

Appendix B

Validation Results

| Job No | Report No | Issue no | Report Name | Page |
|---------|-----------|----------|---|------|
| STH1128 | 1 | 2 | Brighton & Hove Multi-Modal Transport Model | B1 |

Traffic Flow Validation Summary

AM Outer Cordon - West Section

| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
|--------------|---|--------|---------------------|---------------------|-------------|-------------|--------------|--------------------------|
| A22 | Wellington Rd, between Middle St & Clarence St, | IN | 884 | 1033 | 149 | 17% | 4.81 | Not OK |
| A601 | North St, Hove east of Middle St, | IN | 121 | 168 | 47 | 39% | 3.90 | OK |
| A602 | St. Andrew's Rd, east of Albion St, | IN | 167 | 112 | -55 | -33% | 4.64 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | IN | 383 | 322 | -61 | -16% | 3.23 | OK |
| A604 | Victoria Rd, middle of park, | IN | 362 | 161 | -200 | -55% | 12.39 | Not OK |
| A5 | Old Shoreham Road W of Benfield Cres | IN | 1366 | 1154 | -212 | -16% | 5.96 | Not OK |
| Total | | | 3283 | 2951 | -332 | -10% | 5.95 | Not OK! |
| | | | | | | | | |
| A22 | Wellington Rd, between Middle St & Clarence St, | OUT | 671 | 1034 | 363 | 54% | 12.43 | Not OK |
| A601 | North St, Hove east of Middle St, | OUT | 81 | 48 | -33 | -40% | 4.05 | OK |
| A602 | St. Andrew's Rd, east of Albion St, | OUT | 80 | 127 | 47 | 58% | 4.60 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | OUT | 130 | 190 | 60 | 46% | 4.77 | OK |
| A604 | Victoria Rd, middle of park, | OUT | 126 | 69 | -57 | -45% | 5.76 | OK |
| A5 | Old Shoreham Road W of Benfield Cres | OUT | 1094 | 1326 | 232 | 21% | 6.67 | Not OK |
| Total | | | 2182 | 2795 | 613 | 28% | 12.28 | Not OK! |

AM Outer Cordon - North Section

| ID | Location | IN/OUT | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|------|--------------------------|
| | | | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A615 | Benfield Way, just south of Benfield Cres, | IN | 42 | 57 | 15 | 35% | 2.11 | OK |
| A605 | Hangleton Link Rd, | IN | 703 | 520 | -184 | -26% | 7.43 | Not OK |
| A90 | Hangleton Link Rd, north of Fox Way roundabout, | IN | 1008 | 739 | -269 | -27% | 9.10 | Not OK |
| A606 | King George VI Ave, near Dyke Rd Ave roundabout, | IN | 1002 | 1091 | 89 | 9% | 2.75 | OK |
| A607 | Dyke Rd Ave, south of Hilltop, | IN | 1099 | 1010 | -89 | -8% | 2.75 | OK |
| A608 | London Rd, | IN | 947 | 1147 | 201 | 21% | 6.20 | Not OK |
| Total | | | 4801 | 4563 | -238 | -5% | 3.47 | OK |

| | | | | | | | | |
|-------|--|-----|------|------|------|------|------|---------|
| A615 | Benfield Way, just south of Benfield Cres, | OUT | 11 | 19 | 8 | 76% | 2.14 | OK |
| A605 | Hangleton Link Rd, | OUT | 439 | 384 | -54 | -12% | 2.67 | OK |
| A90 | Hangleton Link Rd, north of Fox Way roundabout, | OUT | 1211 | 1083 | -128 | -11% | 3.78 | OK |
| A606 | King George VI Ave, near Dyke Rd Ave roundabout, | OUT | 1024 | 1047 | 22 | 2% | 0.70 | OK |
| A607 | Dyke Rd Ave, south of Hilltop, | OUT | 976 | 799 | -177 | -18% | 5.93 | Not OK |
| A608 | London Rd, S of A23T / A27T junc, | OUT | 1151 | 1099 | -52 | -5% | 1.56 | OK |
| Total | | | 4812 | 4432 | -380 | -8% | 5.59 | Not OK! |

AM Outer Cordon - East Section

| ID | Location | IN/OUT | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| | | | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A609 | Vale Ave, west of Church Hill, | IN | 194 | 195 | 1 | 1% | 0.11 | OK |
| A610 | Carden Ave, between Old Boat Walk & Crowhurst Rd, | IN | 550 | 387 | -163 | -30% | 7.52 | Not OK |
| A611 | Ditchling Rd, N of golf club access rd (previously, just S of Coldean Lane | IN | 380 | 564 | 184 | 48% | 8.46 | Not OK |
| A619 | Coldean Lane, just south of A27T overbridge, | IN | 899 | 749 | -150 | -17% | 5.21 | Not OK |
| A620 | Lewes Rd, between Coldean Lane & Stanmer Park access road, | IN | 903 | 582 | -321 | -36% | 11.79 | Not OK |
| A512 | Warren Rd, between Wilson Ave & Drove Rd, | IN | 502 | 430 | -72 | -14% | 3.34 | OK |
| A23 | Marine Dr, between Roedean Rd & Greenways, | IN | 1504 | 1504 | -0 | 0% | 0.00 | OK |
| Total | | | 4932 | 4411 | -521 | -11% | 7.62 | Not OK! |
| A609 | Vale Ave, west of Church Hill, | OUT | 267 | 237 | -30 | -11% | 1.92 | OK |
| A610 | Carden Ave, between Old Boat Walk & Crowhurst Rd, | OUT | 842 | 866 | 24 | 3% | 0.83 | OK |
| A611 | Ditchling Rd, N of golf club access rd (previously, just S of Coldean Lane | OUT | 282 | 113 | -169 | -60% | 11.99 | Not OK |
| A619 | Coldean Lane, just south of A27T overbridge, | OUT | 766 | 903 | 138 | 18% | 4.76 | Not OK |
| A620 | Lewes Rd, between Coldean Lane & Stanmer Park access road, | OUT | 806 | 775 | -31 | -4% | 1.10 | OK |
| A512 | Warren Rd, between Wilson Ave & Drove Rd, | OUT | 440 | 487 | 47 | 11% | 2.18 | OK |
| A23 | Marine Dr, between Roedean Rd & Greenways, | OUT | 692 | 506 | -186 | -27% | 7.58 | Not OK |
| Total | | | 4095 | 3888 | -207 | -5% | 3.27 | Not OK! |

AM City Cordon - West Section

| | | | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A800 | Kings Road between Oriental Place & Cavendish Place, | IN | 1510 | 1453 | -57 | -4% | 1.49 | OK |
| A803 | Montpelier TerraceE of Montpelier Rd | IN | 258 | 44 | -214 | -83% | 17.44 | Not OK |
| A804 | Victoria RdE of Denmark Terrace | IN | 72 | 85 | 13 | 18% | 1.49 | OK |
| A805 | Clifton Hille of Vernon Terrace | IN | 100 | 114 | 15 | 15% | 1.42 | OK |
| A806 | Dyke RdS of Bath St | IN | 94 | 43 | -52 | -55% | 6.24 | OK |
| A807 | Buckingham PlaceW of Compton Ave | IN | 564 | 822 | 258 | 46% | 9.78 | Not OK |
| A74 | A270 New England RdE of Argyle Rd | IN | 609 | 596 | -12 | -2% | 0.49 | OK |
| Total | | | 3207 | 3157 | -50 | -2% | 0.89 | OK |
| | | | | | | | | |
| A800 | Kings Road between Oriental Place & Cavendish Place, | OUT | 1185 | 1284 | 99 | 8% | 2.82 | OK |
| A802 | Western RdW of Silwood Rd | OUT | 281 | 281 | 0 | 0% | 0.02 | OK |
| A803 | Montpelier TerraceE of Montpelier Rd | OUT | 158 | 213 | 55 | 35% | 4.08 | OK |
| A804 | Victoria RdE of Denmark Terrace | OUT | 42 | 0 | -42 | -100% | 9.12 | OK |
| A805 | Clifton Hille of Vernon Terrace | OUT | 66 | 3 | -62 | -95% | 10.58 | OK |
| A806 | Dyke RdS of Bath St | OUT | 168 | 72 | -96 | -57% | 8.78 | OK |
| A807 | Buckingham PlaceW of Compton Ave | OUT | 205 | 312 | 108 | 53% | 6.69 | Not OK |
| Total | | | 2103 | 2166 | 62 | 3% | 1.35 | OK |

AM City Cordon - North Section

| | | | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A810 | Beaconsfield RdN of Ditchling Rise | IN | 1382 | 1366 | -16 | -1% | 0.43 | OK |
| A811 | Ditchling RdN of Ditchling Rise | IN | 440 | 647 | 208 | 47% | 8.91 | Not OK |
| A812 | Hollingdean Road between Davey Drive & Freehold Terrace, | IN | 777 | 744 | -33 | -4% | 1.19 | OK |
| A813 | Lewes Road between Bear Road & Coombe Road, | IN | 943 | 988 | 45 | 5% | 1.45 | OK |
| A814 | Bear Road between Lewes Road and Riley Road, | IN | 458 | 436 | -22 | -5% | 1.04 | OK |
| A816 | Hartington RdE of Lewes Rd | IN | 202 | 161 | -41 | -20% | 3.04 | OK |
| A817 | Elm GroveW of Carlyle St | IN | 513 | 489 | -24 | -5% | 1.08 | OK |
| Total | | | 4714 | 4831 | 117 | 2% | 1.69 | OK |
| | | | | | | | | |
| A74 | A270 New England RdE of Argyle Rd | OUT | 706 | 710 | 4 | 1% | 0.13 | OK |
| A809 | A23 Preston Rd-N of Argyle St | OUT | 845 | 553 | -292 | -35% | 11.05 | Not OK |
| A811 | Ditchling RdN of Ditchling Rise | OUT | 357 | 354 | -4 | -1% | 0.20 | OK |
| A812 | Hollingdean Road between Davey Drive & Freehold Terrace, | OUT | 704 | 775 | 71 | 10% | 2.61 | OK |
| A813 | Lewes Road between Bear Road & Coombe Road, | OUT | 1118 | 1323 | 206 | 18% | 5.88 | Not OK |
| A814 | Bear Road between Lewes Road and Riley Road, | OUT | 395 | 428 | 33 | 8% | 1.64 | OK |
| A816 | Hartington RdE of Lewes Rd | OUT | 164 | 235 | 71 | 43% | 5.00 | OK |
| A817 | Elm GroveW of Carlyle St | OUT | 409 | 502 | 94 | 23% | 4.38 | OK |
| Total | | | 4698 | 4879 | 181 | 4% | 2.62 | OK |

AM City Cordon - East Section

| | | | Total Vehicles | | | | | |
|-------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A818 | Islingword RdS of Beaufort Terrace | IN | 215 | 103 | -112 | -52% | 8.87 | Not OK |
| A819 | Southover StN of Finsbury Rd | IN | 124 | 145 | 21 | 17% | 1.80 | OK |
| A820 | Albion Hill-S of Scotland St | IN | 55 | 7 | -48 | -87% | 8.54 | OK |
| A821 | Sussex StE of John St | IN | 70 | 2 | -68 | -97% | 11.27 | OK |
| A822 | Carlton Hill between John Street & Tilbury Place, | IN | 190 | 237 | 47 | 25% | 3.23 | OK |
| A823 | Edward StW of White St | IN | 622 | 684 | 62 | 10% | 2.42 | OK |
| A825 | A259 Marine Parade-Opp Camelford St | IN | 1240 | 1223 | -17 | -1% | 0.48 | OK |
| Total | | | 2516 | 2402 | -114 | -5% | 2.30 | OK |
| | | | | | | | | |
| A818 | Islingword RdS of Beaufort Terrace | OUT | 84 | 44 | -40 | -48% | 5.03 | OK |
| A819 | Southover StN of Finsbury Rd | OUT | 93 | 104 | 11 | 12% | 1.15 | OK |
| A820 | Albion Hill-S of Scotland St | OUT | 42 | 12 | -30 | -71% | 5.77 | OK |
| A821 | Sussex StE of John St | OUT | 65 | 159 | 94 | 145% | 8.87 | OK |
| A822 | Carlton Hill between John Street & Tilbury Place, | OUT | 71 | 155 | 84 | 119% | 7.94 | OK |
| A823 | Edward StW of White St | OUT | 727 | 662 | -65 | -9% | 2.47 | OK |
| A824 | St James's StE of Madeira Pl | OUT | 89 | 78 | -11 | -12% | 1.21 | OK |
| A825 | A259 Marine Parade-Opp Camelford St | OUT | 891 | 810 | -82 | -9% | 2.80 | OK |
| Total | | | 2062 | 2023 | -38 | -2% | 0.85 | OK |

AM Shoreham Cordon

| ID | Location | IN/OUT | Total Vehicles | | | | | |
|--------------|---|--------|---------------------|---------------------|-------------|------------|--------------|--------------------------|
| | | | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| Site rr | Brighton Road Between Brighton Road and Kingston Lane | IN | 693 | 634 | -59 | -9% | 2.29 | OK |
| Site qq | Rectory Road Between St Julian's Lane and Kingston Lane | IN | 244 | 212 | -32 | -13% | 2.13 | OK |
| Site pp | Clarendon Road Between King George Road and Kingston Lane | IN | 46 | 42 | -5 | -10% | 0.69 | OK |
| Site ss | Old Shoreham Road at Upper Shoreham Roundabout | IN | 1154 | 1340 | 186 | 16% | 5.27 | Not OK |
| Site tt | Upper Kingston Lane Between Downland Avenue and Kingston Broadway | IN | 115 | 8 | -107 | -93% | 13.68 | Not OK |
| Site uu | Overhill | IN | 74 | 82 | 8 | 11% | 0.88 | OK |
| Site oo | Mile Oak Road Between Downsway and Greenways | IN | 193 | 255 | 62 | 32% | 4.13 | OK |
| Site nn | Locks Hill Between Old Shoreham Road and Locks Crescent | IN | 112 | 394 | 283 | 254% | 17.78 | Not OK |
| ESCC9 | Old Shoreham road east of Locks Crescent | IN | 979 | 1264 | 285 | 29% | 8.52 | Not OK |
| A604 | Victoria Rd, middle of park, | IN | 126 | 69 | -57 | -45% | 5.76 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | IN | 130 | 190 | 60 | 46% | 4.77 | OK |
| A602 | St. Andrew's Rd, east of Albion St, | IN | 80 | 127 | 47 | 58% | 4.60 | OK |
| A601 | North St, Hove east of Middle St, | IN | 81 | 48 | -33 | -40% | 4.05 | OK |
| Site ll | Wellington Road Between Camden St and B2194 | IN | 634 | 1034 | 400 | 63% | 13.86 | Not OK |
| Total | | | 4661 | 5699 | 1039 | 22% | 14.43 | Not OK! |

| ID | Location | IN/OUT | Total Vehicles | | | | | |
|--------------|---|--------|---------------------|---------------------|------------|------------|-------------|--------------------------|
| | | | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| Site rr | Brighton Road Between Brighton Road and Kingston Lane | OUT | 582 | 592 | 11 | 2% | 0.44 | OK |
| Site qq | Rectory Road Between St Julian's Lane and Kingston Lane | OUT | 255 | 289 | 35 | 14% | 2.11 | OK |
| Site pp | Clarendon Road Between King George Road and Kingston Lane | OUT | 16 | 153 | 136 | 831% | 14.82 | Not OK |
| Site ss | Old Shoreham Road at Upper Shoreham Roundabout | OUT | 1061 | 1144 | 83 | 8% | 2.50 | OK |
| Site tt | Upper Kingston Lane Between Downland Avenue and Kingston Broadway | OUT | 42 | 34 | -7 | -18% | 1.21 | OK |
| Site uu | Overhill | OUT | 28 | 51 | 23 | 82% | 3.68 | OK |
| Site oo | Mile Oak Road Between Downsway and Greenways | OUT | 295 | 243 | -52 | -18% | 3.15 | OK |
| Site nn | Locks Hill Between Old Shoreham Road and Locks Crescent | OUT | 374 | 169 | -205 | -55% | 12.45 | Not OK |
| ESCC9 | Old Shoreham road east of Locks Crescent | OUT | 1117 | 1076 | -41 | -4% | 1.25 | OK |
| A604 | Victoria Rd, middle of park, | OUT | 362 | 161 | -200 | -55% | 12.39 | Not OK |
| A603 | Vale Rd, Hove east of Church Rd, | OUT | 383 | 322 | -61 | -16% | 3.23 | OK |
| A602 | St. Andrew's Rd, east of Albion St, | OUT | 167 | 112 | -55 | -33% | 4.64 | OK |
| A601 | North St, Hove east of Middle St, | OUT | 121 | 168 | 47 | 39% | 3.90 | OK |
| Site ll | Wellington Road Between Camden St and B2194 | OUT | 815 | 1033 | 218 | 27% | 7.16 | Not OK |
| Total | | | 5617 | 5548 | -69 | -1% | 0.93 | OK |

IP Outer Cordon – West Section

| | | | Total Vehicles | | | | | |
|--------------|---|--------|---------------------|---------------------|-------------|------------|-------------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A22 | Wellington Rd, between Middle St & Clarence St, | IN | 569 | 582 | 13 | 2% | 0.55 | OK |
| A601 | North St, Hove east of Middle St, | IN | 68 | 0 | -68 | -100% | 11.66 | OK |
| A602 | St. Andrew's Rd, east of Albion St, | IN | 96 | 101 | 5 | 6% | 0.55 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | IN | 136 | 162 | 26 | 19% | 2.11 | OK |
| A604 | Victoria Rd, middle of park, | IN | 160 | 124 | -37 | -23% | 3.07 | OK |
| A5 | Old Shoreham Road W of Benfield Cres | IN | 991 | 925 | -65 | -7% | 2.11 | OK |
| Total | | | 2020 | 1895 | -126 | -6% | 2.84 | Not OK! |
| A22 | Wellington Rd, between Middle St & Clarence St, | OUT | 565 | 612 | 48 | 8% | 1.96 | OK |
| A601 | North St, Hove east of Middle St, | OUT | 100 | 30 | -70 | -70% | 8.68 | OK |
| A602 | St. Andrew's Rd, east of Albion St, | OUT | 99 | 69 | -30 | -30% | 3.27 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | OUT | 188 | 249 | 61 | 32% | 4.11 | OK |
| A604 | Victoria Rd, middle of park, | OUT | 132 | 55 | -77 | -58% | 7.97 | OK |
| A5 | Old Shoreham Road W of Benfield Cres | OUT | 1018 | 897 | -121 | -12% | 3.92 | OK |
| Total | | | 2102 | 1912 | -190 | -9% | 4.23 | Not OK! |

IP Outer Cordon – North Section

| | | | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A615 | Benfield Way, just south of Benfield Cres, | IN | 25 | 25 | -0 | -1% | 0.03 | OK |
| A605 | Hangleton Link Rd, | IN | 383 | 341 | -42 | -11% | 2.23 | OK |
| A90 | Hangleton Link Rd, north of Fox Way roundabout, | IN | 745 | 990 | 244 | 33% | 8.29 | Not OK |
| A606 | King George VI Ave, near Dyke Rd Ave roundabout, | IN | 693 | 790 | 96 | 14% | 3.54 | OK |
| A607 | Dyke Rd Ave, south of Hilltop, | IN | 680 | 1002 | 321 | 47% | 11.08 | Not OK |
| A608 | London Rd, | IN | 708 | 727 | 19 | 3% | 0.72 | OK |
| Total | | | 3235 | 3874 | 639 | 20% | 10.71 | Not OK! |

| | | | | | | | | |
|-------|--|-----|------|------|-----|------|------|---------|
| A615 | Benfield Way, just south of Benfield Cres, | OUT | 12 | 64 | 52 | 432% | 8.42 | OK |
| A605 | Hangleton Link Rd, | OUT | 431 | 409 | -22 | -5% | 1.06 | OK |
| A90 | Hangleton Link Rd, north of Fox Way roundabout, | OUT | 735 | 765 | 30 | 4% | 1.10 | OK |
| A606 | King George VI Ave, near Dyke Rd Ave roundabout, | OUT | 620 | 730 | 109 | 18% | 4.21 | Not OK |
| A607 | Dyke Rd Ave, south of Hilltop, | OUT | 644 | 841 | 197 | 31% | 7.22 | Not OK |
| A608 | London Rd, S of A23T / A27T junc, | OUT | 691 | 721 | 30 | 4% | 1.14 | OK |
| Total | | | 3133 | 3530 | 397 | 13% | 6.87 | Not OK! |

IP Outer Cordon – East Section

| ID | Location | IN/OUT | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| | | | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A609 | Vale Ave, west of Church Hill, | IN | 133 | 195 | 62 | 47% | 4.84 | OK |
| A610 | Carden Ave, between Old Boat Walk & Crowhurst Rd, | IN | 587 | 192 | -395 | -67% | 20.04 | Not OK |
| A611 | Ditchling Rd, N of golf club access rd (previously, just S of Coldean Lane | IN | 252 | 245 | -7 | -3% | 0.46 | OK |
| A619 | Coldean Lane, just south of A27T overbridge, | IN | 556 | 334 | -221 | -40% | 10.50 | Not OK |
| A620 | Lewes Rd, between Coldean Lane & Stanmer Park access road, | IN | 560 | 413 | -147 | -26% | 6.66 | Not OK |
| A512 | Warren Rd, between Wilson Ave & Drove Rd, | IN | 436 | 399 | -37 | -9% | 1.81 | OK |
| A23 | Marine Dr, between Roedean Rd & Greenways, | IN | 841 | 812 | -29 | -3% | 1.00 | OK |
| Total | | | 3366 | 2591 | -775 | -23% | 14.20 | Not OK! |
| A609 | Vale Ave, west of Church Hill, | OUT | 109 | 147 | 39 | 35% | 3.41 | OK |
| A610 | Carden Ave, between Old Boat Walk & Crowhurst Rd, | OUT | 564 | 249 | -315 | -56% | 15.62 | Not OK |
| A611 | Ditchling Rd, N of golf club access rd (previously, just S of Coldean Lane | OUT | 229 | 248 | 19 | 8% | 1.21 | OK |
| A619 | Coldean Lane, just south of A27T overbridge, | OUT | 486 | 382 | -105 | -22% | 5.02 | Not OK |
| A620 | Lewes Rd, between Coldean Lane & Stanmer Park access road, | OUT | 492 | 446 | -45 | -9% | 2.09 | OK |
| A512 | Warren Rd, between Wilson Ave & Drove Rd, | OUT | 434 | 423 | -11 | -2% | 0.51 | OK |
| A23 | Marine Dr, between Roedean Rd & Greenways, | OUT | 815 | 770 | -45 | -6% | 1.59 | OK |
| Total | | | 3129 | 2666 | -463 | -15% | 8.60 | Not OK! |

IP City Cordon – West Section

| | | | Total Vehicles | | | | | |
|-------|--|--------|------------------------|------------------------|------------|-------|-------|--------------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A800 | Kings Road between Oriental Place & Cavendish Place, | IN | 1091 | 1285 | 194 | 18% | 5.63 | Not OK |
| A803 | Montpelier TerraceE of Montpelier Rd | IN | 169 | 79 | -90 | -53% | 8.10 | OK |
| A804 | Victoria RdE of Denmark Terrace | IN | 44 | 57 | 13 | 30% | 1.83 | OK |
| A805 | Clifton HillE of Vernon Terrace | IN | 67 | 12 | -56 | -83% | 8.86 | OK |
| A806 | Dyke RdS of Bath St | IN | 81 | 35 | -46 | -57% | 6.03 | OK |
| A807 | Buckingham PlaceW of Compton Ave | IN | 404 | 717 | 313 | 78% | 13.23 | Not OK |
| A74 | A270 New England RdE of Argyle Rd | IN | 570 | 602 | 32 | 6% | 1.31 | OK |
| Total | | | 2426 | 2786 | 360 | 15% | 7.06 | Not OK! |
| | | | | | | | | |
| A800 | Kings Road between Oriental Place & Cavendish Place, | OUT | 1040 | 1065 | 25 | 2% | 0.77 | OK |
| A802 | Western RdW of Silwood Rd | OUT | 409 | 238 | -171 | -42% | 9.51 | Not OK |
| A803 | Montpelier TerraceE of Montpelier Rd | OUT | 155 | 112 | -44 | -28% | 3.78 | OK |
| A804 | Victoria RdE of Denmark Terrace | OUT | 33 | 0 | -33 | -100% | 8.08 | OK |
| A805 | Clifton HillE of Vernon Terrace | OUT | 63 | 6 | -57 | -90% | 9.66 | OK |
| A806 | Dyke RdS of Bath St | OUT | 160 | 65 | -95 | -59% | 8.94 | OK |
| A807 | Buckingham PlaceW of Compton Ave | OUT | 227 | 171 | -56 | -25% | 3.95 | OK |
| Total | | | 2086 | 1657 | -429 | -21% | 9.93 | Not OK! |

