr> <td rowspan="2">ATC 8 - Binstead Lane</td> <td>NB</td> <td>86</td> <td>2.5</td> <td>6</td> <td>0.01</td> <td>11</td> <td>0.01</td> </tr> <tr> <td>SB</td> <td>111</td> <td>5.3</td> <td>12</td> <td>0.01</td> <td>7</td> <td>0.01</td> </tr> </tbody> </table>			Count Location	Direction	ADT (Veh/24 day)	HGV %	AM peak period average flow (veh/hr)	AM V/C	PM peak period average flow (veh/hr)	PM V/C	ATC 1 B2132 N End Road	NB	2169	3.5	337	0.26	149	0.11	SB	1914	4.4	108	0.08	308	0.24	ATC2 The Street - Lake Lane	NB	2643	7.9	368	0.20	214	0.11	SB	2559	8.4	201	0.11	400	0.22	ATC3 The street - Avispark Rd	NB	2370	7.6	336	0.26	196	0.15	SB	2379	8.6	162	0.12	359	0.28	ATC4 The Street - Avispark Rd	NB	1529	2.6	226	0.25	134	0.15	SB	1403	2.9	134	0.15	150	0.17	ATC5 Arundel Rd Sth - Sunnybox Lane	NB	282	1.5	31	0.02	32	0.02	SB	137	1.5	9	0.01	16	0.01	ATC 6 - Mill Road	NB	89	3.5	8	0.01	5	0.01	SB	459	4.1	30	0.03	56	0.06	ATC 7 Tye Lane (The Street - Arundel Rd)	NB	385	2.7	74	0.06	24	0.02	SB	369	2.1	29	0.02	27	0.02	ATC 8 - Binstead Lane	NB	86	2.5	6	0.01	11	0.01	SB	111	5.3	12	0.01	7	0.01
Count Location	Direction	ADT (Veh/24 day)	HGV %	AM peak period average flow (veh/hr)	AM V/C	PM peak period average flow (veh/hr)	PM V/C																																																																																																																											
ATC 1 B2132 N End Road	NB	2169	3.5	337	0.26	149	0.11																																																																																																																											
	SB	1914	4.4	108	0.08	308	0.24																																																																																																																											
ATC2 The Street - Lake Lane	NB	2643	7.9	368	0.20	214	0.11																																																																																																																											
	SB	2559	8.4	201	0.11	400	0.22																																																																																																																											
ATC3 The street - Avispark Rd	NB	2370	7.6	336	0.26	196	0.15																																																																																																																											
	SB	2379	8.6	162	0.12	359	0.28																																																																																																																											
ATC4 The Street - Avispark Rd	NB	1529	2.6	226	0.25	134	0.15																																																																																																																											
	SB	1403	2.9	134	0.15	150	0.17																																																																																																																											
ATC5 Arundel Rd Sth - Sunnybox Lane	NB	282	1.5	31	0.02	32	0.02																																																																																																																											
	SB	137	1.5	9	0.01	16	0.01																																																																																																																											
ATC 6 - Mill Road	NB	89	3.5	8	0.01	5	0.01																																																																																																																											
	SB	459	4.1	30	0.03	56	0.06																																																																																																																											
ATC 7 Tye Lane (The Street - Arundel Rd)	NB	385	2.7	74	0.06	24	0.02																																																																																																																											
	SB	369	2.1	29	0.02	27	0.02																																																																																																																											
ATC 8 - Binstead Lane	NB	86	2.5	6	0.01	11	0.01																																																																																																																											
	SB	111	5.3	12	0.01	7	0.01																																																																																																																											
<b>Amended Text</b>																																																																																																																																		
Revised table presented below. Replaced information presented in red strikethrough font.																																																																																																																																		



<b>Section</b>	Paragraph / Table	Location
Appendix B-2	Automatic Traffic Count Data – Table	Appendix

#### Automatic Traffic Count data

Count Location	Direction	ADT (Veh/24 day)	HGV %	AM peak period average flow (veh/hr)	AM V/C	PM peak period average flow (veh/hr)	PM V/C
ATC 1 B2132 N End Road	NB	2169	3.5	337	0.26	149	0.11
	SB	1914	4.4	108	0.08	308	0.24
ATC2 The Street - Lake Lane	NB	2643	7.9	368	0.20	214	0.11
	SB	2559	8.4	201	0.11	400	0.22
ATC3 The street - Avispark Rd	NB	2370	7.6	336	0.26	196	0.15
	SB	2379	8.6	162	0.12	359	0.28
ATC4 The Street - Avispark Rd	NB	<del>1529</del> 1578	<del>2.6</del> 2.7	226	0.25	134	0.15
	SB	<del>1403</del> 1435	<del>2.9</del> 3.0	134	0.15	150	0.17
ATC5 Arundel Rd Sth - Sunnybox Lane	NB	282	1.5	31	0.02	32	0.02
	SB	137	1.5	9	0.01	16	0.01
ATC 6 - Mill Road	NB	89	3.5	8	0.01	5	0.01
	SB	459	4.1	30	0.03	56	0.06
ATC 7 Tye Lane (The Street - Arundel Rd)	NB	<del>385</del> 406	<del>2.7</del> 2.2	74	0.06	<del>24</del> 32	0.02
	SB	<del>369</del> 401	<del>2.1</del> 2.1	29	0.02	<del>27</del> 46	<del>0.02</del> 0.03
ATC 8 - <del>Binstead</del> Binstead Lane	NB	86	2.5	6	0.01	11	0.01
	SB	111	5.3	12	0.01	7	0.01

#### Explanation

The changes to the data presented in this table within Appendix B-2 are consistent with those presented in Erratum 1 (Figure 2-6) and Erratum 2 (Figure 2-8) described in section 2.1. The data presented in this table has been revised for the reasons described in Erratum 1 and 2, in section 2.1.

This does not affect or change the assessments undertaken or any results / conclusions drawn. This is because the changes to the data are small and describe the existing conditions (baseline) only. The summary and the conclusions within the report are drawn from forecast data which is independent of this baseline data.