IP City Cordon – North Section

| | | | Total Vehicles | | | | | |
|--------------|--|--------|---------------------|---------------------|-------------|-------|-------------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A810 | Beaconsfield RdN of Ditchling Rise | IN | 930 | 852 | -78 | -8% | 2.63 | OK |
| A811 | Ditchling RdN of Ditchling Rise | IN | 308 | 528 | 221 | 72% | 10.78 | Not OK |
| A812 | Hollingdean Road between Davey Drive & Freehold Terrace, | IN | 551 | 536 | -15 | -3% | 0.65 | OK |
| A813 | Lewes Road between Bear Road & Coombe Road, | IN | 856 | 901 | 46 | 5% | 1.54 | OK |
| A814 | Bear Road between Lewes Road and Riley Road, | IN | 338 | 351 | 13 | 4% | 0.70 | OK |
| A816 | Hartington RdE of Lewes Rd | IN | 256 | 155 | -101 | -40% | 7.06 | Not OK |
| A817 | Elm GroveW of Carlyle St | IN | 360 | 293 | -67 | -19% | 3.69 | OK |
| Total | | | 3599 | 3616 | 18 | 0% | 0.29 | OK |
| | | | | | | | | |
| A74 | A270 New England RdE of Argyle Rd | OUT | 620 | 650 | 30 | 5% | 1.18 | OK |
| A809 | A23 Preston Rd-N of Argyle St | OUT | 732 | 678 | -54 | -7% | 2.03 | OK |
| A811 | Ditchling RdN of Ditchling Rise | OUT | 255 | 102 | -153 | -60% | 11.47 | Not OK |
| A812 | Hollingdean Road between Davey Drive & Freehold Terrace, | OUT | 602 | 562 | -40 | -7% | 1.67 | OK |
| A813 | Lewes Road between Bear Road & Coombe Road, | OUT | 847 | 728 | -120 | -14% | 4.26 | OK |
| A814 | Bear Road between Lewes Road and Riley Road, | OUT | 344 | 375 | 30 | 9% | 1.61 | OK |
| A816 | Hartington RdE of Lewes Rd | OUT | 267 | 210 | -58 | -22% | 3.73 | OK |
| A817 | Elm GroveW of Carlyle St | OUT | 352 | 294 | -58 | -16% | 3.22 | OK |
| Total | | | 4019 | 3596 | -422 | -11% | 6.84 | Not OK! |

IP City Cordon – East Section

| | | | Total Vehicles | | | | | |
|-------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A818 | Islingword RdS of Beaufort Terrace | IN | 265 | 35 | -230 | -87% | 18.77 | Not OK |
| A819 | Southover StN of Finsbury Rd | IN | 63 | 20 | -44 | -69% | 6.78 | OK |
| A820 | Albion Hill-S of Scotland St | IN | 27 | 6 | -22 | -79% | 5.35 | OK |
| A821 | Sussex StE of John St | IN | 33 | 2 | -31 | -94% | 7.48 | OK |
| A822 | Carlton Hill between John Street & Tilbury Place, | IN | 48 | 101 | 53 | 110% | 6.10 | OK |
| A823 | Edward StW of White St | IN | 537 | 559 | 22 | 4% | 0.95 | OK |
| A825 | A259 Marine Parade-Opp Camelford St | IN | 846 | 854 | 8 | 1% | 0.28 | OK |
| Total | | | 1819 | 1576 | -244 | -13% | 5.91 | Not OK! |
| | | | | | | | | |
| A818 | Islingword RdS of Beaufort Terrace | OUT | 124 | 19 | -106 | -85% | 12.48 | Not OK |
| A819 | Southover StN of Finsbury Rd | OUT | 67 | 35 | -32 | -48% | 4.53 | OK |
| A820 | Albion Hill-S of Scotland St | OUT | 31 | 3 | -27 | -89% | 6.64 | OK |
| A821 | Sussex StE of John St | OUT | 48 | 48 | 0 | 1% | 0.07 | OK |
| A822 | Carlton Hill between John Street & Tilbury Place, | OUT | 116 | 266 | 150 | 129% | 10.86 | Not OK |
| A823 | Edward StW of White St | OUT | 558 | 293 | -266 | -48% | 12.89 | Not OK |
| A824 | St James's StE of Madeira Pl | OUT | 102 | 45 | -58 | -56% | 6.71 | OK |
| A825 | A259 Marine Parade-Opp Camelford St | OUT | 827 | 758 | -70 | -8% | 2.48 | OK |
| Total | | | 1875 | 1466 | -408 | -22% | 9.99 | Not OK! |

IP Shoreham Cordon

| Upper Shoreham Section | | | Total Vehicles | | | | | |
|------------------------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| Site rr | Brighton Road Between Brighton Road and Kingston Lane | IN | 584 | 247 | -337 | -58% | 16.53 | Not OK |
| Site qq | Rectory Road Between St Julian's Lane and Kingston Lane | IN | 131 | 163 | 31 | 24% | 2.59 | OK |
| Site pp | Clarendon Road Between King George Road and Kingston Lane | IN | 31 | 67 | 35 | 112% | 5.02 | OK |
| Site ss | Old Shoreham Road at Upper Shoreham Roundabout | IN | 899 | 1064 | 165 | 18% | 5.26 | Not OK |
| Site tt | Upper Kingston Lane Between Downland Avenue and Kingston Broadway | IN | 76 | 9 | -67 | -88% | 10.27 | OK |
| Site uu | Overhill | IN | 42 | 68 | 26 | 63% | 3.55 | OK |
| Site oo | Mile Oak Road Between Downsway and Greenways | IN | 192 | 161 | -31 | -16% | 2.35 | OK |
| Site nn | Locks HillBetween Old Shoreham Road and Locks Crescent | IN | 240 | 135 | -105 | -44% | 7.64 | Not OK |
| ESCC9 | Old Shoreham road east of Locks Crescent | IN | 878 | 841 | -37 | -4% | 1.26 | OK |
| A604 | Victoria Rd, middle of park, | IN | 132 | 55 | -77 | -58% | 7.97 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | IN | 188 | 249 | 61 | 32% | 4.11 | OK |
| A602 | St. Andrew’s Rd, east of Albion St, | IN | 80 | 69 | -11 | -14% | 1.27 | OK |
| A601 | North St, Hove east of Middle St, | IN | 81 | 30 | -51 | -63% | 6.84 | OK |
| Site ll | Wellington Road Between Camden St and B2194 | IN | 620 | 612 | -7 | -1% | 0.29 | OK |
| Total | | | 4175 | 3771 | -404 | -10% | 6.42 | Not OK! |

| | | | Total Vehicles | | | | | |
|---------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| Site rr | Brighton Road Between Brighton Road and Kingston Lane | OUT | 547 | 238 | -309 | -56% | 15.58 | Not OK |
| Site qq | Rectory Road Between St Julian's Lane and Kingston Lane | OUT | 134 | 166 | 32 | 24% | 2.58 | OK |
| Site pp | Clarendon Road Between King George Road and Kingston Lane | OUT | 33 | 72 | 39 | 117% | 5.33 | OK |
| Site ss | Old Shoreham Road at Upper Shoreham Roundabout | OUT | 957 | 1052 | 95 | 10% | 2.99 | OK |
| Site tt | Upper Kingston Lane Between Downland Avenue and Kingston Broadway | OUT | 70 | 30 | -40 | -57% | 5.64 | OK |
| Site uu | Overhill | OUT | 44 | 72 | 28 | 63% | 3.64 | OK |
| Site oo | Mile Oak Road Between Downsway and Greenways | OUT | 188 | 100 | -88 | -47% | 7.34 | OK |
| Site nn | Locks HillBetween Old Shoreham Road and Locks Crescent | OUT | 260 | 100 | -160 | -62% | 11.95 | Not OK |
| ESCC9 | Old Shoreham road east of Locks Crescent | OUT | 932 | 838 | -94 | -10% | 3.15 | OK |
| A604 | Victoria Rd, middle of park, | OUT | 160 | 124 | -37 | -23% | 3.07 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | OUT | 136 | 162 | 26 | 19% | 2.11 | OK |
| A602 | St. Andrew’s Rd, east of Albion St, | OUT | 167 | 101 | -66 | -39% | 5.66 | OK |
| A601 | North St, Hove east of Middle St, | OUT | 121 | 0 | -121 | -100% | 15.56 | Not OK |
| Site ll | Wellington Road Between Camden St and B2194 | OUT | 628 | 582 | -45 | -7% | 1.84 | OK |
| Total | | | 4378 | 3637 | -741 | -17% | 11.70 | Not OK! |

PM Outer Cordon – West Section

| | | | Total Vehicles | | | | | |
|-------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A22 | Wellington Rd, between Middle St & Clarence St, | IN | 702 | 821 | 118 | 17% | 4.29 | Not OK |
| A601 | North St, Hove east of Middle St, | IN | 49 | 52 | 3 | 6% | 0.38 | OK |
| A602 | St. Andrew’s Rd, east of Albion St, | IN | 86 | 43 | -43 | -50% | 5.40 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | IN | 139 | 322 | 183 | 132% | 12.07 | Not OK |
| A604 | Victoria Rd, middle of park, | IN | 154 | 158 | 4 | 3% | 0.35 | OK |
| A5 | Old Shoreham Road W of Benfield Cres | IN | 1137 | 967 | -170 | -15% | 5.23 | OK |
| Total | | | 2267 | 2363 | 96 | 4% | 1.99 | OK |
| | | | | | | | | |
| A22 | Wellington Rd, between Middle St & Clarence St, | OUT | 773 | 1089 | 316 | 41% | 10.35 | Not OK |
| A601 | North St, Hove east of Middle St, | OUT | 161 | 39 | -122 | -76% | 12.18 | Not OK |
| A602 | St. Andrew’s Rd, east of Albion St, | OUT | 161 | 127 | -34 | -21% | 2.80 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | OUT | 354 | 278 | -76 | -21% | 4.25 | OK |
| A604 | Victoria Rd, middle of park, | OUT | 203 | 28 | -175 | -86% | 16.25 | Not OK |
| A5 | Old Shoreham Road W of Benfield Cres | OUT | 1399 | 1322 | -76 | -5% | 2.07 | OK |
| Total | | | 3050 | 2884 | -166 | -5% | 3.05 | Not OK! |

PM Outer Cordon – North Section

| | | | Total Vehicles | | | | | |
|--------------|--|--------|---------------------|---------------------|-------------|------------|-------------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A615 | Benfield Way, just south of Benfield Cres, | IN | 55 | 35 | -20 | -36% | 2.92 | OK |
| A605 | Hangleton Link Rd, | IN | 470 | 320 | -150 | -32% | 7.55 | Not OK |
| A90 | Hangleton Link Rd, north of Fox Way roundabout, | IN | 1376 | 1142 | -235 | -17% | 6.61 | Not OK |
| A606 | King George VI Ave, near Dyke Rd Ave roundabout, | IN | 1152 | 1157 | 4 | 0% | 0.13 | OK |
| A607 | Dyke Rd Ave, south of Hilltop, | IN | 1240 | 989 | -251 | -20% | 7.51 | Not OK |
| A608 | London Rd, | IN | 1211 | 1523 | 312 | 26% | 8.44 | Not OK |
| Total | | | 5504 | 5166 | -339 | -6% | 4.64 | Not OK! |
| | | | | | | | | |
| A615 | Benfield Way, just south of Benfield Cres, | OUT | 102 | 24 | -78 | -76% | 9.77 | OK |
| A605 | Hangleton Link Rd, | OUT | 885 | 535 | -351 | -40% | 13.16 | Not OK |
| A90 | Hangleton Link Rd, north of Fox Way roundabout, | OUT | 866 | 781 | -85 | -10% | 2.97 | OK |
| A606 | King George VI Ave, near Dyke Rd Ave roundabout, | OUT | 995 | 1082 | 86 | 9% | 2.68 | OK |
| A607 | Dyke Rd Ave, south of Hilltop, | OUT | 858 | 738 | -120 | -14% | 4.24 | OK |
| A608 | London Rd, S of A23T / A27T junc, | OUT | 1065 | 1268 | 202 | 19% | 5.93 | Not OK |
| Total | | | 4771 | 4427 | -345 | -7% | 5.08 | Not OK! |

PM Outer Cordon – East Section

| ID | Location | IN/OUT | Total Vehicles | | | | | Meets Link Flow Criteria |
|--------------|--|--------|---------------------|---------------------|-------------|------------|-------------|--------------------------|
| | | | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | |
| A609 | Vale Ave, west of Church Hill, | IN | 351 | 472 | 122 | 35% | 5.99 | Not OK |
| A610 | Carden Ave, between Old Boat Walk & Crowhurst Rd, | IN | 843 | 596 | -247 | -29% | 9.21 | Not OK |
| A611 | Ditchling Rd, N of golf club access rd (previously, just S of Coldean Lane | IN | 444 | 499 | 55 | 12% | 2.55 | OK |
| A619 | Coldean Lane, just south of A27T overbridge, | IN | 895 | 818 | -77 | -9% | 2.62 | OK |
| A620 | Lewes Rd, between Coldean Lane & Stanmer Park access road, | IN | 854 | 756 | -97 | -11% | 3.44 | OK |
| A512 | Warren Rd, between Wilson Ave & Drove Rd, | IN | 403 | 535 | 132 | 33% | 6.10 | Not OK |
| A23 | Marine Dr, between Roedean Rd & Greenways, | IN | 818 | 669 | -149 | -18% | 5.47 | Not OK |
| Total | | | 4606 | 4345 | -262 | -6% | 3.91 | Not OK! |
| A609 | Vale Ave, west of Church Hill, | OUT | 118 | 134 | 16 | 14% | 1.45 | OK |
| A610 | Carden Ave, between Old Boat Walk & Crowhurst Rd, | OUT | 654 | 768 | 114 | 17% | 4.28 | Not OK |
| A611 | Ditchling Rd, N of golf club access rd (previously, just S of Coldean Lane | OUT | 264 | 139 | -125 | -47% | 8.78 | Not OK |
| A619 | Coldean Lane, just south of A27T overbridge, | OUT | 758 | 627 | -131 | -17% | 4.99 | Not OK |
| A620 | Lewes Rd, between Coldean Lane & Stanmer Park access road, | OUT | 596 | 636 | 40 | 7% | 1.59 | OK |
| A512 | Warren Rd, between Wilson Ave & Drove Rd, | OUT | 554 | 574 | 21 | 4% | 0.87 | OK |
| A23 | Marine Dr, between Roedean Rd & Greenways, | OUT | 1464 | 1526 | 62 | 4% | 1.61 | OK |
| Total | | | 4407 | 4404 | -3 | 0% | 0.05 | OK |

PM City Cordon – East Section

| | | | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A800 | Kings Road between Oriental Place & Cavendish Place, | IN | 1351 | 1362 | 11 | 1% | 0.29 | OK |
| A803 | Montpelier TerraceE of Montpelier Rd | IN | 186 | 71 | -115 | -62% | 10.12 | Not OK |
| A804 | Victoria RdE of Denmark Terrace | IN | 66 | 49 | -18 | -26% | 2.31 | OK |
| A805 | Clifton HillE of Vernon Terrace | IN | 77 | 47 | -30 | -39% | 3.79 | OK |
| A806 | Dyke RdS of Bath St | IN | 113 | 34 | -79 | -70% | 9.17 | OK |
| A807 | Buckingham PlaceW of Compton Ave | IN | 501 | 676 | 175 | 35% | 7.19 | Not OK |
| A74 | A270 New England RdE of Argyle Rd | IN | 387 | 563 | 175 | 45% | 8.05 | Not OK |
| Total | | | 2682 | 2801 | 119 | 4% | 2.28 | OK |
| | | | | | | | | |
| A800 | Kings Road between Oriental Place & Cavendish Place, | OUT | 1529 | 1420 | -109 | -7% | 2.83 | OK |
| A802 | Western RdW of Silwood Rd | OUT | 449 | 331 | -118 | -26% | 5.99 | Not OK |
| A803 | Montpelier TerraceE of Montpelier Rd | OUT | 205 | 178 | -27 | -13% | 1.97 | OK |
| A804 | Victoria RdE of Denmark Terrace | OUT | 38 | 0 | -38 | -100% | 8.67 | OK |
| A805 | Clifton HillE of Vernon Terrace | OUT | 104 | 7 | -97 | -94% | 13.10 | OK |
| A806 | Dyke RdS of Bath St | OUT | 180 | 122 | -58 | -32% | 4.72 | OK |
| A807 | Buckingham PlaceW of Compton Ave | OUT | 299 | 408 | 109 | 36% | 5.79 | Not OK |
| Total | | | 2804 | 2466 | -339 | -12% | 6.60 | Not OK! |

PM City Cordon – North Section

| | | | Total Vehicles | | | | | |
|-------|--|--------|---------------------|---------------------|------------|-------|------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A810 | Beaconsfield RdN of Ditchling Rise | IN | 1234 | 1162 | -72 | -6% | 2.08 | OK |
| A811 | Ditchling RdN of Ditchling Rise | IN | 446 | 609 | 163 | 37% | 7.10 | Not OK |
| A812 | Hollingdean Road between Davey Drive & Freehold Terrace, | IN | 583 | 622 | 39 | 7% | 1.59 | OK |
| A813 | Lewes Road between Bear Road & Coombe Road, | IN | 978 | 1226 | 248 | 25% | 7.47 | Not OK |
| A814 | Bear Road between Lewes Road and Riley Road, | IN | 404 | 411 | 7 | 2% | 0.33 | OK |
| A816 | Hartington RdE of Lewes Rd | IN | 167 | 102 | -66 | -39% | 5.67 | OK |
| A817 | Elm GroveW of Carlyle St | IN | 472 | 408 | -64 | -14% | 3.07 | OK |
| Total | | | 4284 | 4539 | 255 | 6% | 3.83 | Not OK! |
| A74 | A270 New England RdE of Argyle Rd | OUT | 777 | 814 | 37 | 5% | 1.32 | OK |
| A809 | A23 Preston Rd-N of Argyle St | OUT | 986 | 1067 | 81 | 8% | 2.52 | OK |
| A811 | Ditchling RdN of Ditchling Rise | OUT | 413 | 260 | -153 | -37% | 8.36 | Not OK |
| A812 | Hollingdean Road between Davey Drive & Freehold Terrace, | OUT | 766 | 851 | 85 | 11% | 2.98 | OK |
| A813 | Lewes Road between Bear Road & Coombe Road, | OUT | 993 | 1211 | 218 | 22% | 6.58 | Not OK |
| A814 | Bear Road between Lewes Road and Riley Road, | OUT | 439 | 447 | 8 | 2% | 0.39 | OK |
| A816 | Hartington RdE of Lewes Rd | OUT | 208 | 218 | 10 | 5% | 0.68 | OK |
| A817 | Elm GroveW of Carlyle St | OUT | 486 | 458 | -28 | -6% | 1.30 | OK |
| Total | | | 5067 | 5325 | 258 | 5% | 3.57 | Not OK! |

PM City Cordon – East Section

| | | | Total Vehicles | | | | | |
|-------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| A818 | Islingword RdS of Beaufort Terrace | IN | 192 | 112 | -80 | -41% | 6.45 | OK |
| A819 | Southover StN of Finsbury Rd | IN | 91 | 173 | 82 | 91% | 7.18 | OK |
| A820 | Albion Hill-S of Scotland St | IN | 41 | 4 | -37 | -90% | 7.83 | OK |
| A821 | Sussex StE of John St | IN | 52 | 6 | -45 | -88% | 8.43 | OK |
| A822 | Carlton Hill between John Street & Tilbury Place, | IN | 171 | 204 | 33 | 19% | 2.39 | OK |
| A823 | Edward StW of White St | IN | 565 | 652 | 87 | 15% | 3.54 | OK |
| A825 | A259 Marine Parade-Opp Camelford St | IN | 1068 | 983 | -85 | -8% | 2.67 | OK |
| Total | | | 2179 | 2134 | -45 | -2% | 0.97 | OK |
| | | | | | | | | |
| A818 | Islingword RdS of Beaufort Terrace | OUT | 107 | 10 | -98 | -91% | 12.77 | OK |
| A819 | Southover StN of Finsbury Rd | OUT | 128 | 73 | -55 | -43% | 5.46 | OK |
| A820 | Albion Hill-S of Scotland St | OUT | 58 | 3 | -55 | -95% | 9.94 | OK |
| A821 | Sussex StE of John St | OUT | 82 | 53 | -29 | -36% | 3.55 | OK |
| A822 | Carlton Hill between John Street & Tilbury Place, | OUT | 76 | 48 | -28 | -37% | 3.55 | OK |
| A823 | Edward StW of White St | OUT | 791 | 686 | -105 | -13% | 3.85 | OK |
| A824 | St James's StE of Madeira Pl | OUT | 132 | 74 | -58 | -44% | 5.77 | OK |
| A825 | A259 Marine Parade-Opp Camelford St | OUT | 969 | 1168 | 199 | 21% | 6.09 | Not OK |
| Total | | | 2342 | 2113 | -228 | -10% | 4.84 | Not OK! |

PM Shoreham Cordon

| | | | Total Vehicles | | | | | |
|---------|---|--------|---------------------|---------------------|------------|-------|-------|--------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| Site rr | Brighton Road Between Brighton Road and Kingston Lane | IN | 619 | 427 | -193 | -31% | 8.42 | Not OK |
| Site qq | Rectory Road Between St Julian's Lane and Kingston Lane | IN | 147 | 208 | 61 | 41% | 4.57 | OK |
| Site pp | Clarendon Road Between King George Road and Kingston Lane | IN | 38 | 69 | 31 | 84% | 4.31 | OK |
| Site ss | Old Shoreham Road at Upper Shoreham Roundabout | IN | 1111 | 1255 | 145 | 13% | 4.21 | OK |
| Site tt | Upper Kingston Lane Between Downland Avenue and Kingston Broadway | IN | 83 | 34 | -49 | -59% | 6.34 | OK |
| Site uu | Overhill | IN | 39 | 25 | -14 | -35% | 2.45 | OK |
| Site oo | Mile Oak Road Between Downsway and Greenways | IN | 302 | 251 | -51 | -17% | 3.10 | OK |
| Site nn | Locks HillBetween Old Shoreham Road and Locks Crescent | IN | 369 | 186 | -182 | -49% | 10.94 | Not OK |
| ESCC9 | Old Shoreham road east of Locks Crescent | IN | 1078 | 1297 | 219 | 20% | 6.36 | Not OK |
| A604 | Victoria Rd, middle of park, | IN | 203 | 28 | -175 | -86% | 16.25 | Not OK |
| A603 | Vale Rd, Hove east of Church Rd, | IN | 354 | 278 | -76 | -21% | 4.25 | OK |
| A602 | St. Andrew’s Rd, east of Albion St, | IN | 149 | 127 | -22 | -15% | 1.84 | OK |
| A601 | North St, Hove east of Middle St, | IN | 181 | 39 | -142 | -78% | 13.52 | Not OK |
| Site ll | Wellington Road Between Camden St and B2194 | IN | 828 | 1089 | 261 | 32% | 8.43 | Not OK |
| Total | | | 5500 | 5315 | -185 | -3% | 2.52 | OK |

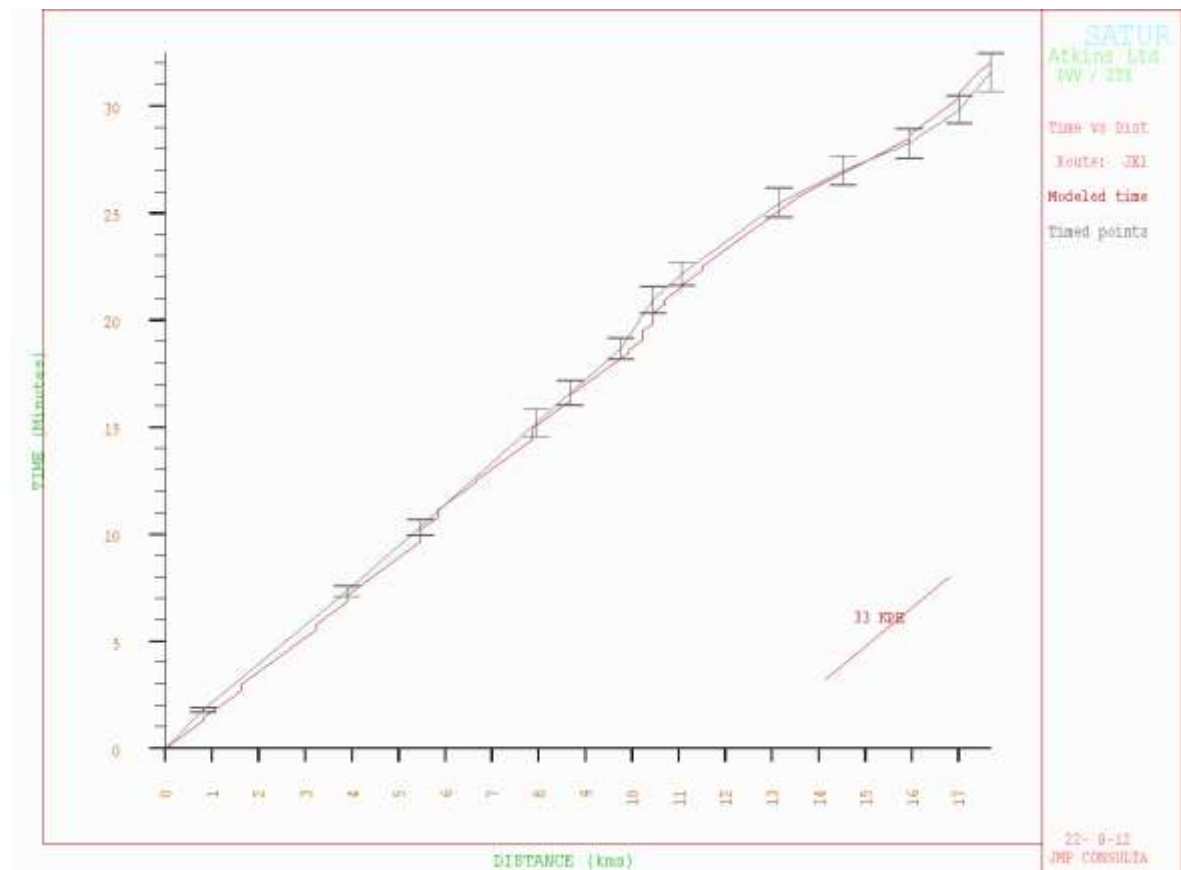
| | | | Total Vehicles | | | | | |
|---------|---|--------|------------------------|------------------------|------------|-------|-------|--------------------------------|
| ID | Location | IN/OUT | Observed Flow (veh) | Modelled Flow (veh) | difference | %diff | GEH | Meets Link Flow Criteria |
| Site rr | Brighton Road Between Brighton Road and Kingston Lane | OUT | 559 | 604 | 45 | 8% | 1.86 | OK |
| Site qq | Rectory Road Between St Julian's Lane and Kingston Lane | OUT | 262 | 291 | 29 | 11% | 1.74 | OK |
| Site pp | Clarendon Road Between King George Road and Kingston Lane | OUT | 57 | 64 | 7 | 12% | 0.90 | OK |
| Site ss | Old Shoreham Road at Upper Shoreham Roundabout | OUT | 1317 | 1447 | 130 | 10% | 3.50 | OK |
| Site tt | Upper Kingston Lane Between Downland Avenue and Kingston Broadway | OUT | 105 | 64 | -41 | -39% | 4.44 | OK |
| Site uu | Overhill | OUT | 74 | 184 | 110 | 149% | 9.69 | Not OK |
| Site oo | Mile Oak Road Between Downsway and Greenways | OUT | 214 | 237 | 23 | 11% | 1.55 | OK |
| Site nn | Locks HillBetween Old Shoreham Road and Locks Crescent | OUT | 257 | 129 | -128 | -50% | 9.19 | Not OK |
| ESCC9 | Old Shoreham road east of Locks Crescent | OUT | 803 | 921 | 118 | 15% | 4.03 | OK |
| A604 | Victoria Rd, middle of park, | OUT | 154 | 158 | 4 | 3% | 0.35 | OK |
| A603 | Vale Rd, Hove east of Church Rd, | OUT | 139 | 322 | 183 | 132% | 12.07 | Not OK |
| A602 | St. Andrew’s Rd, east of Albion St, | OUT | 78 | 43 | -35 | -45% | 4.55 | OK |
| A601 | North St, Hove east of Middle St, | OUT | 51 | 52 | 1 | 1% | 0.10 | OK |
| Site ll | Wellington Road Between Camden St and B2194 | OUT | 649 | 821 | 172 | 27% | 6.34 | Not OK |
| Total | | | 4717 | 5336 | 619 | 13% | 8.73 | Not OK! |

AM Journey Time Validation Results

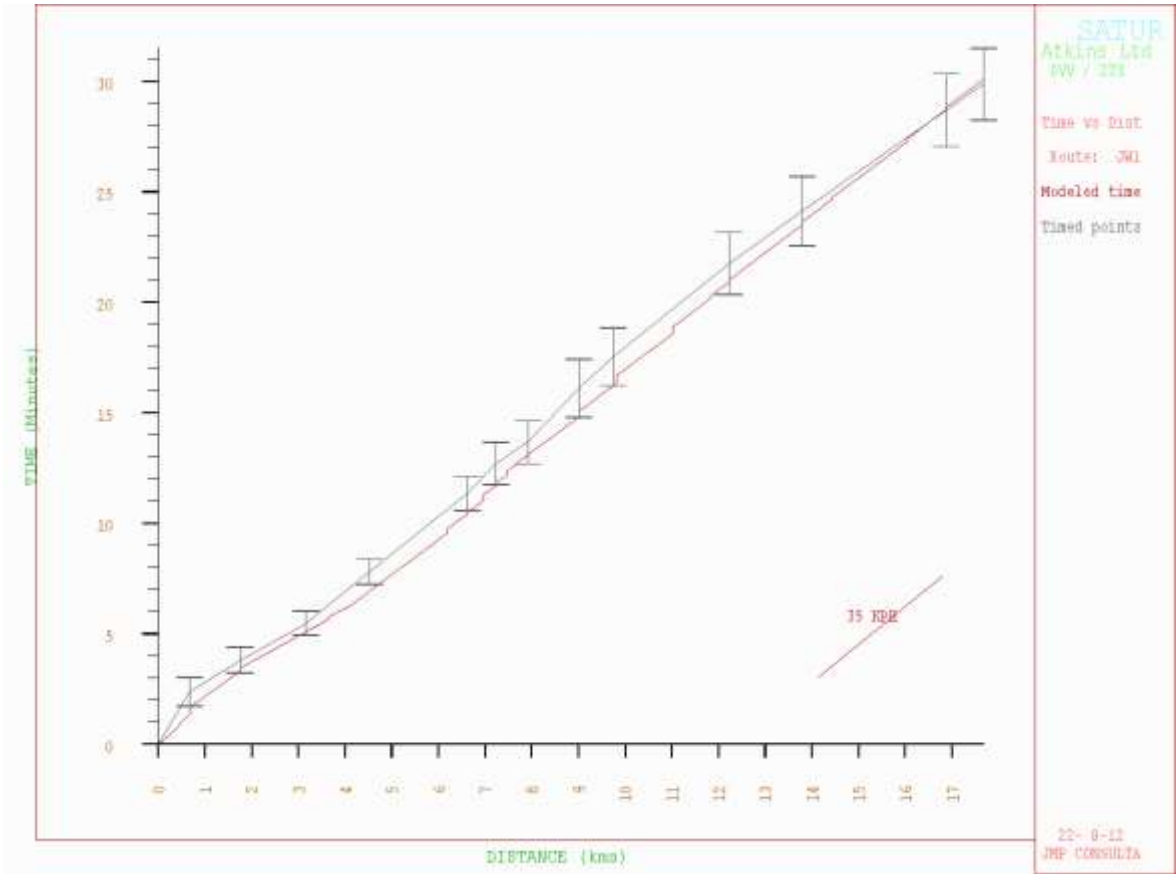
The figures that follow show the comparison between modelled and observed journey times along the selected routes. The red line in the figures shows the modelled journey time along the route whilst the grey line depicts the observed timings. The bars show the confidence intervals at the intermediate timing points that were recorded during the surveys.

The routes are shown in Figure 6.8 of the main report.

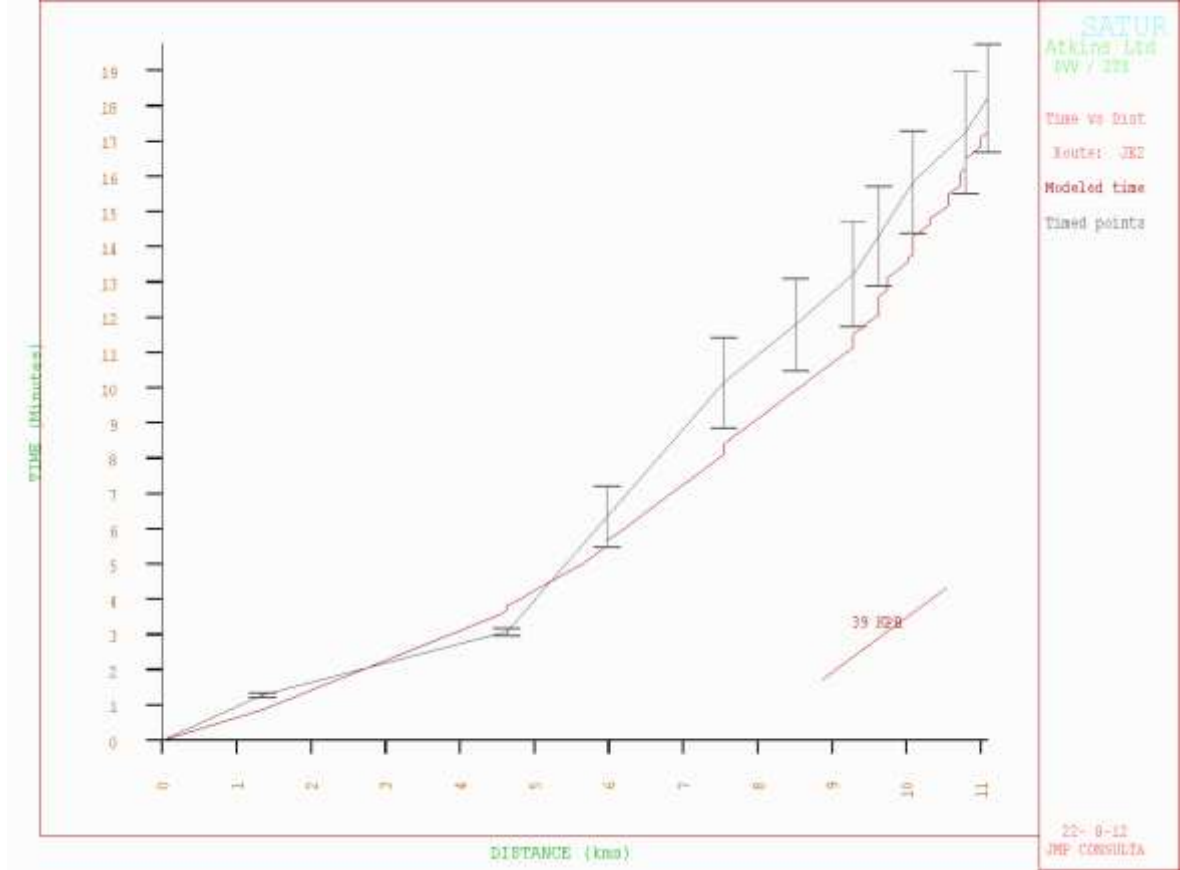
Route 1 – EB



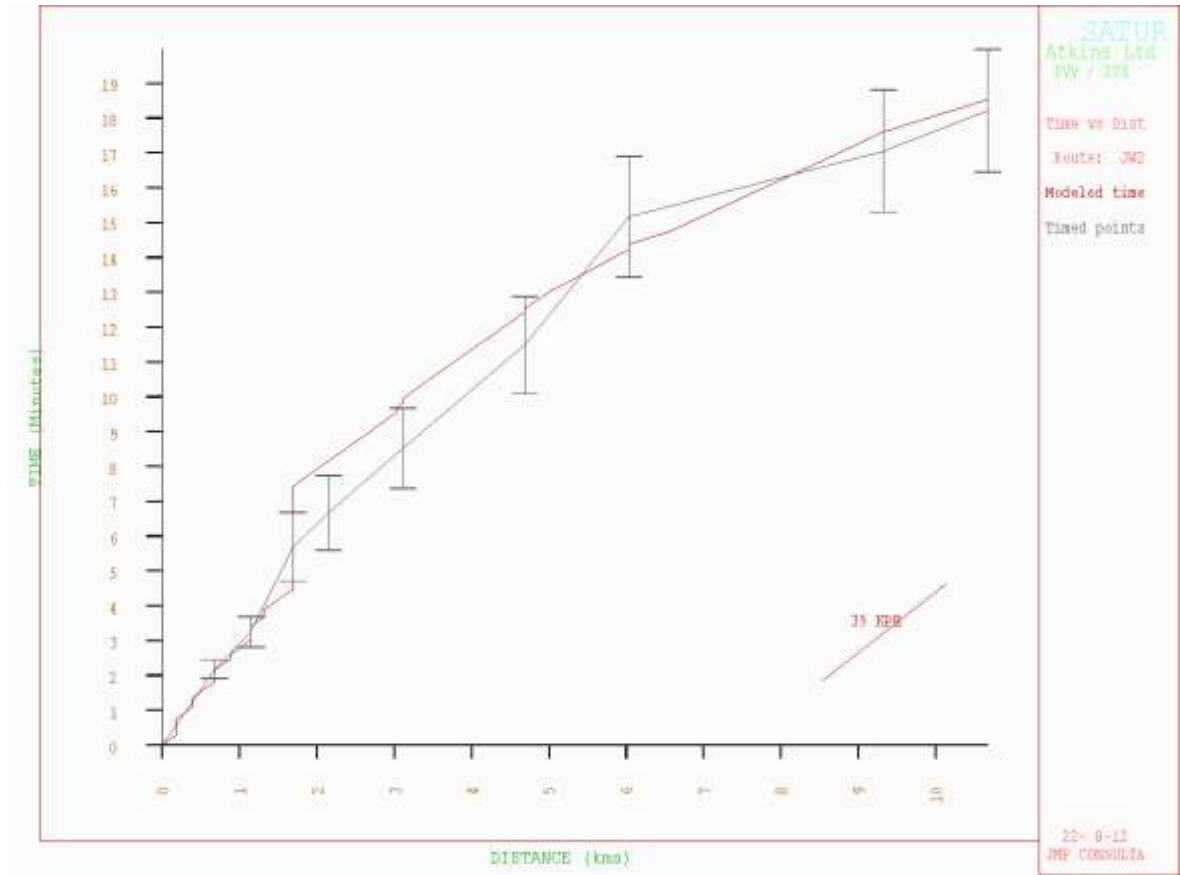
Route 1 - WB



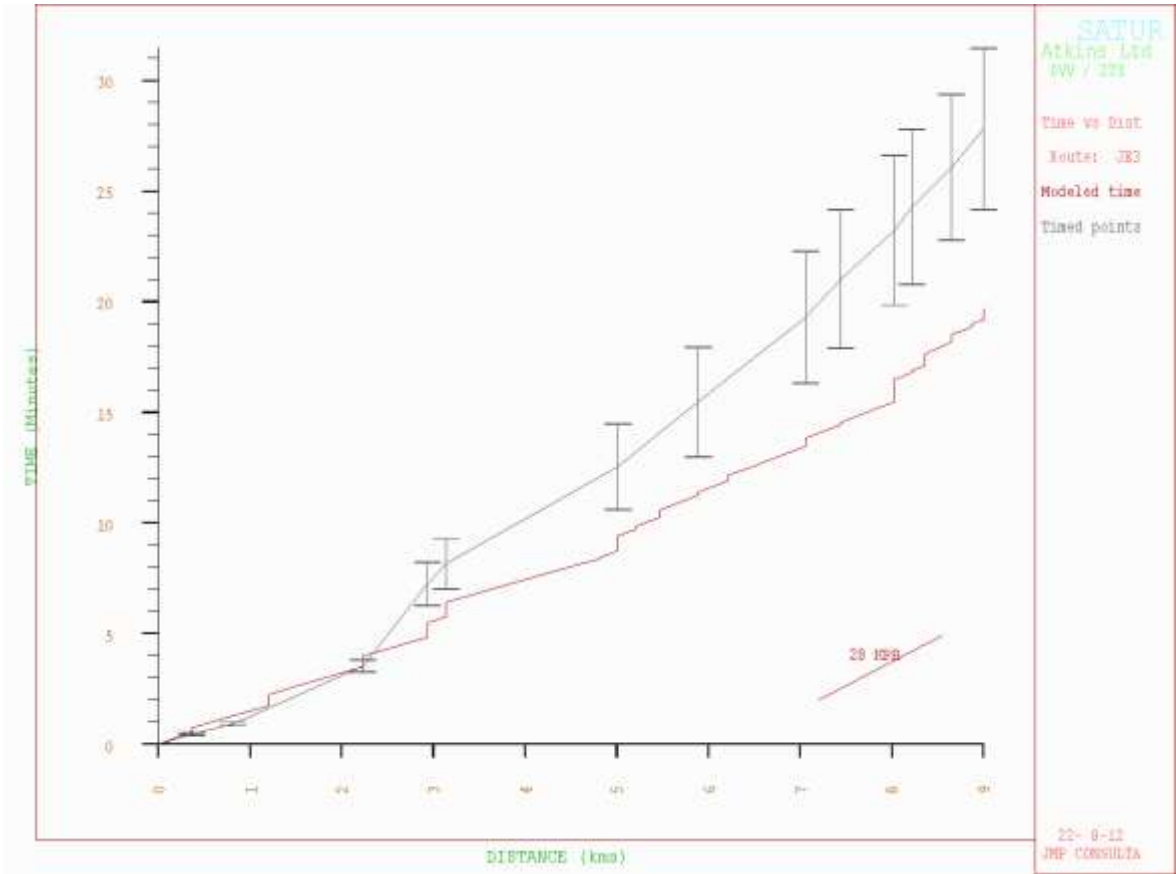
Route 2 – SB



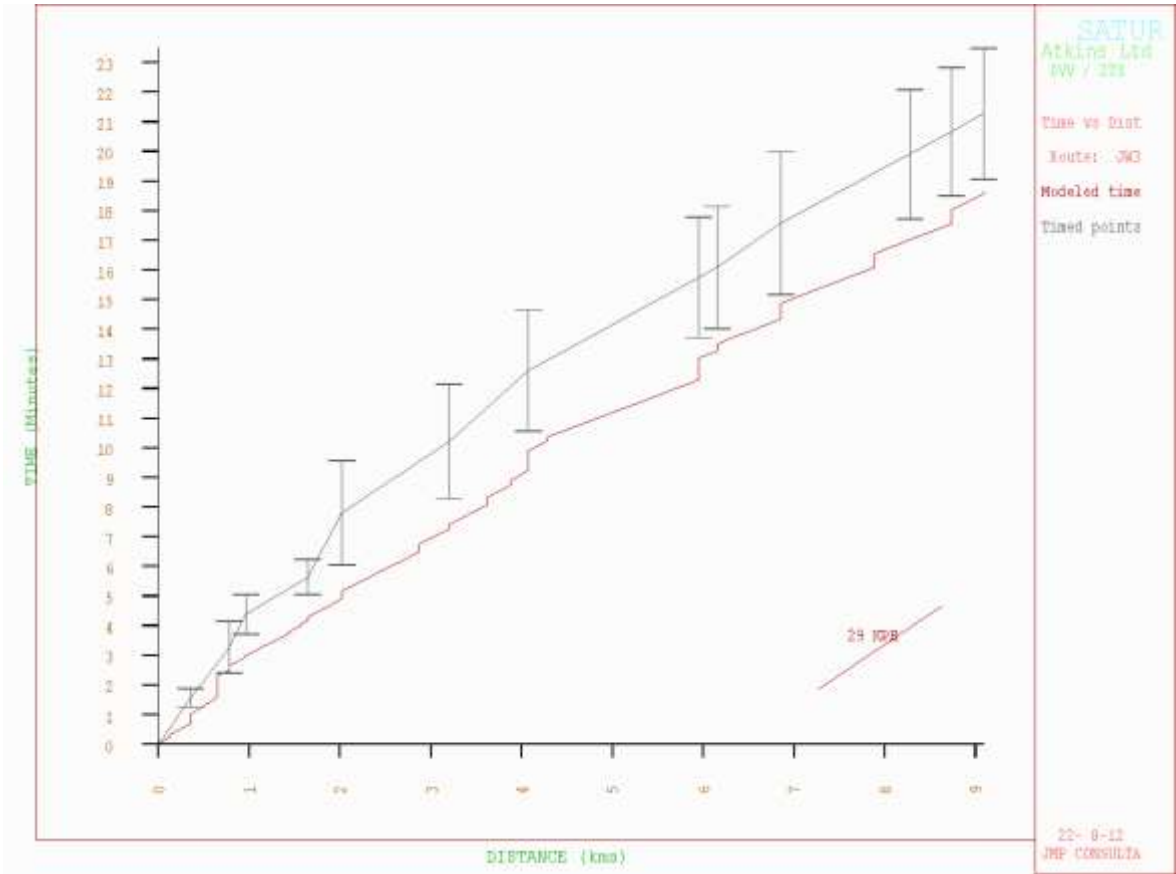
Route 2 – NB



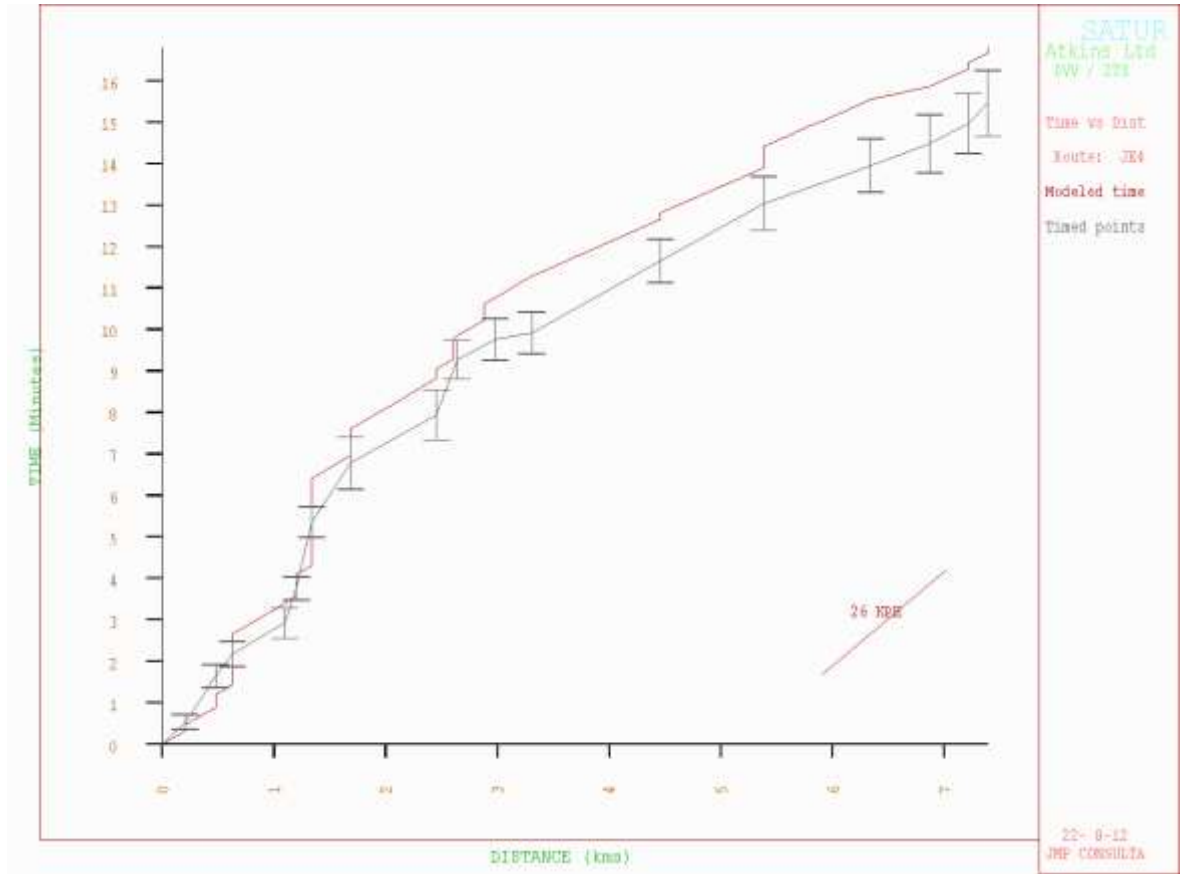
Route 3 – EB



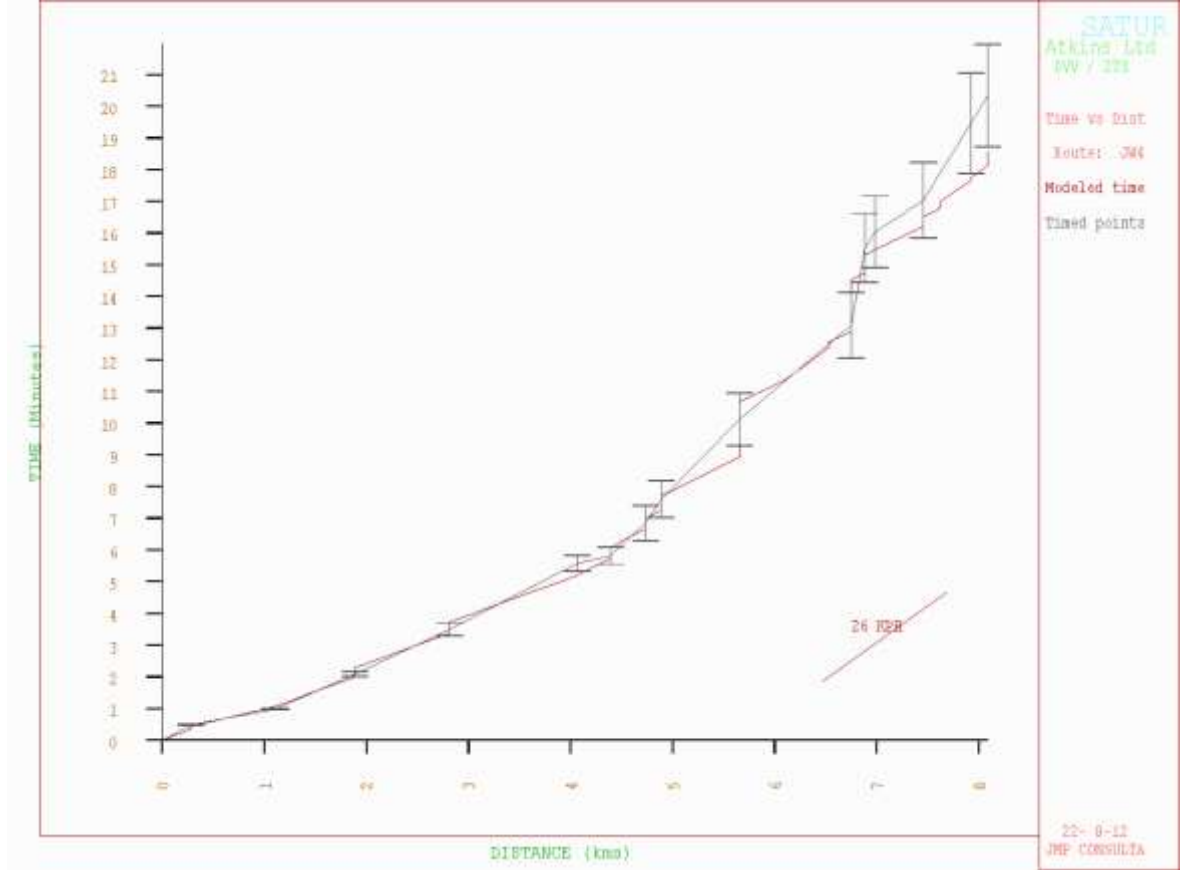
Route 3 – WB



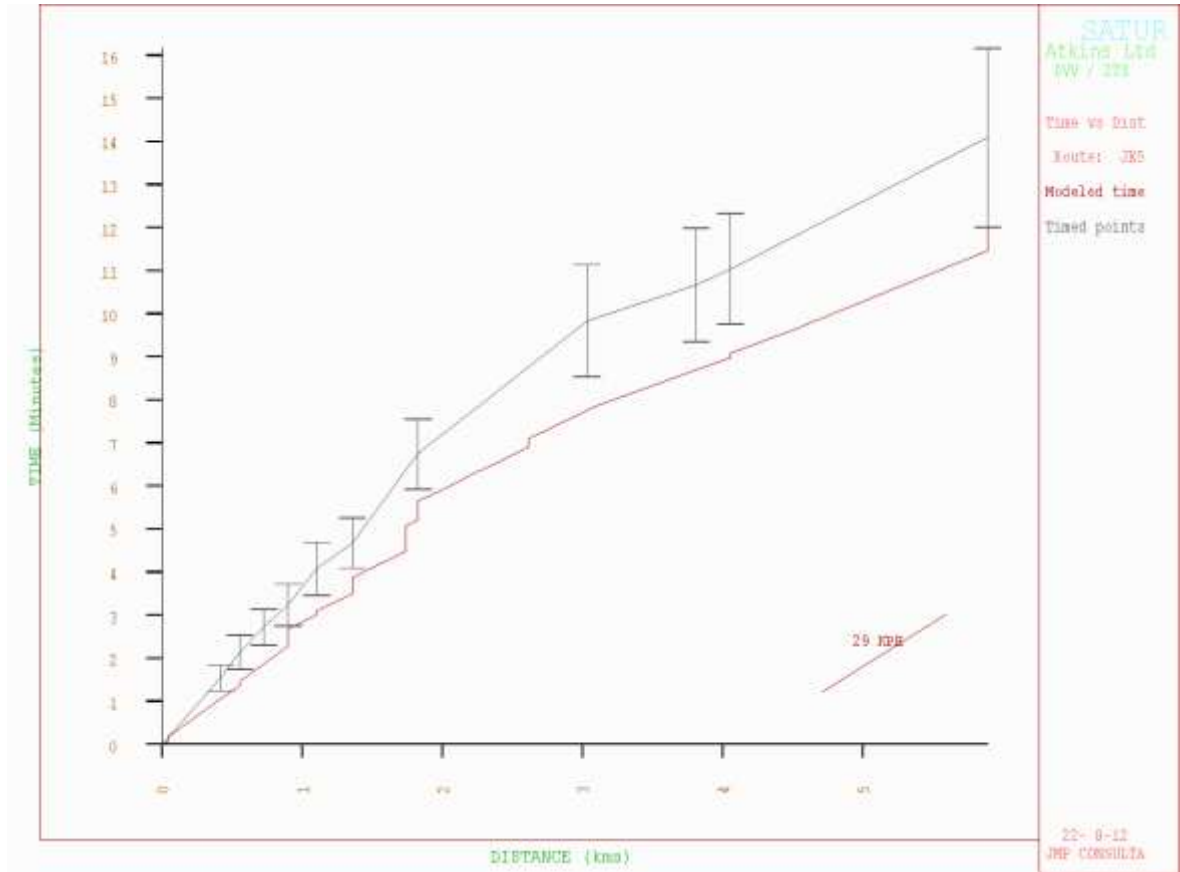
Route 4 – SB



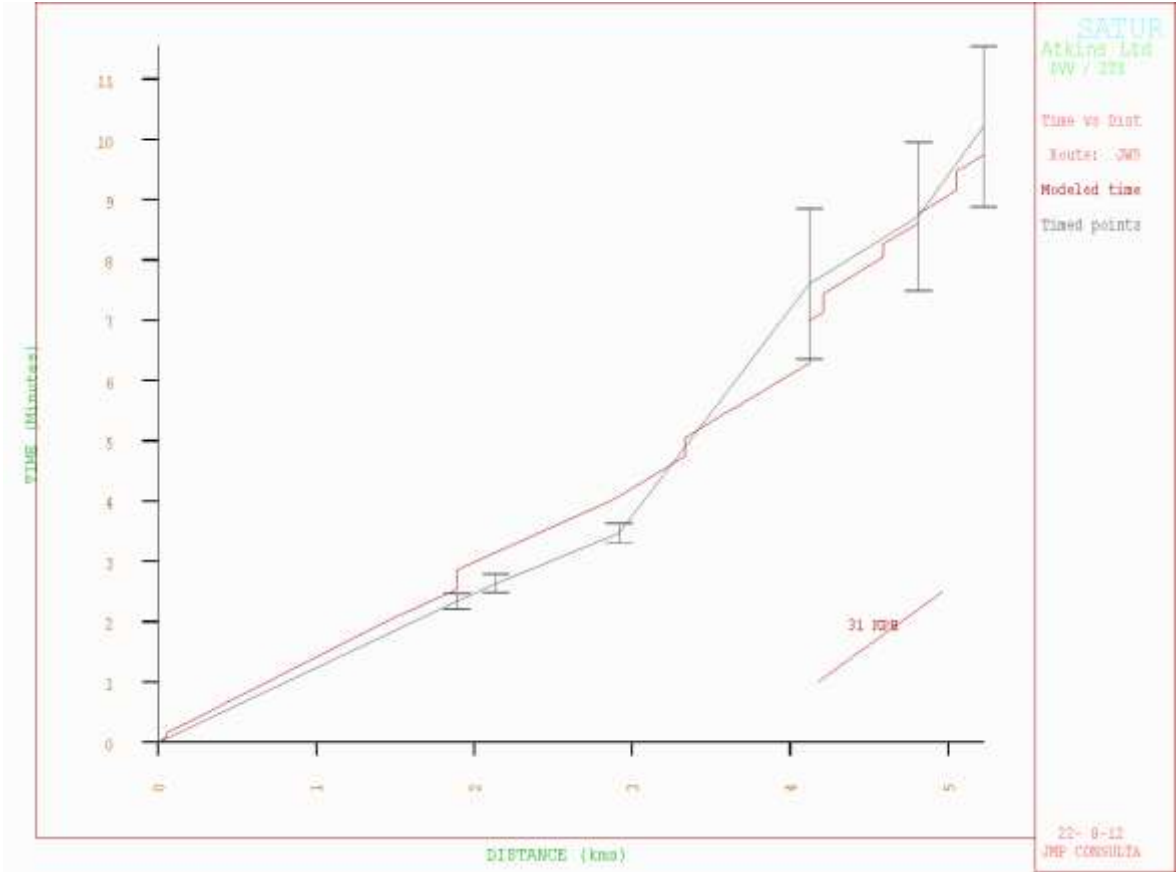
Route 4 –NB



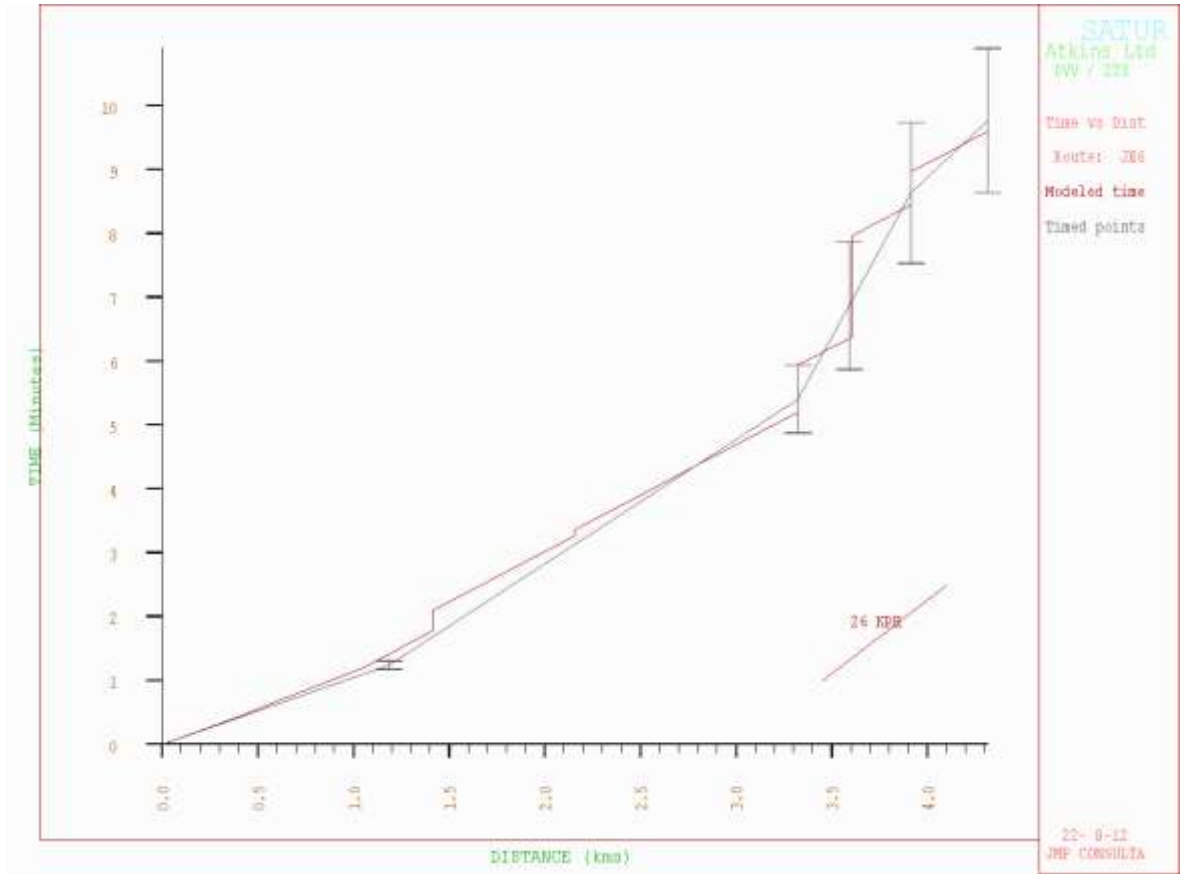
Route 5 – EB



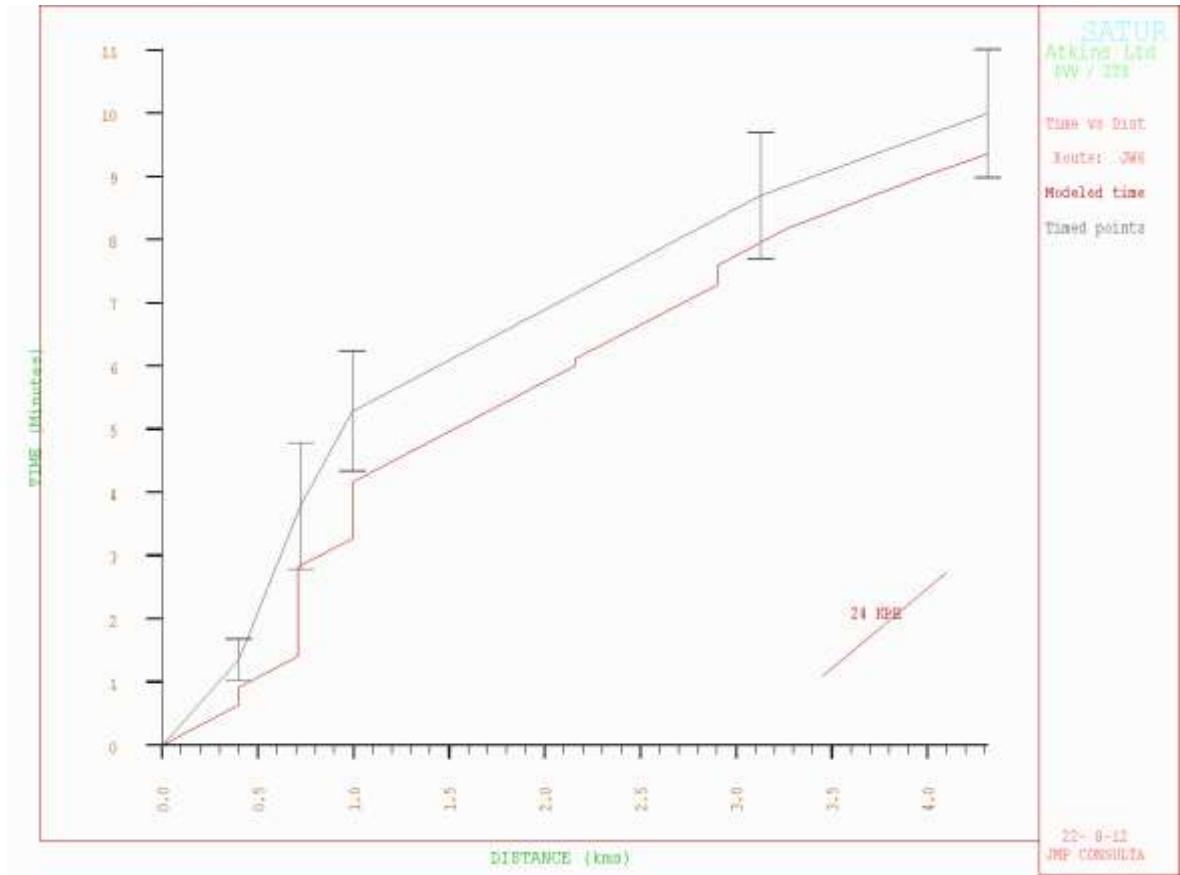
Route 5 – WB



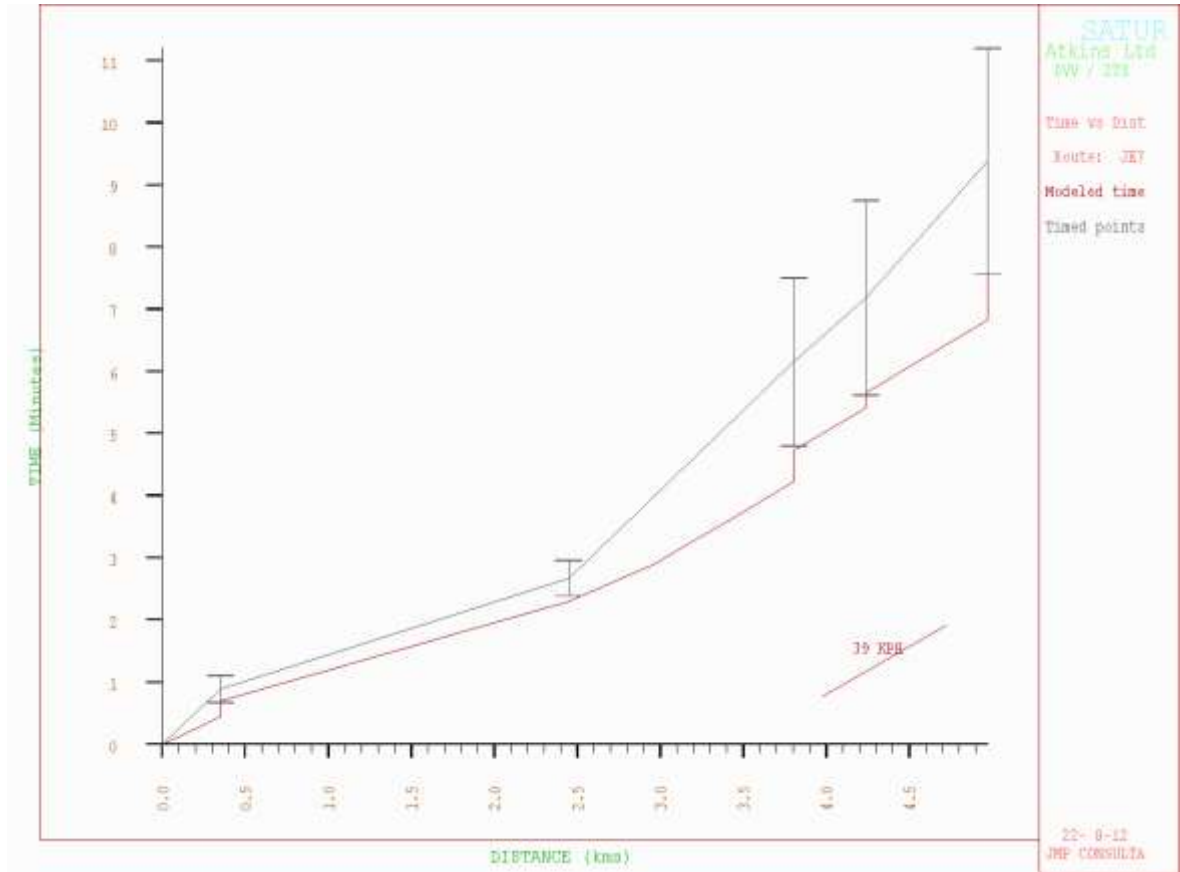
Route 6 – SB



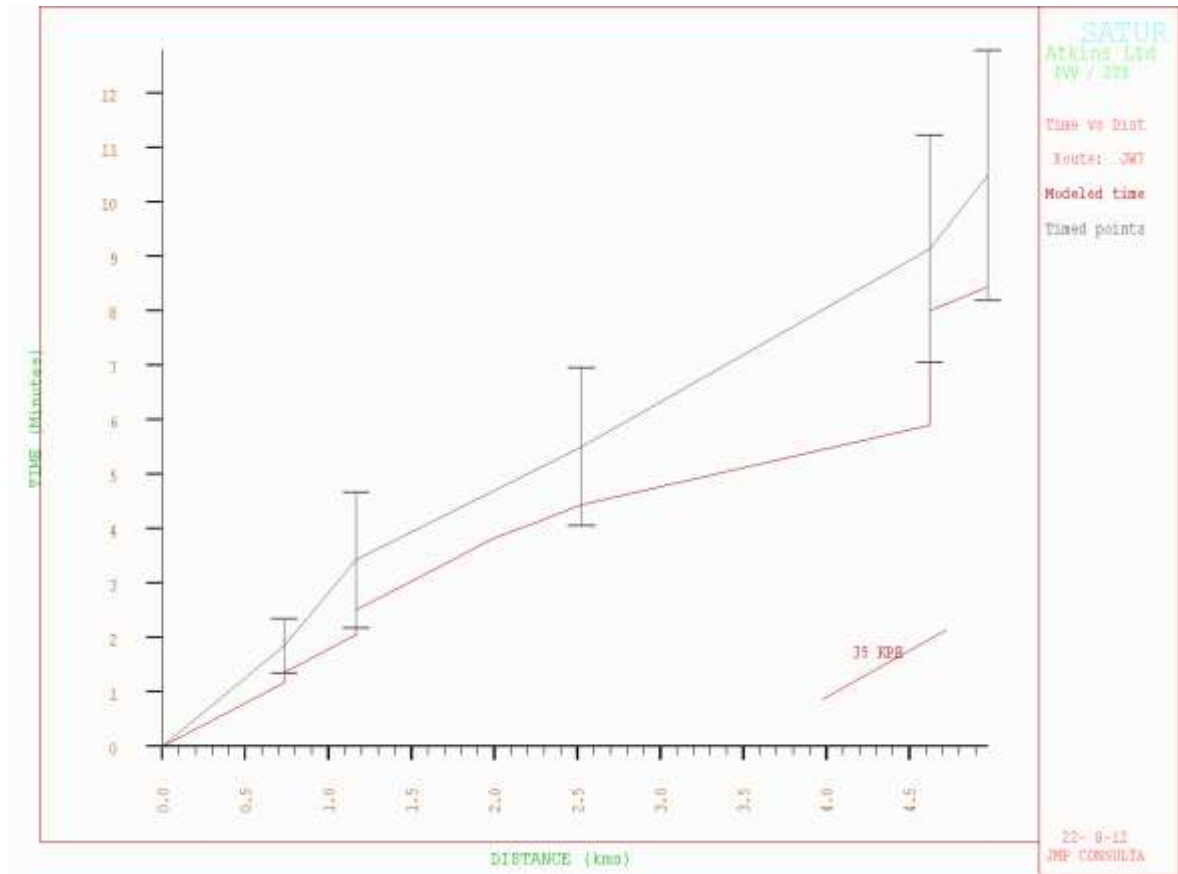
Route 6 – NB



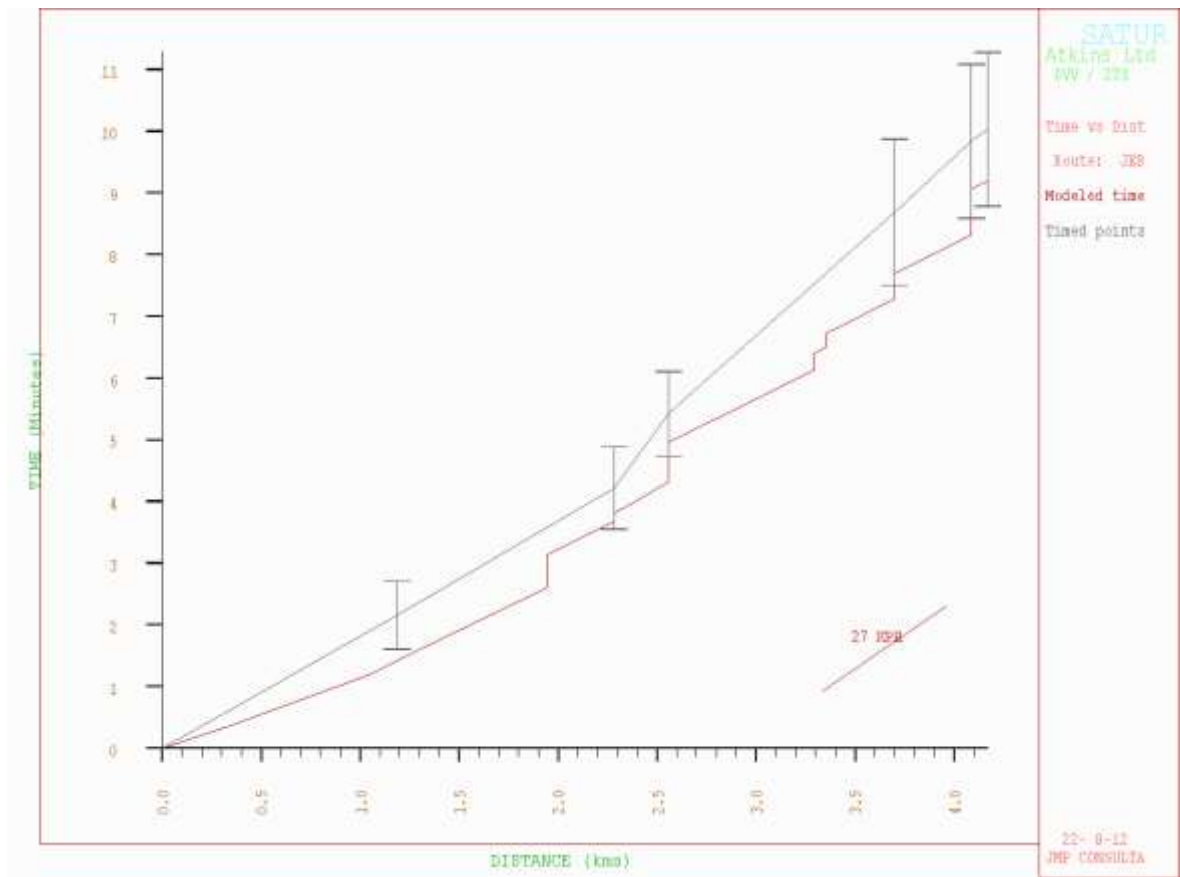
Route 7 – SB



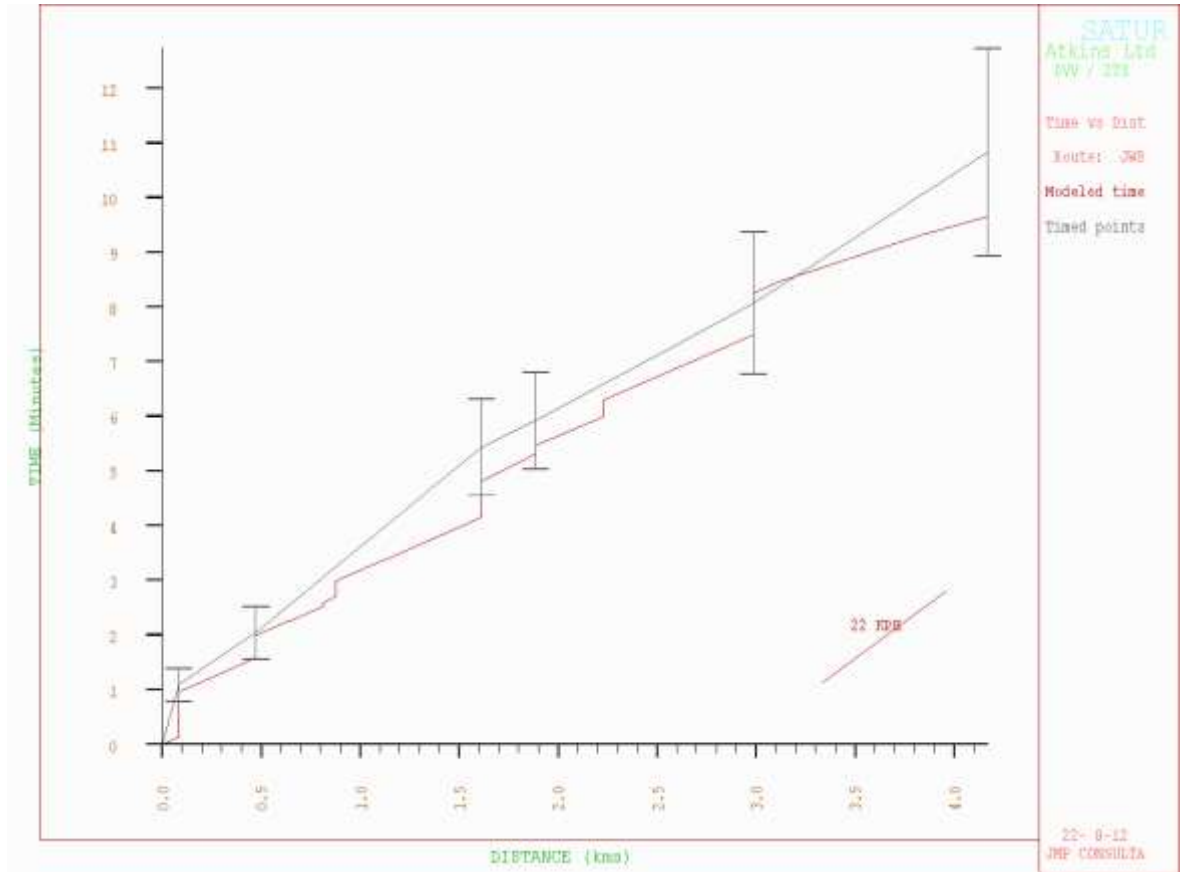
Route 7 – NB



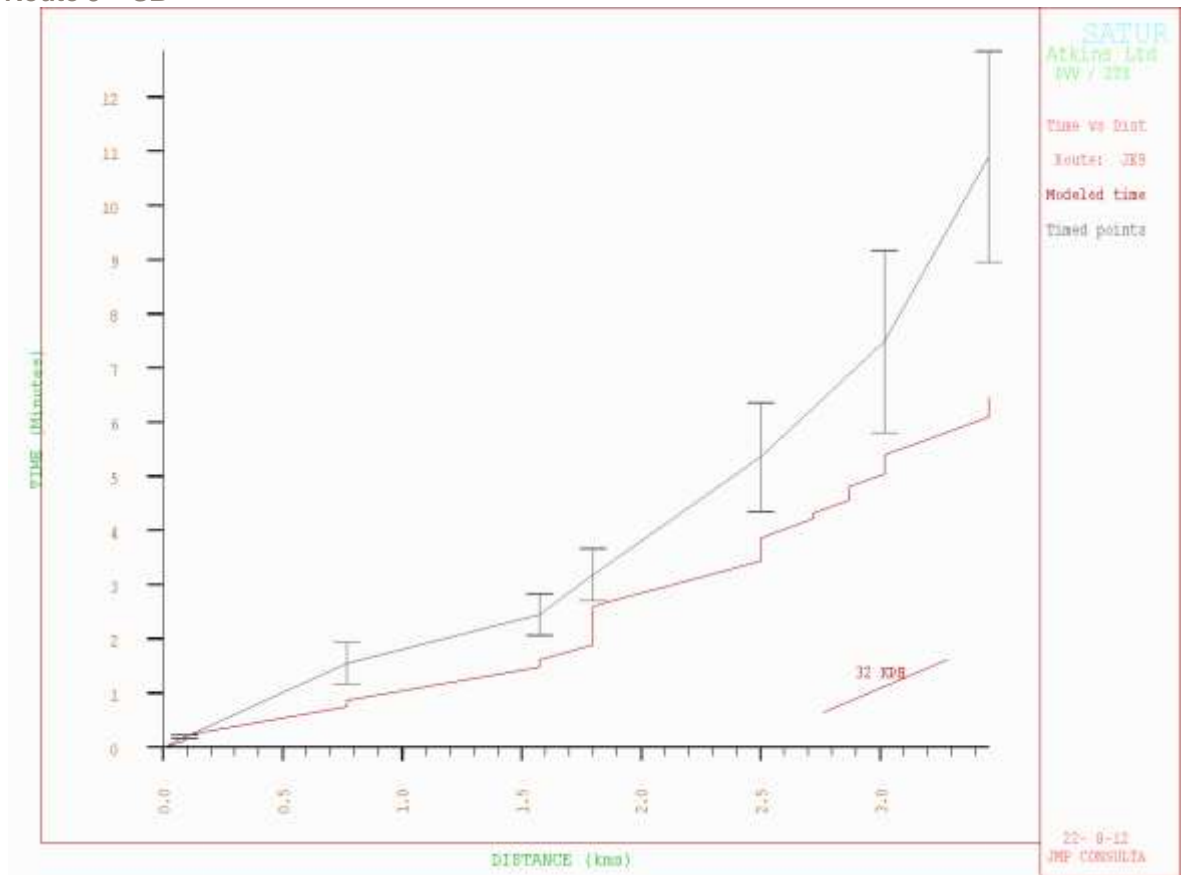
Route 8 – SB



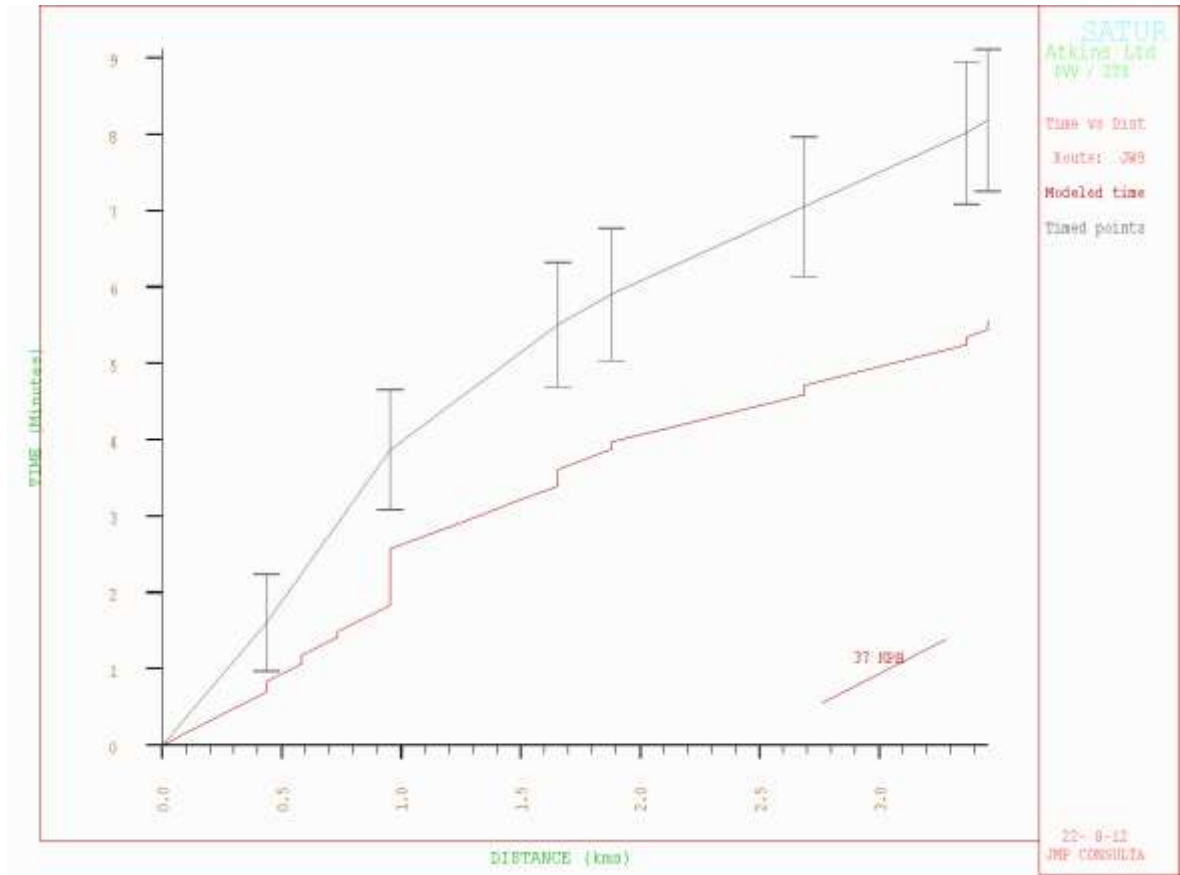
Route 8 – NB



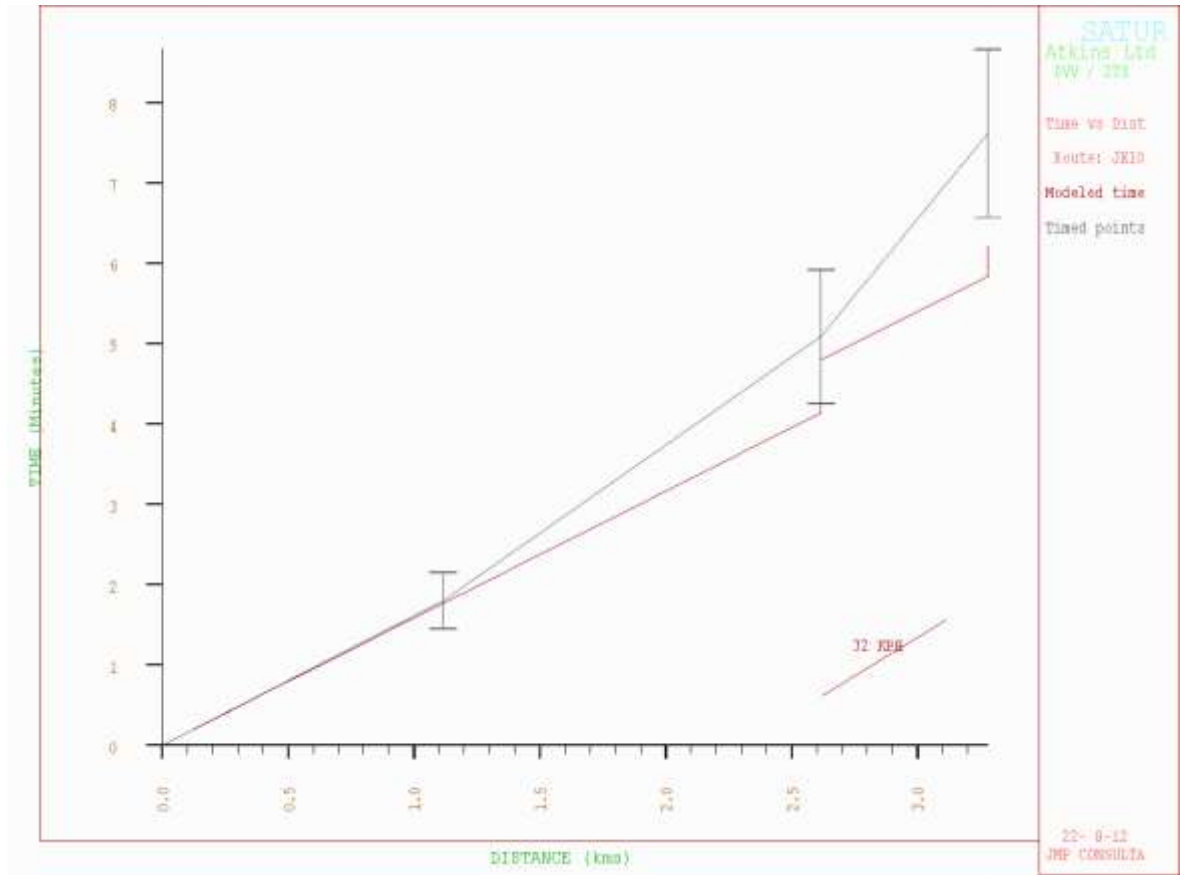
Route 9 – SB



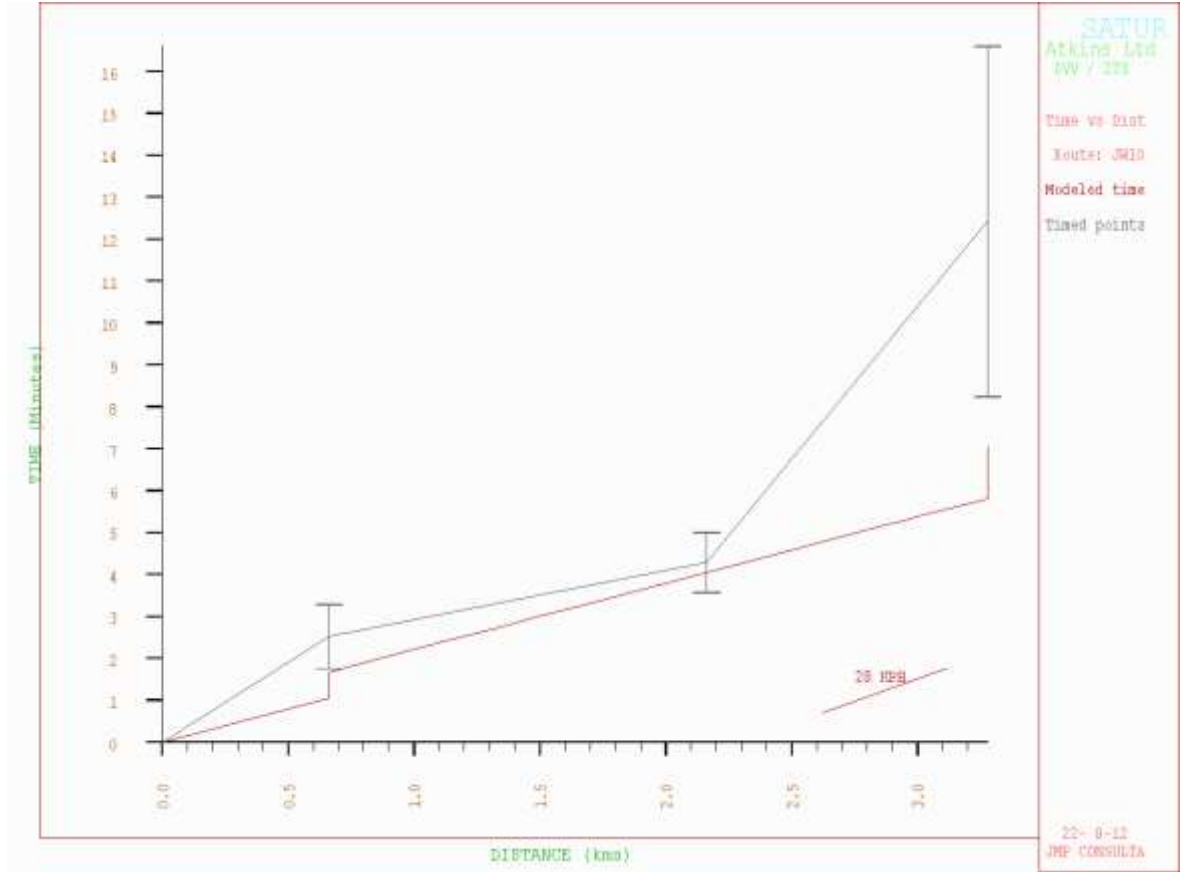
Route 9 – NB



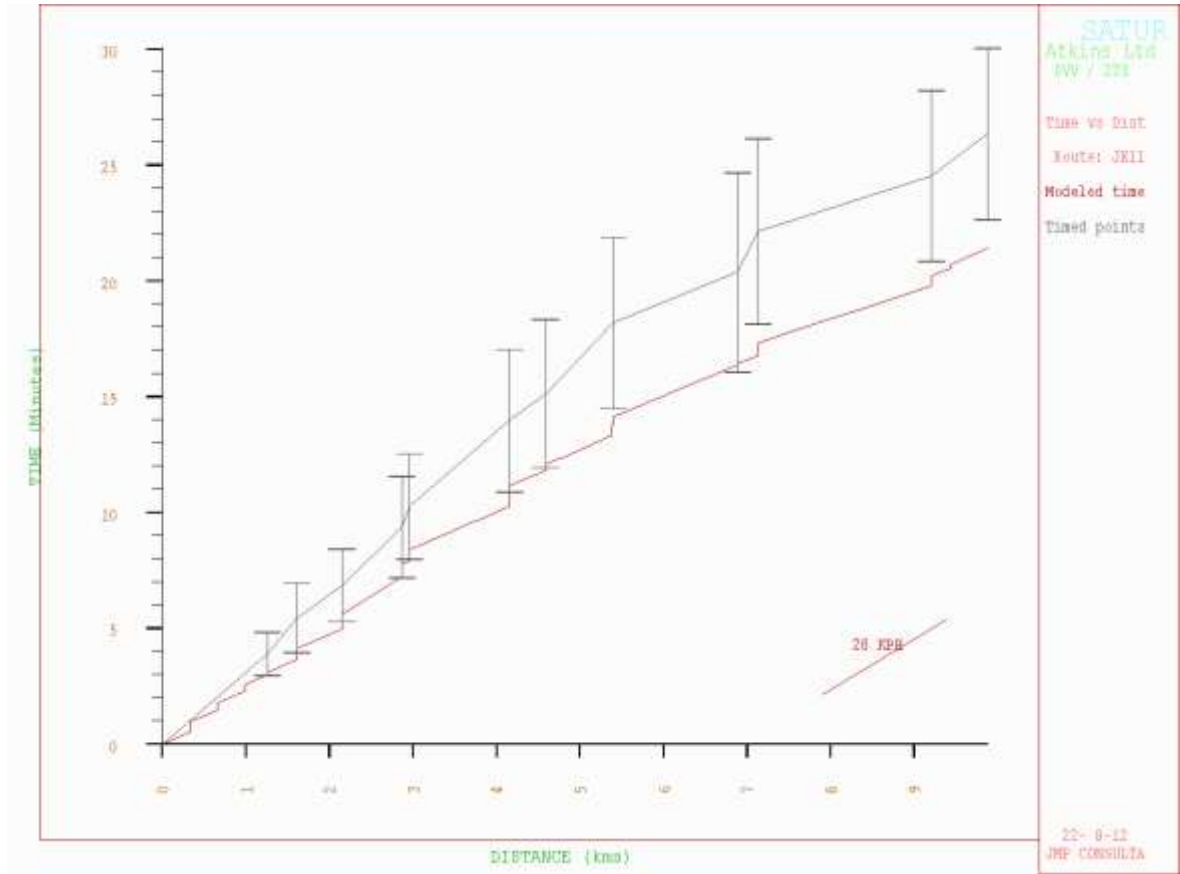
Route 10 – SB



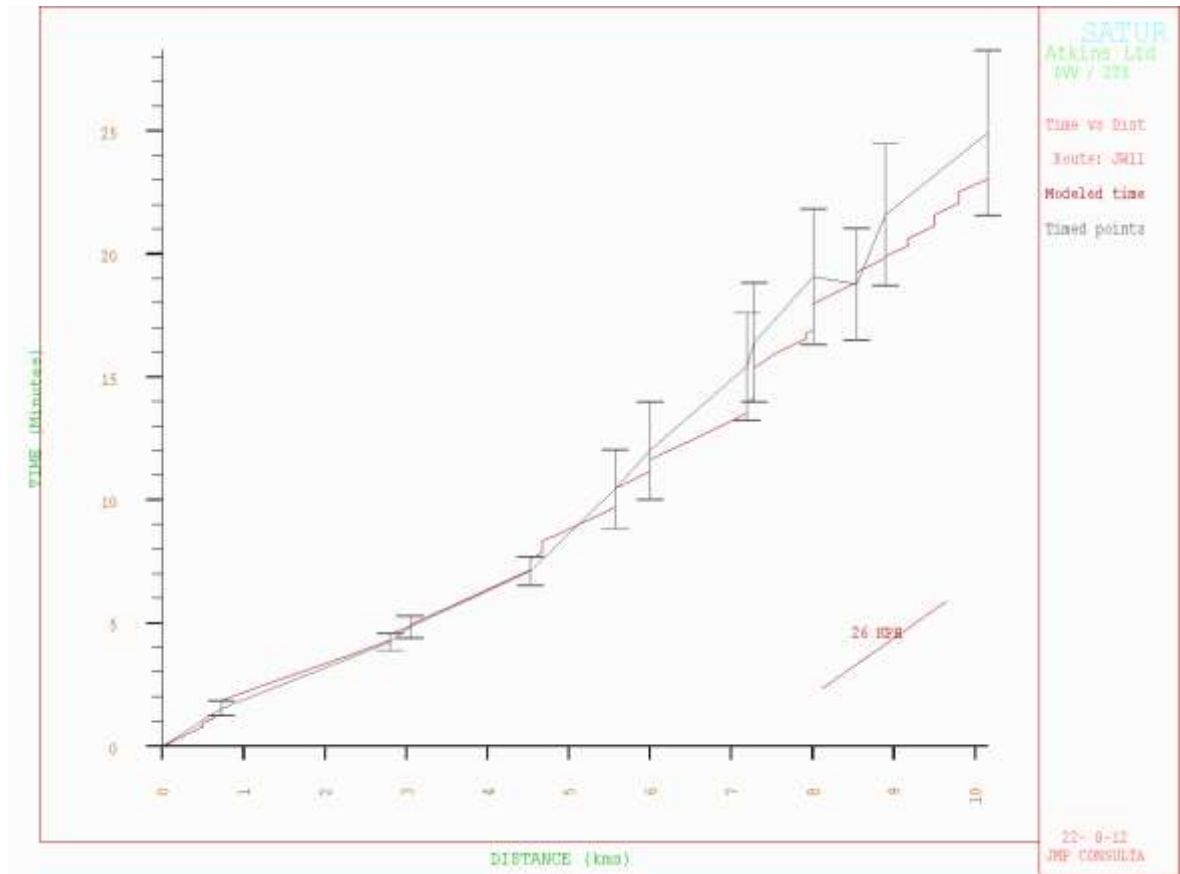
Route 10 – NB



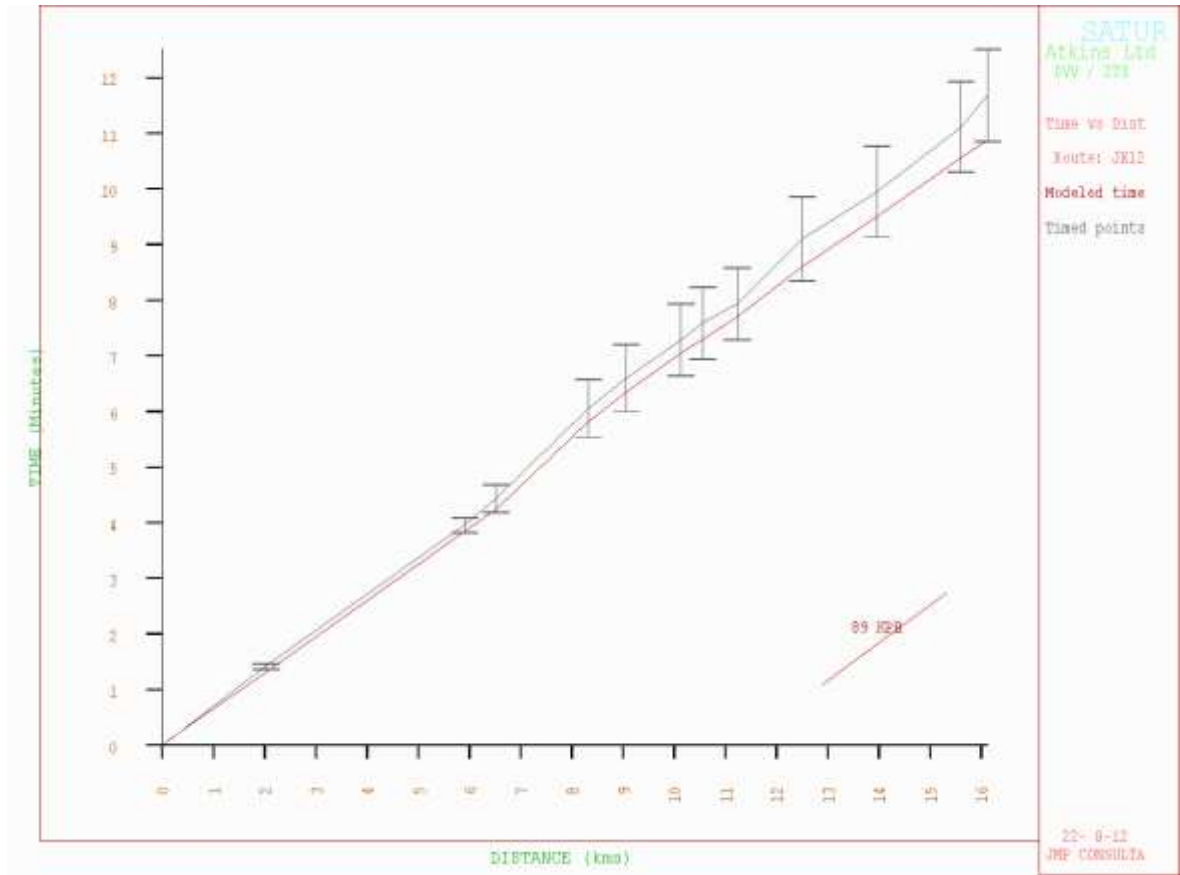
Route 11 – EB



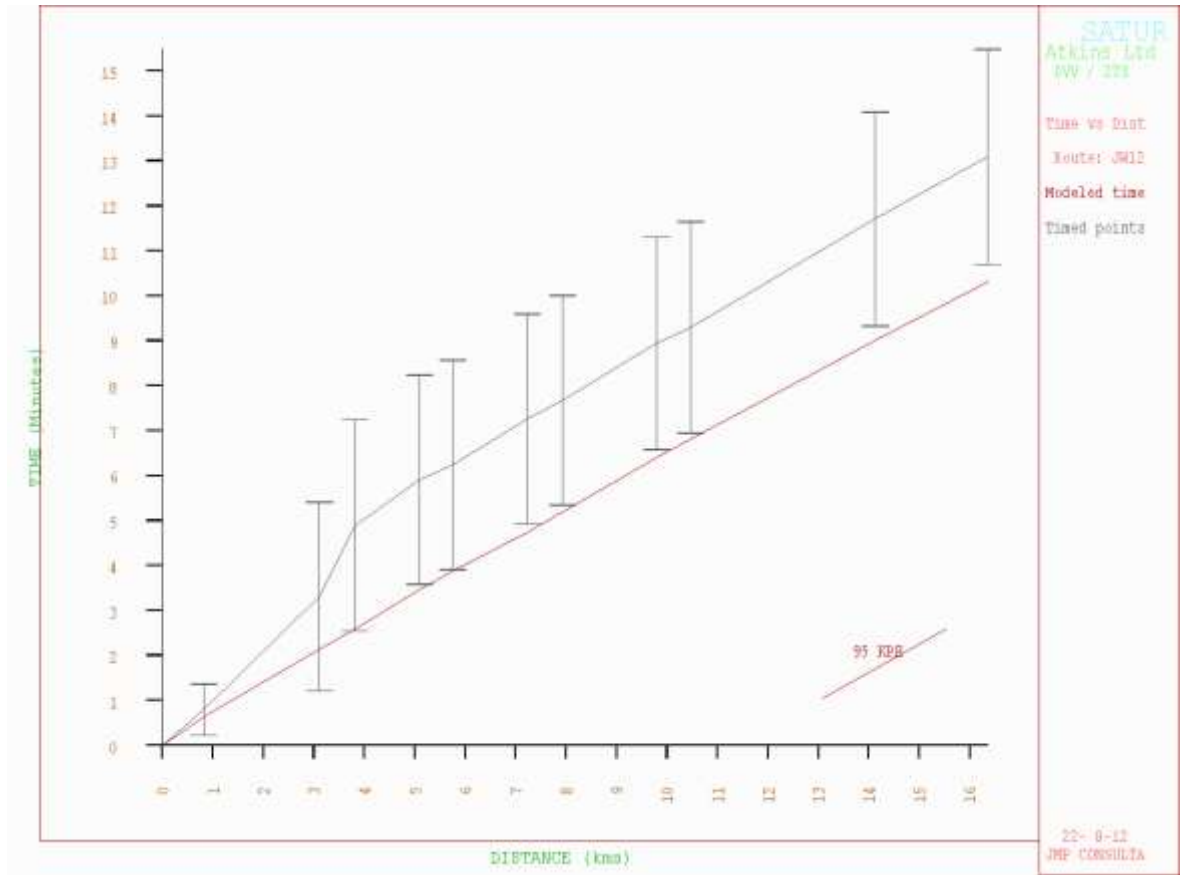
Route 11 – WB



Route 12 – EB

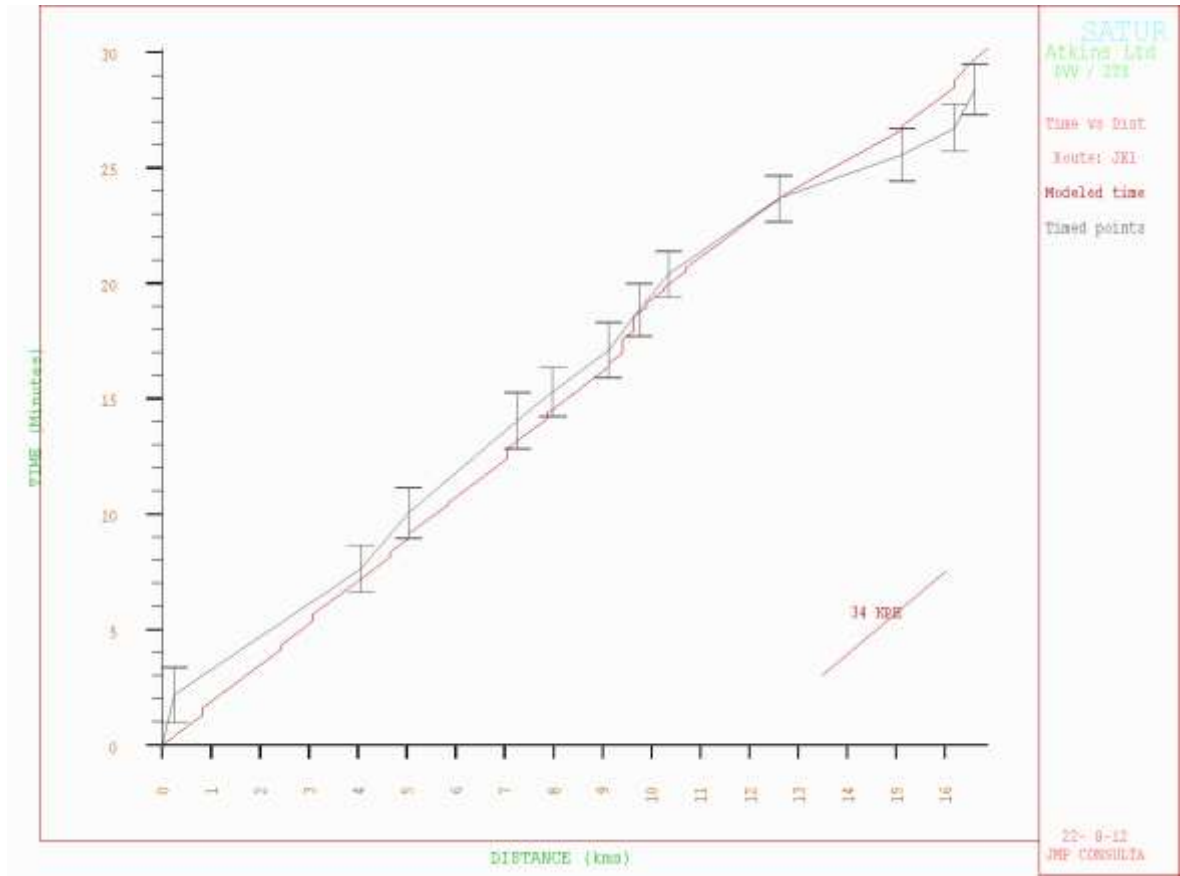


Route 12 – WB

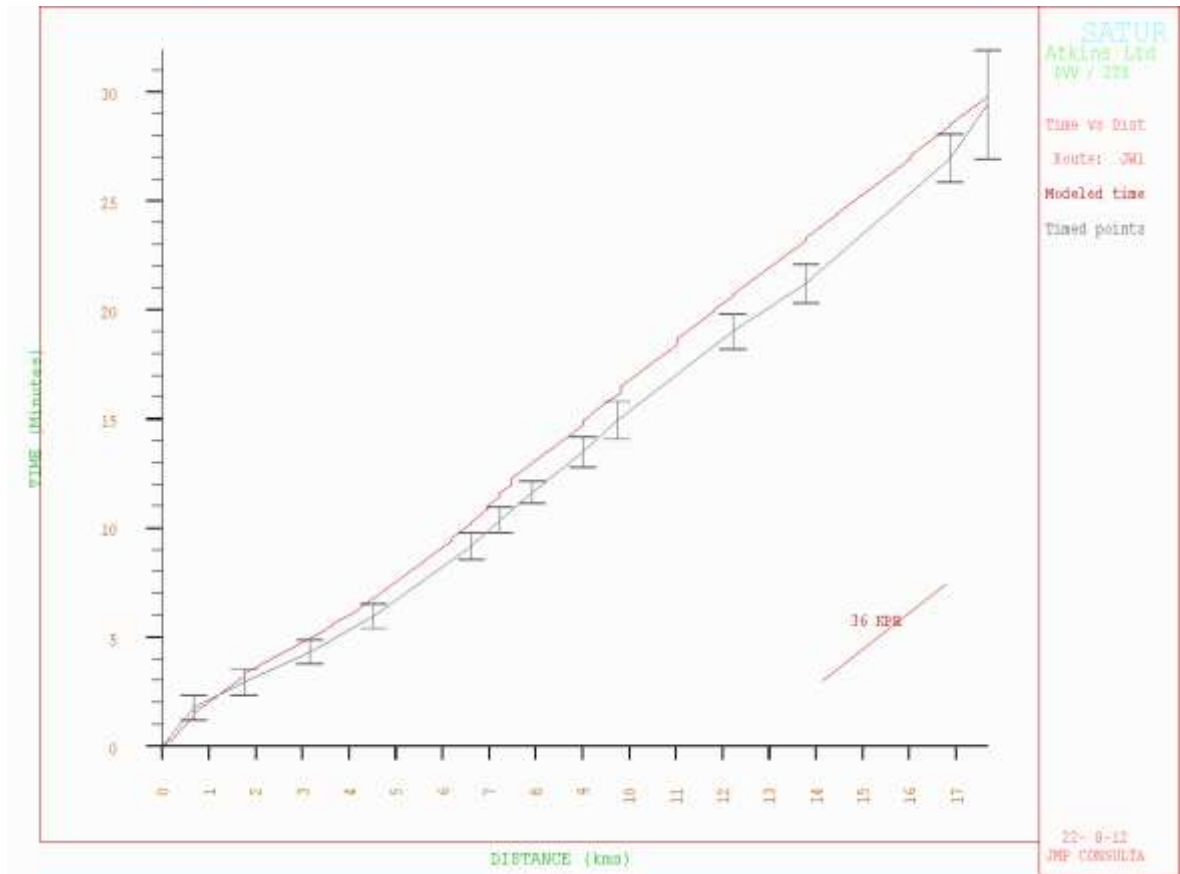


IP Journey Time Validation Results

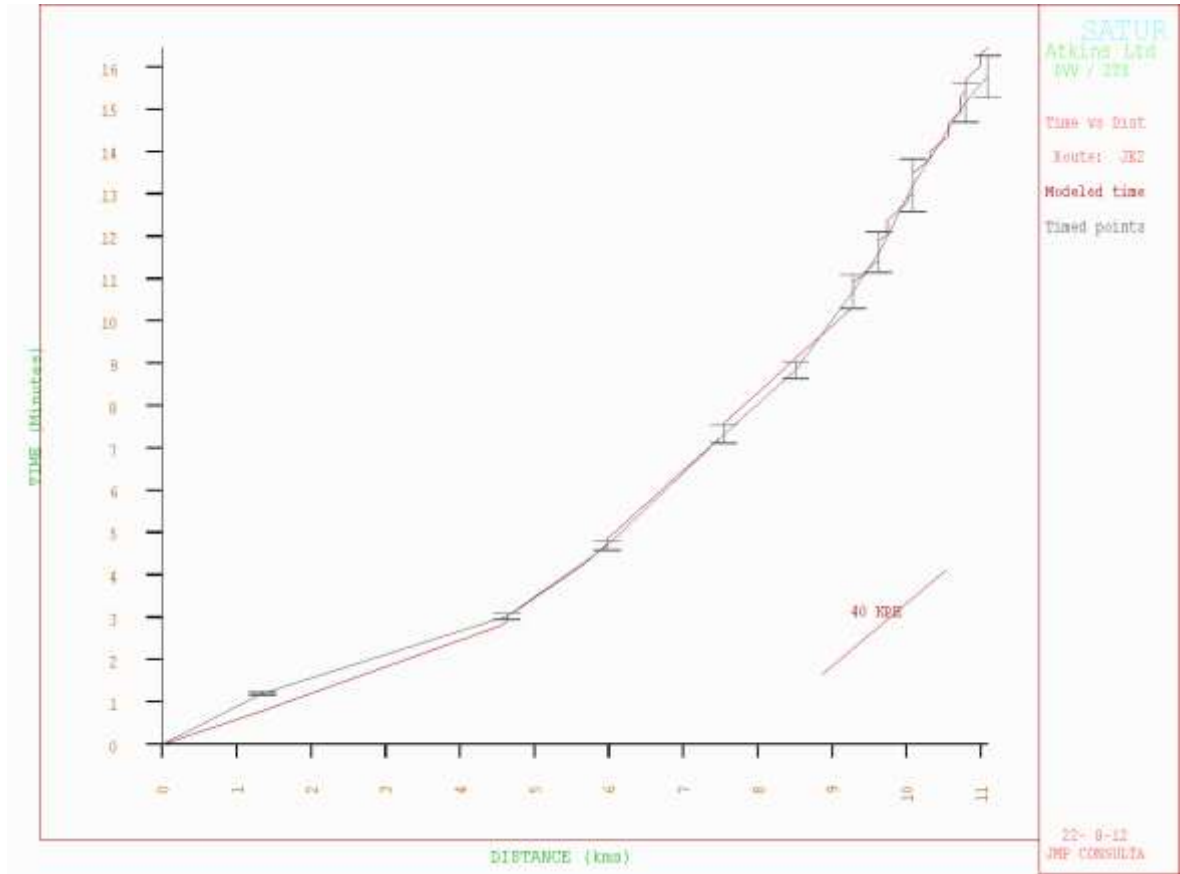
Route 1 - EB



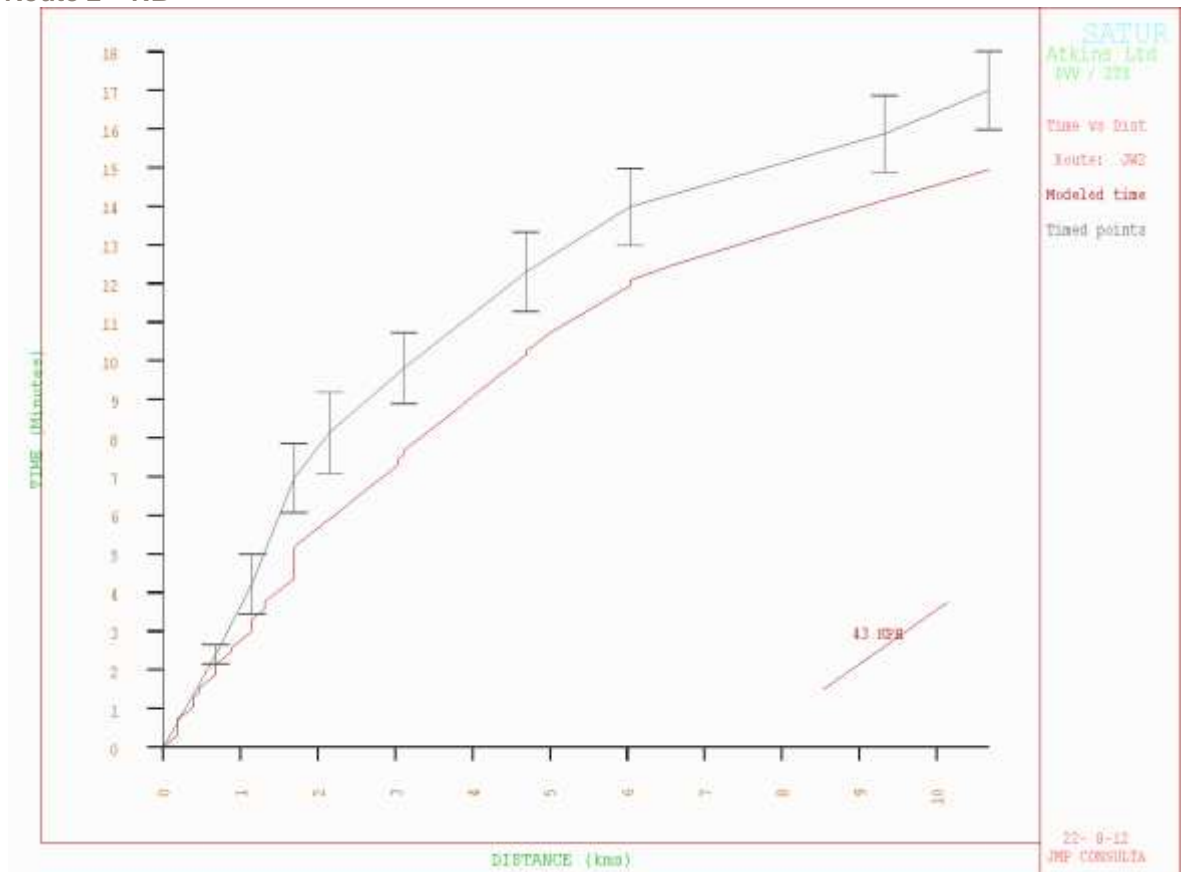
Route 1 - WB



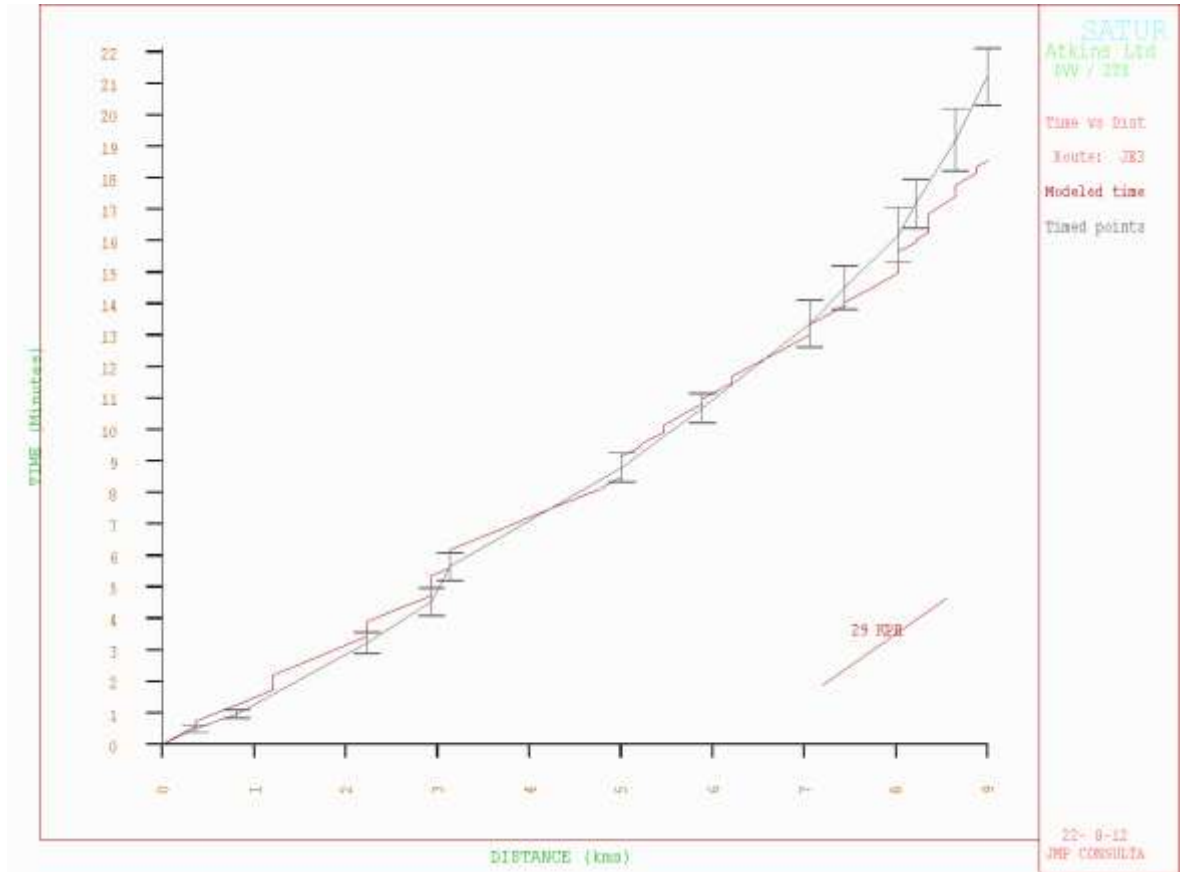
Route 2 – SB



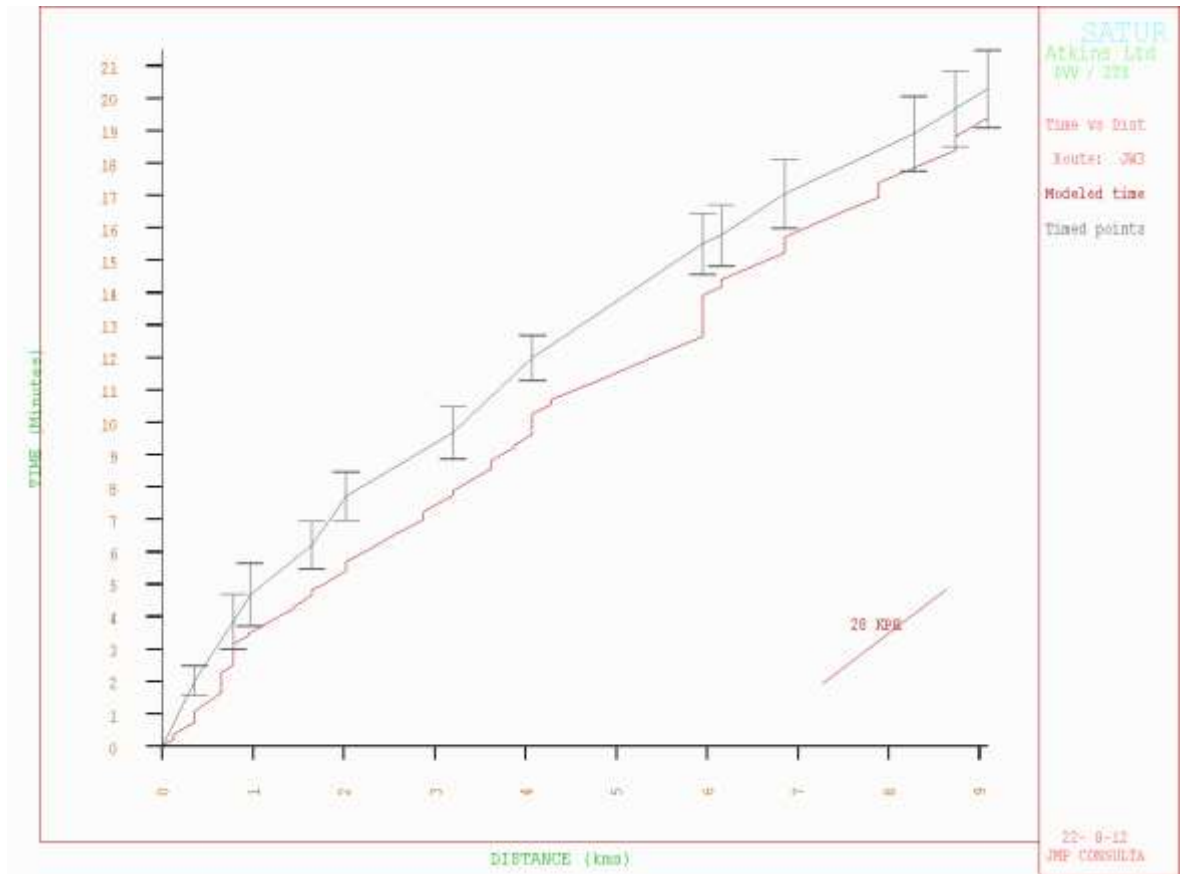
Route 2 – NB



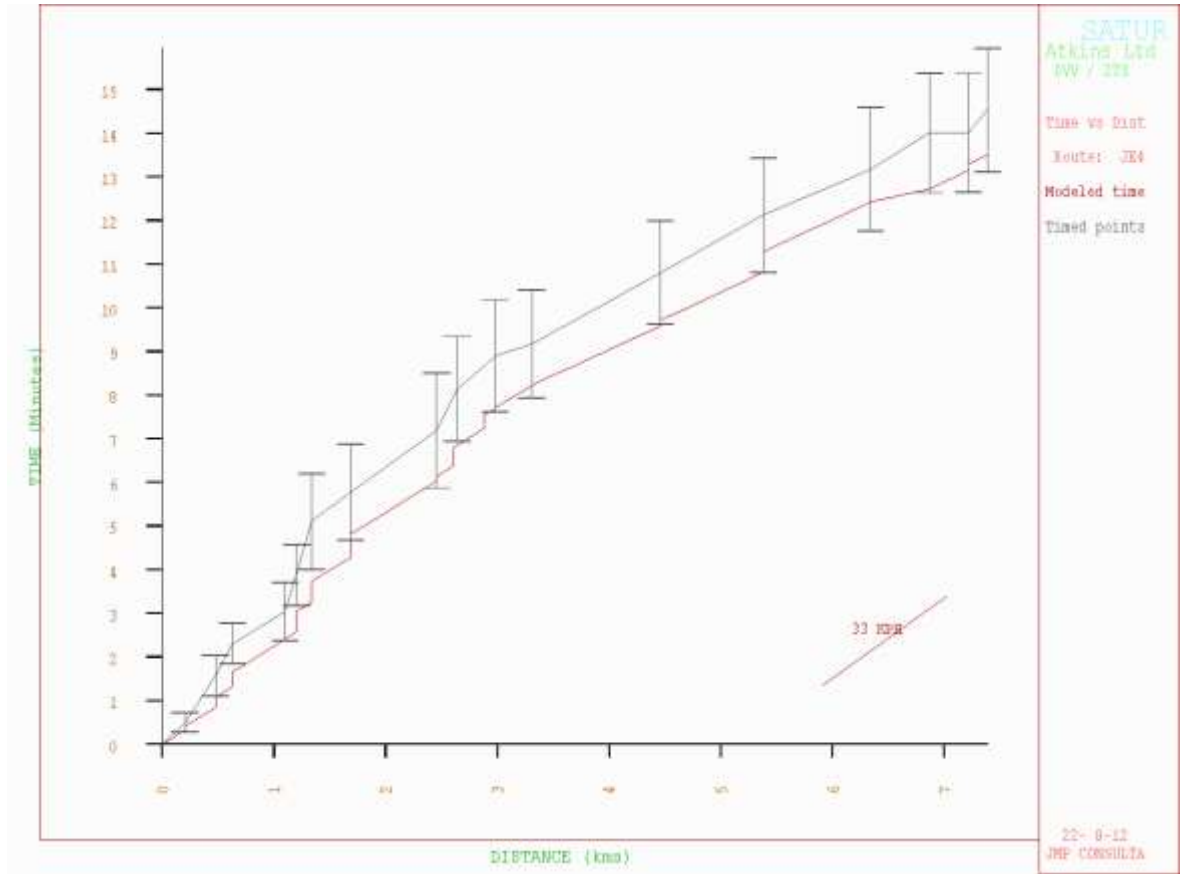
Route 3 – EB



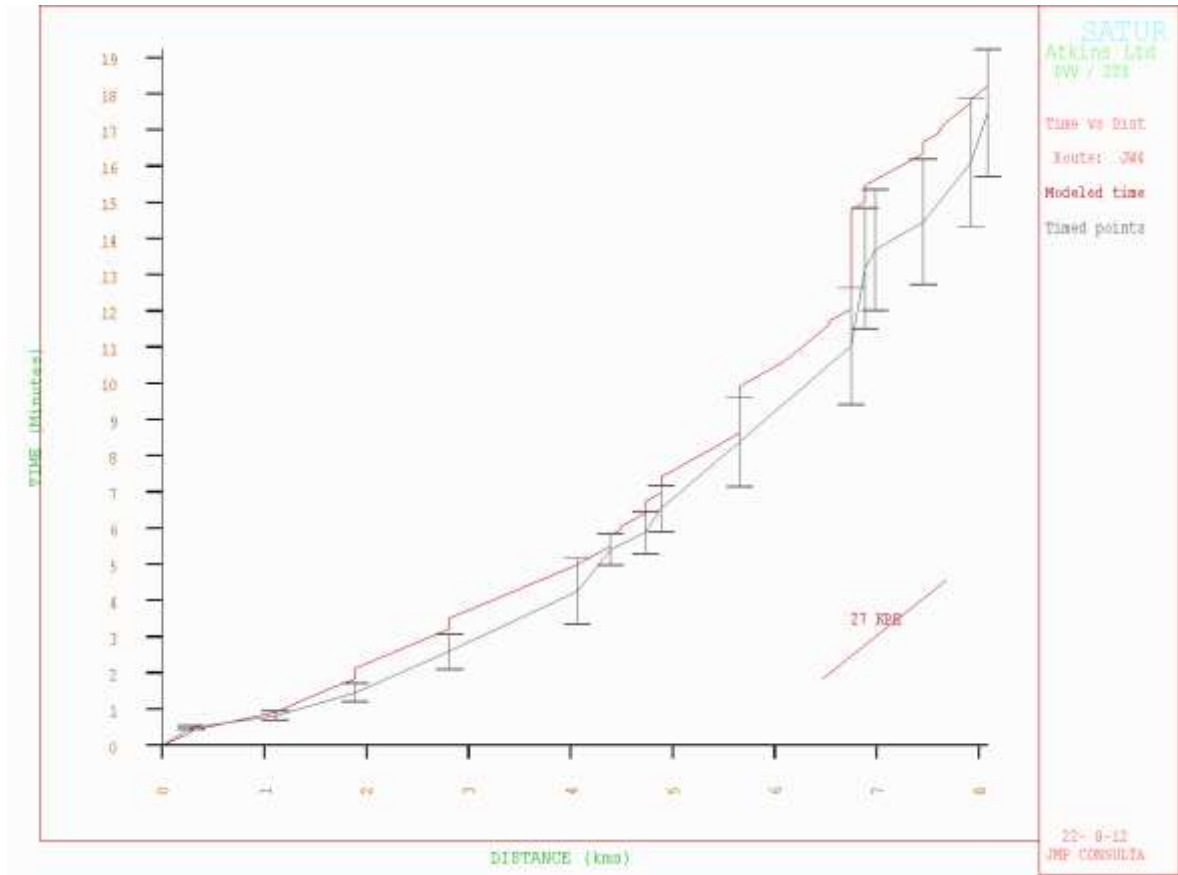
Route 3 – WB



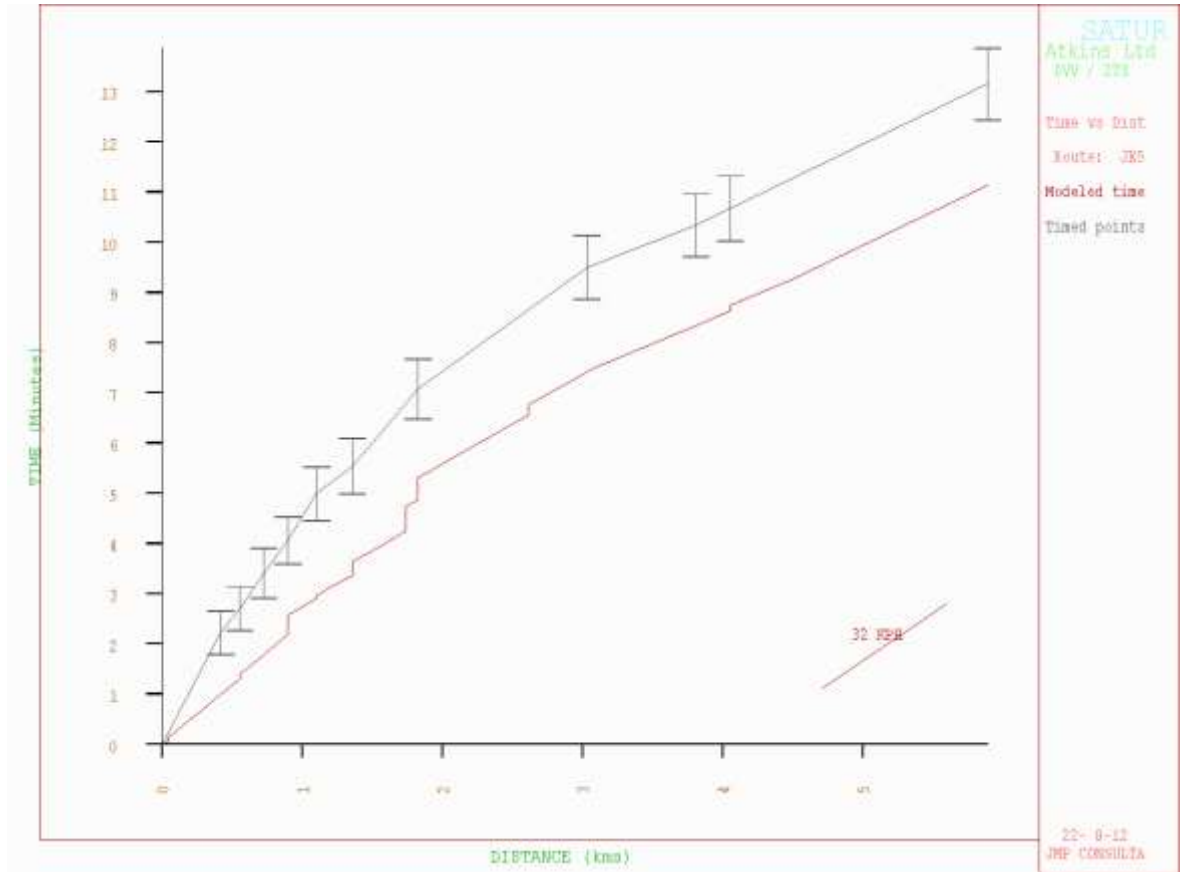
Route 4 – SB



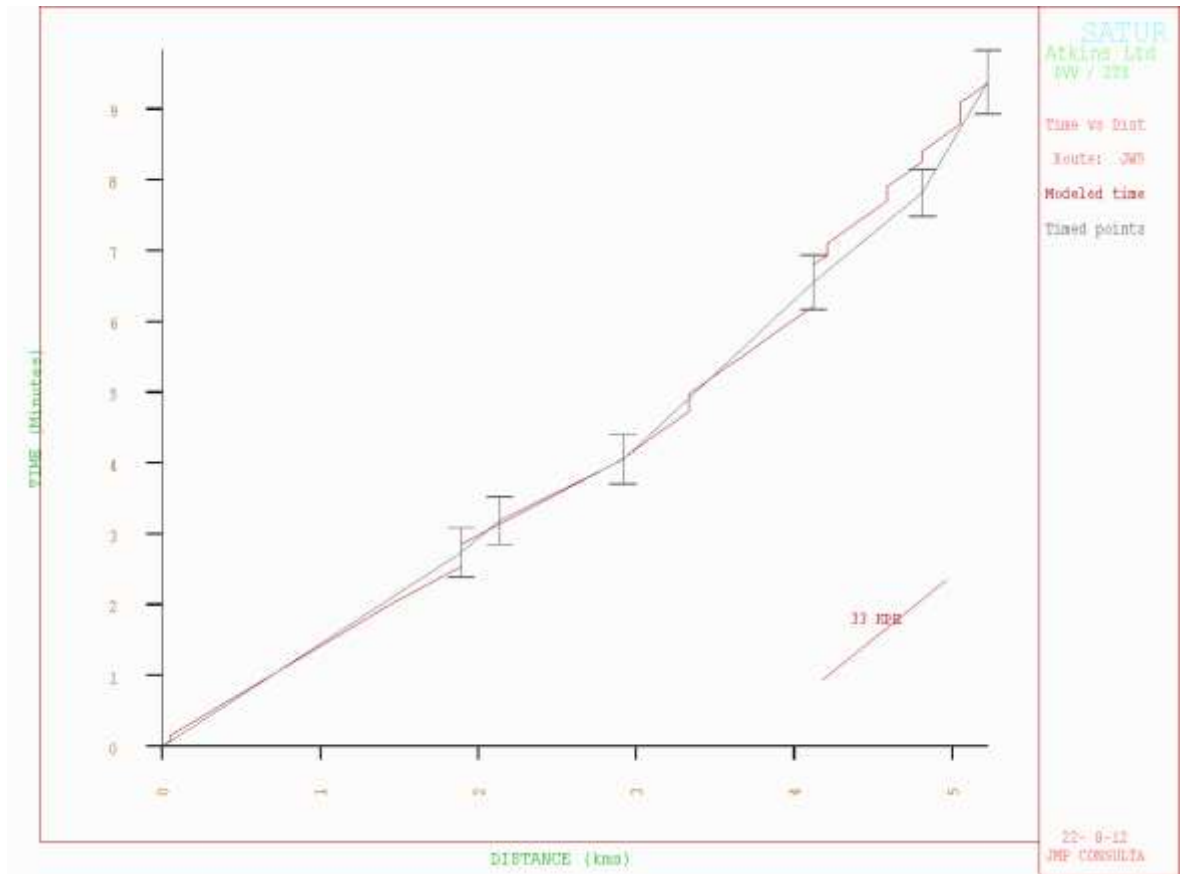
Route 4 –NB



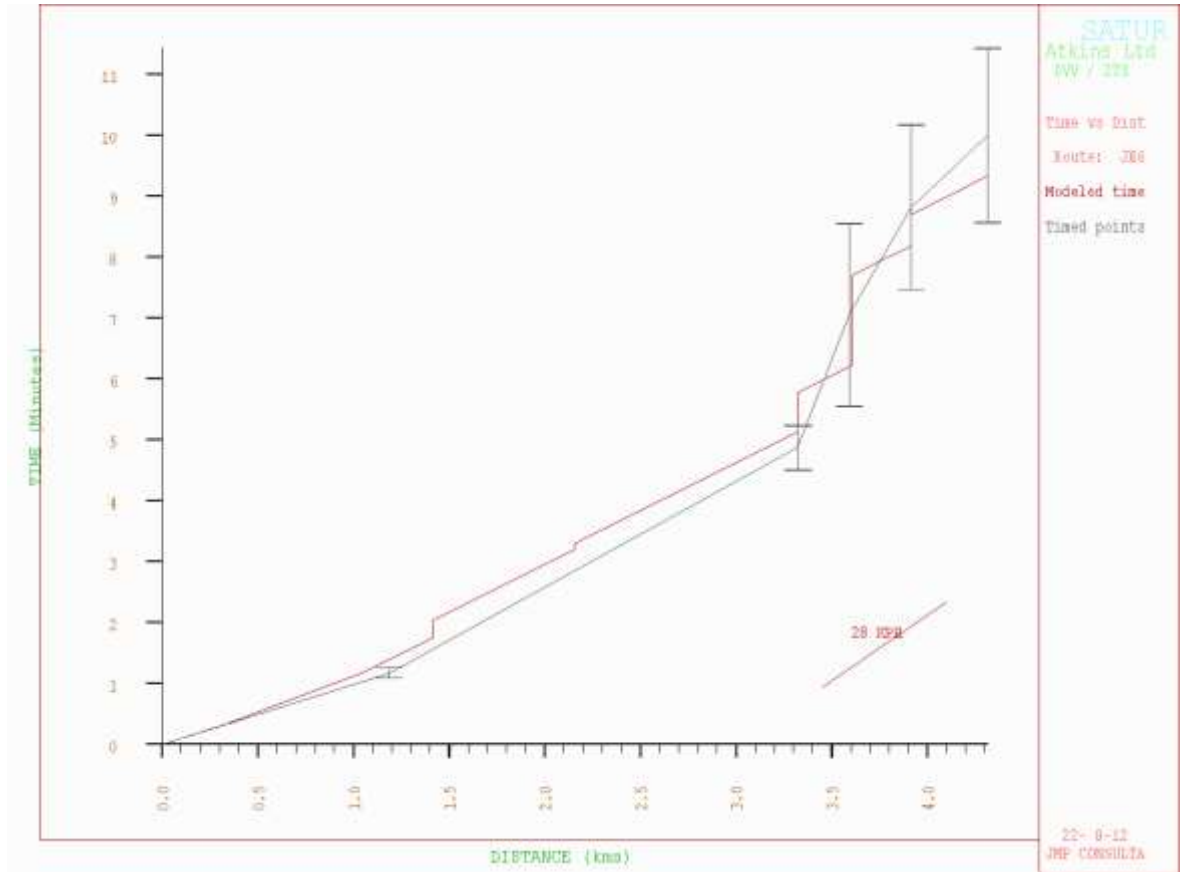
Route 5 – EB



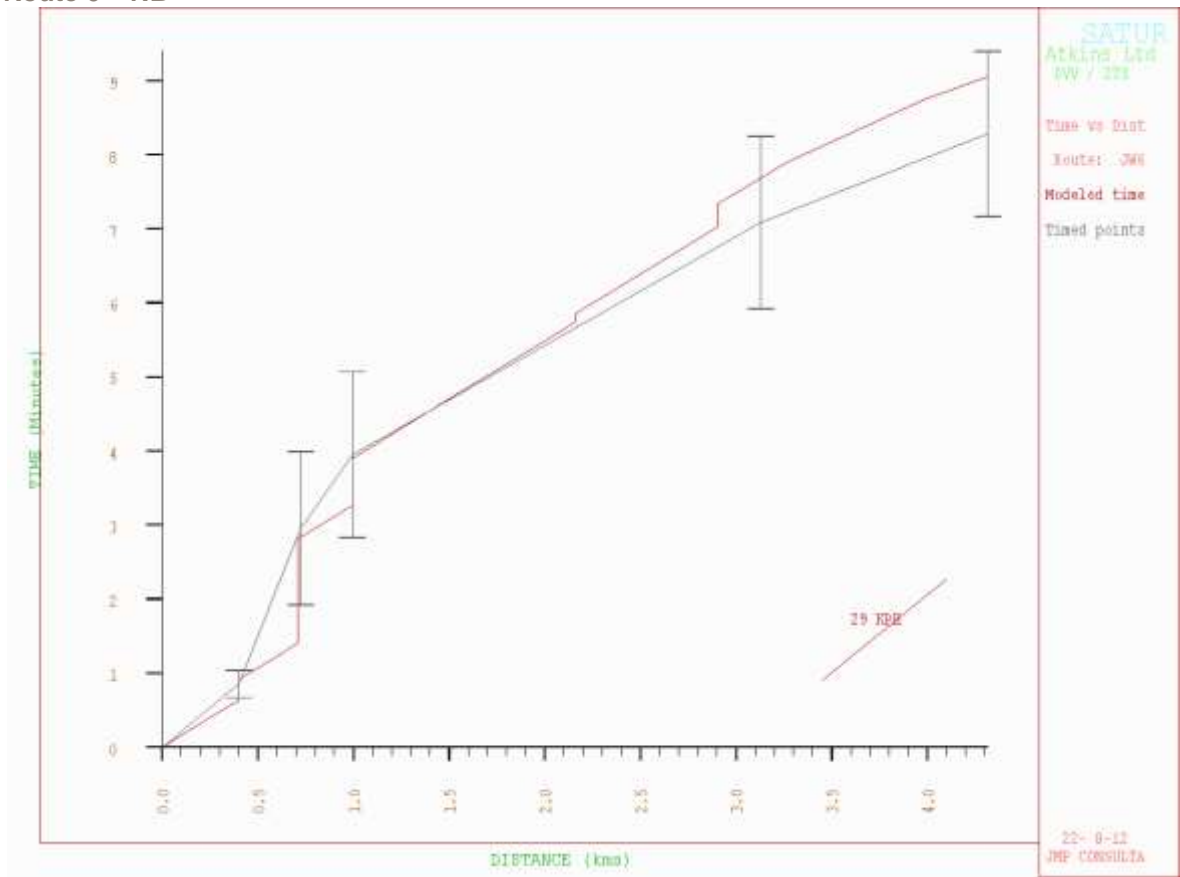
Route 5 – WB



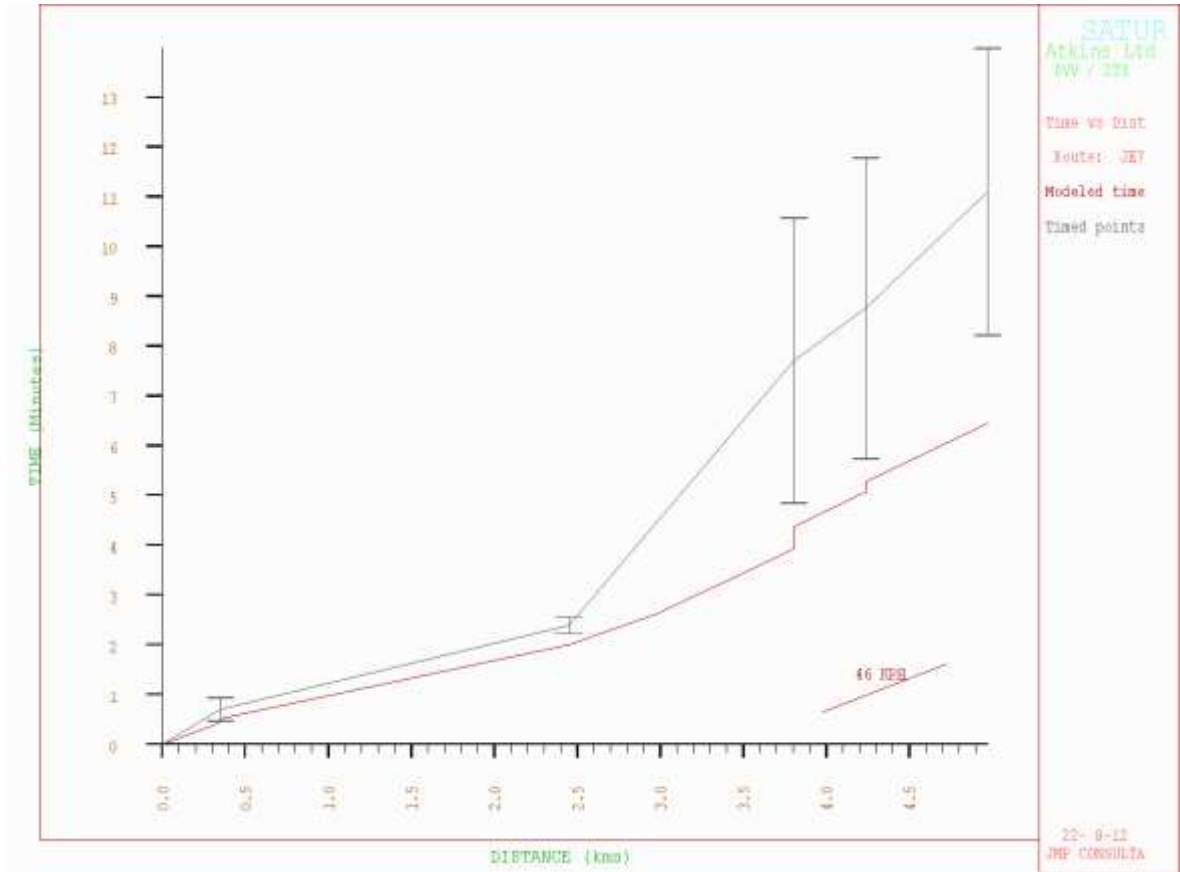
Route 6 – SB



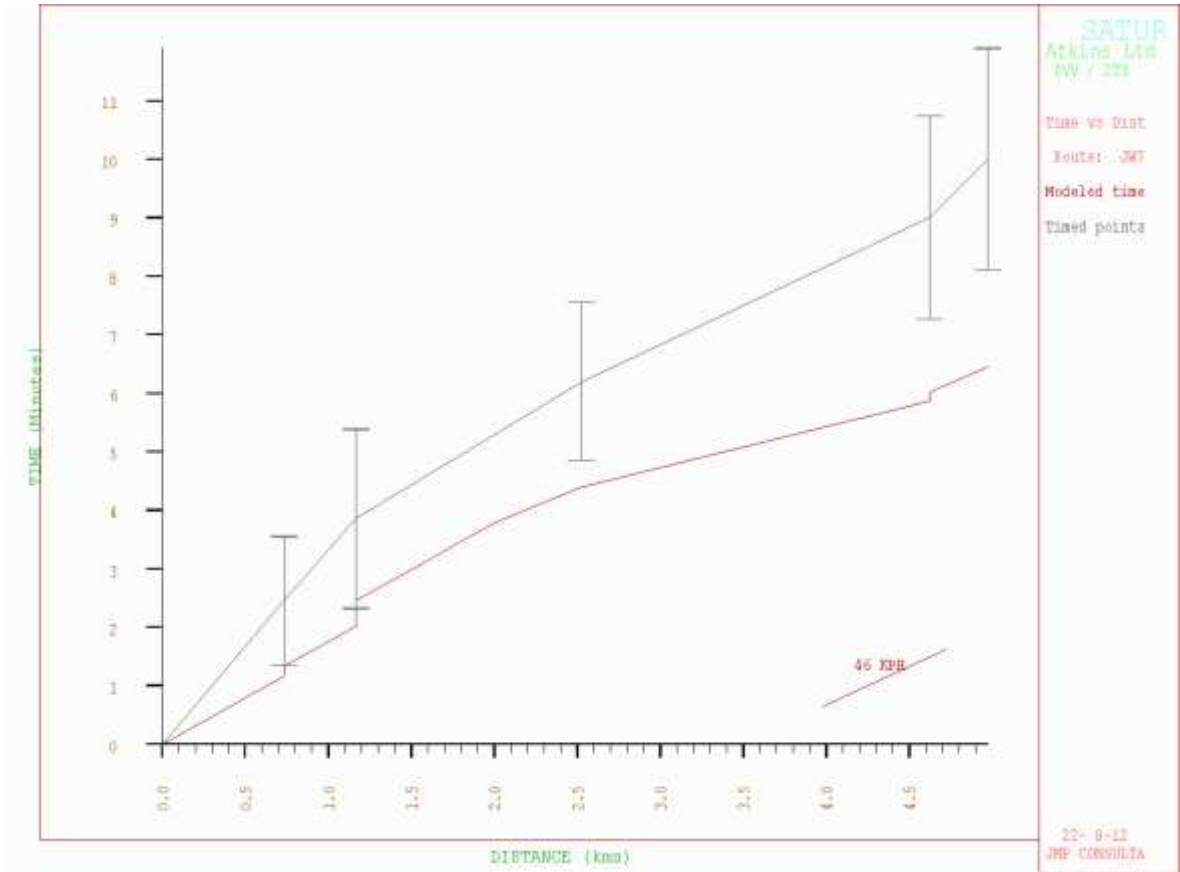
Route 6 – NB



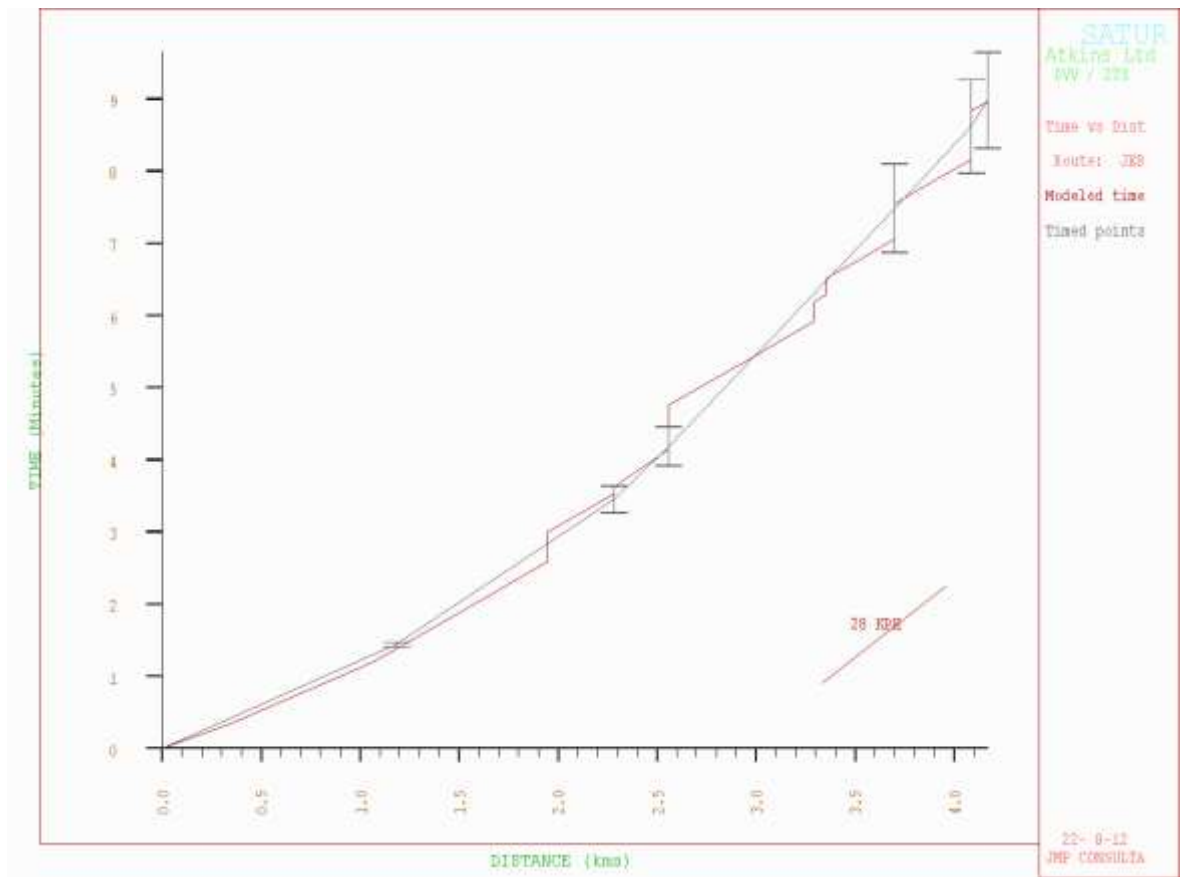
Route 7 – SB



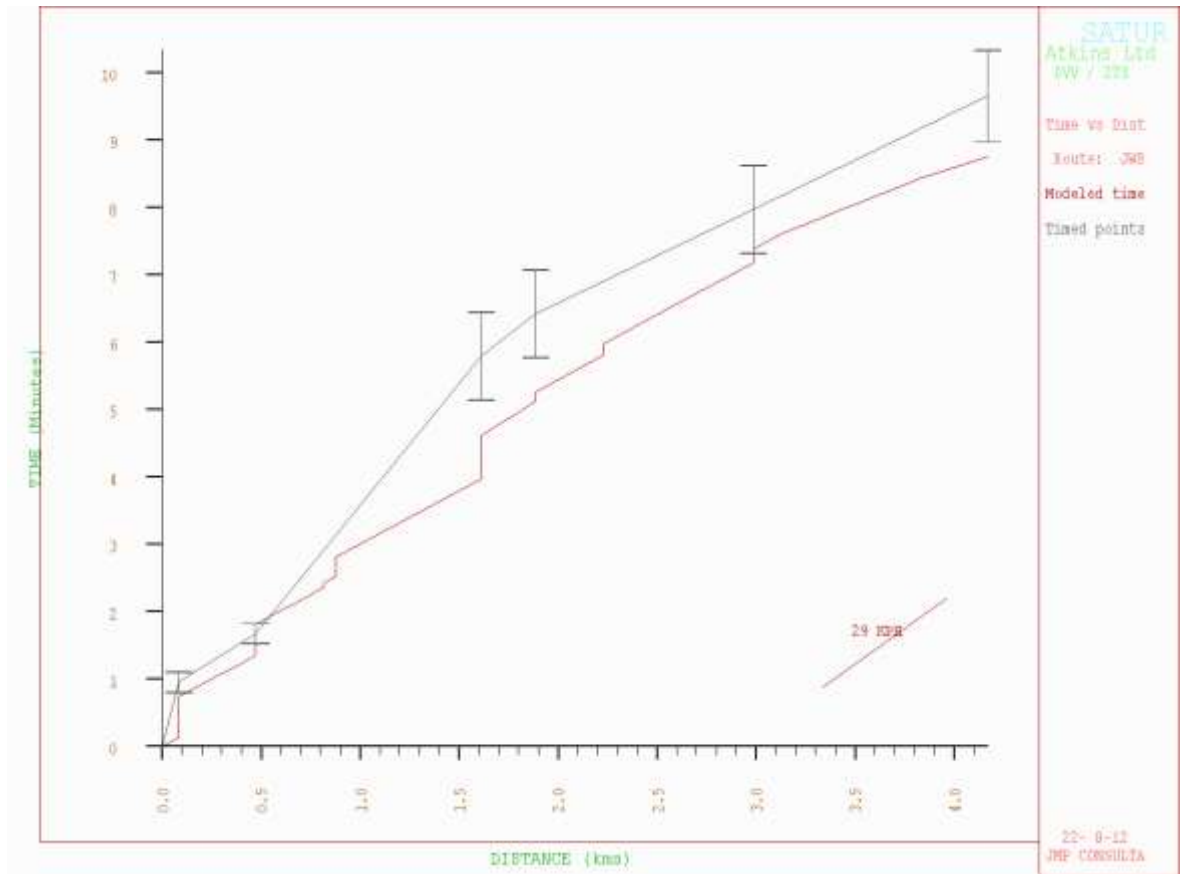
Route 7 – NB



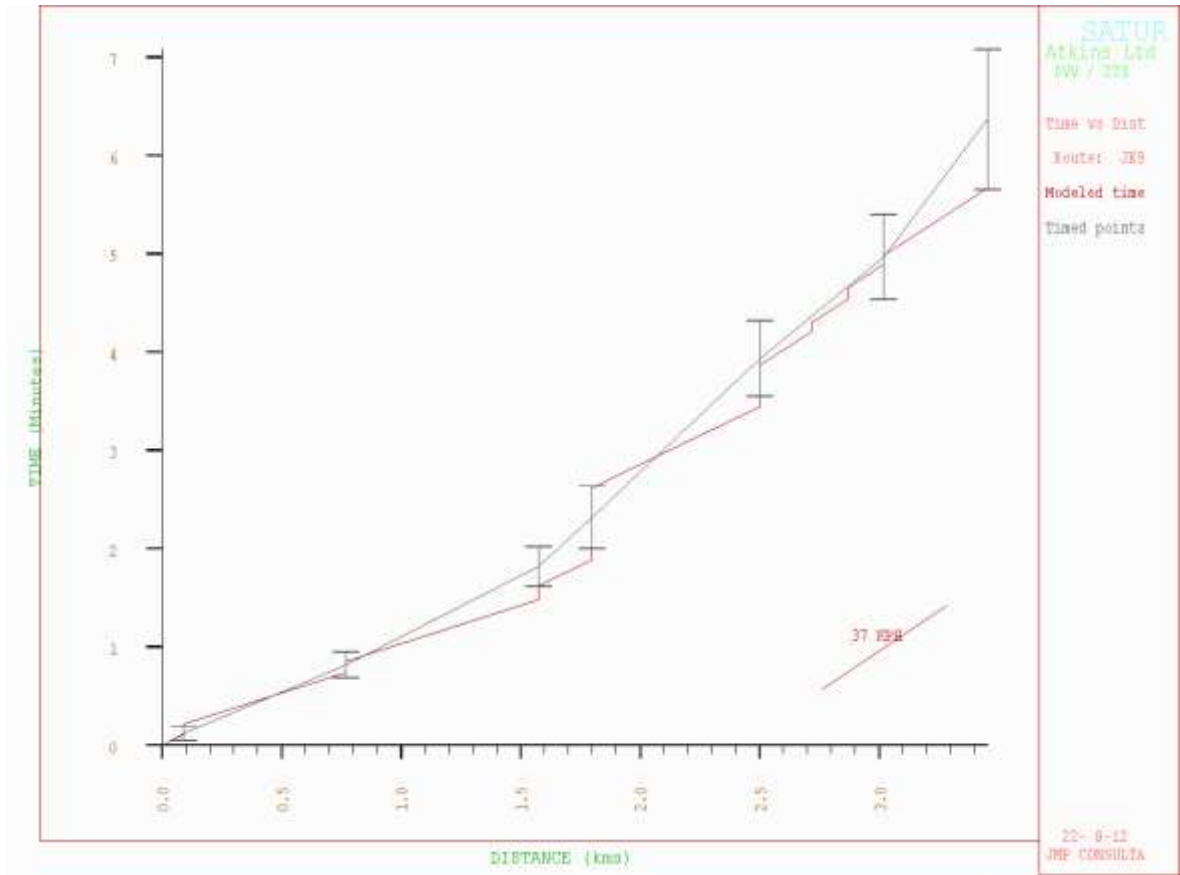
Route 8 – SB



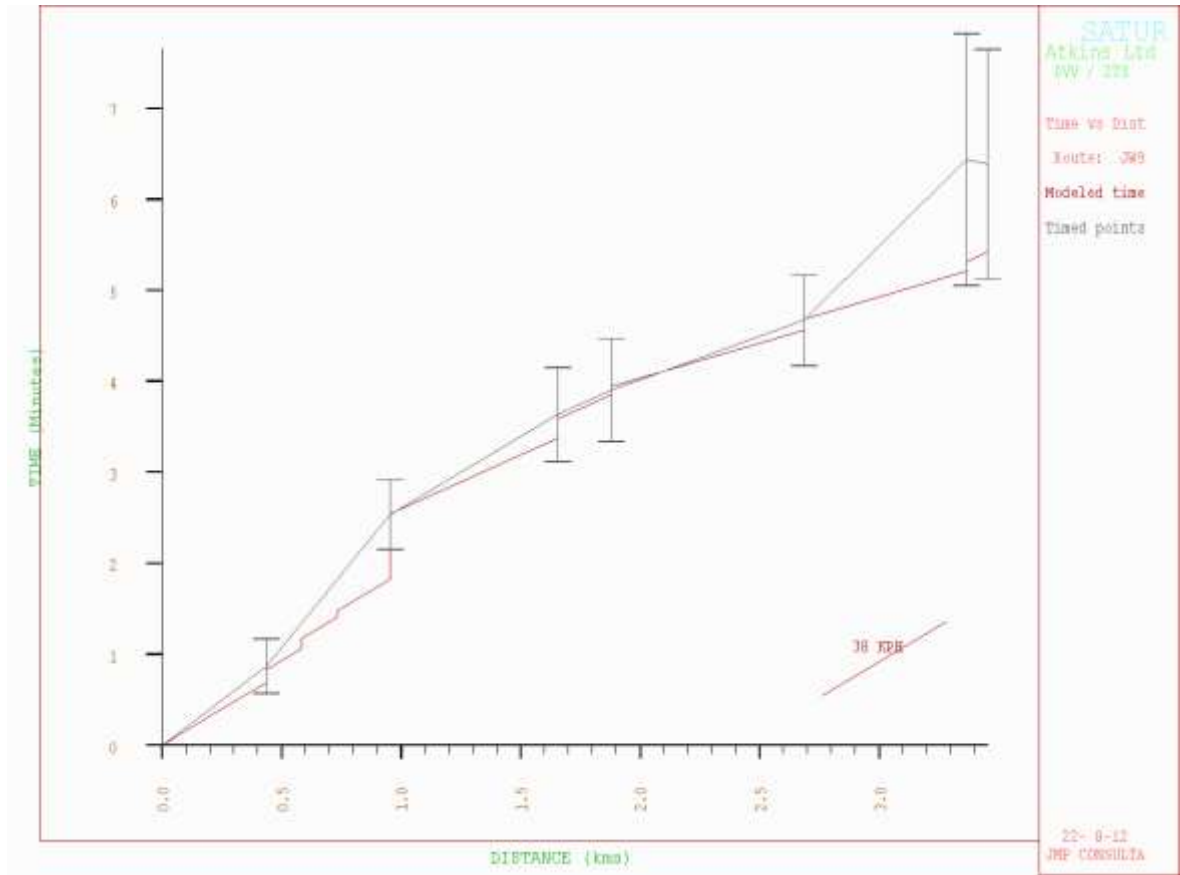
Route 8 – NB



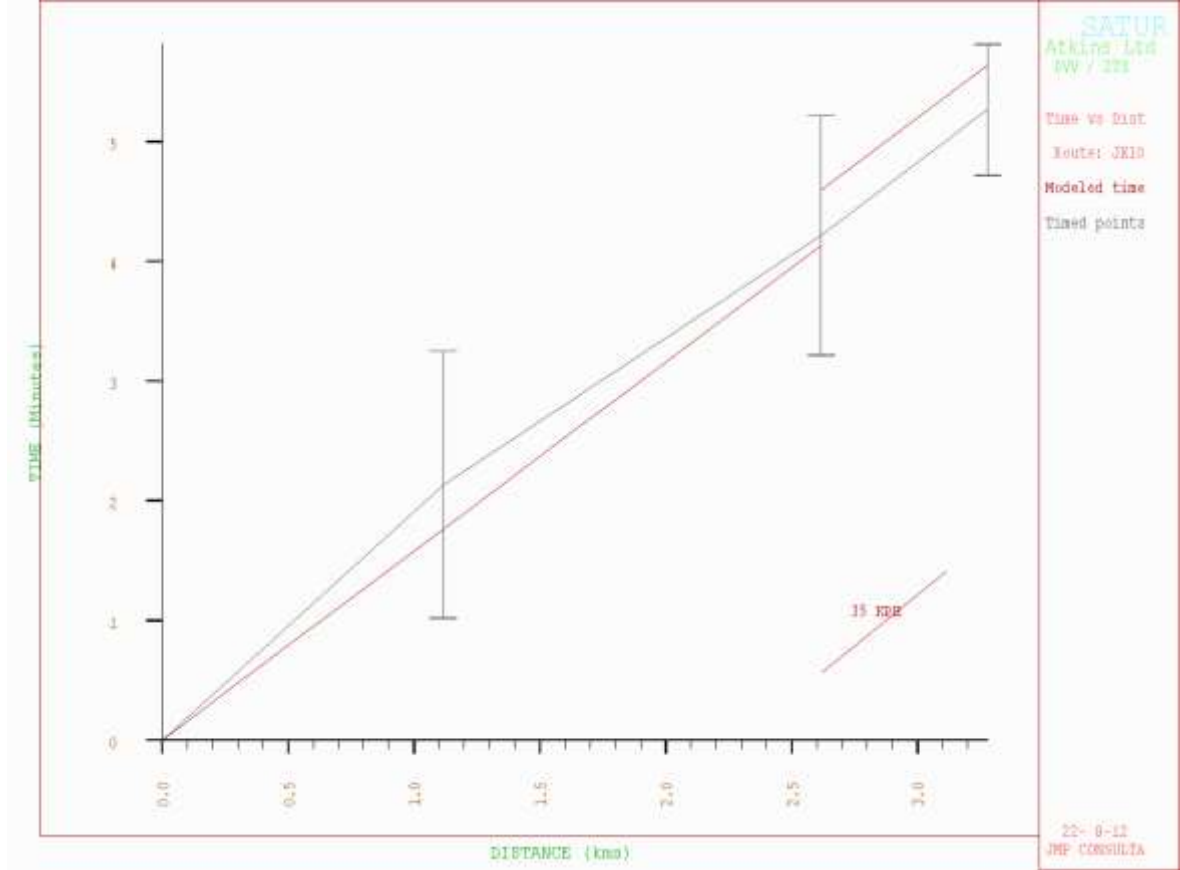
Route 9 – SB



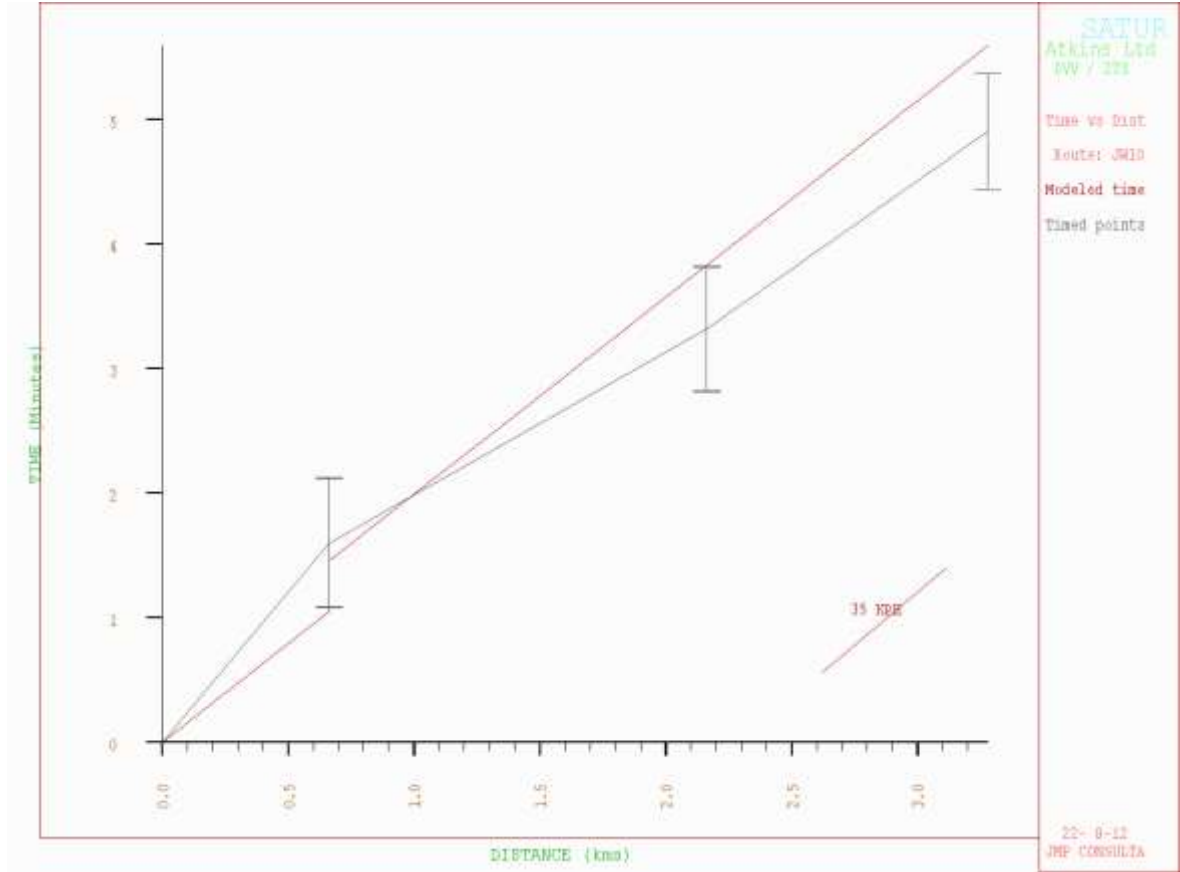
Route 9 – NB



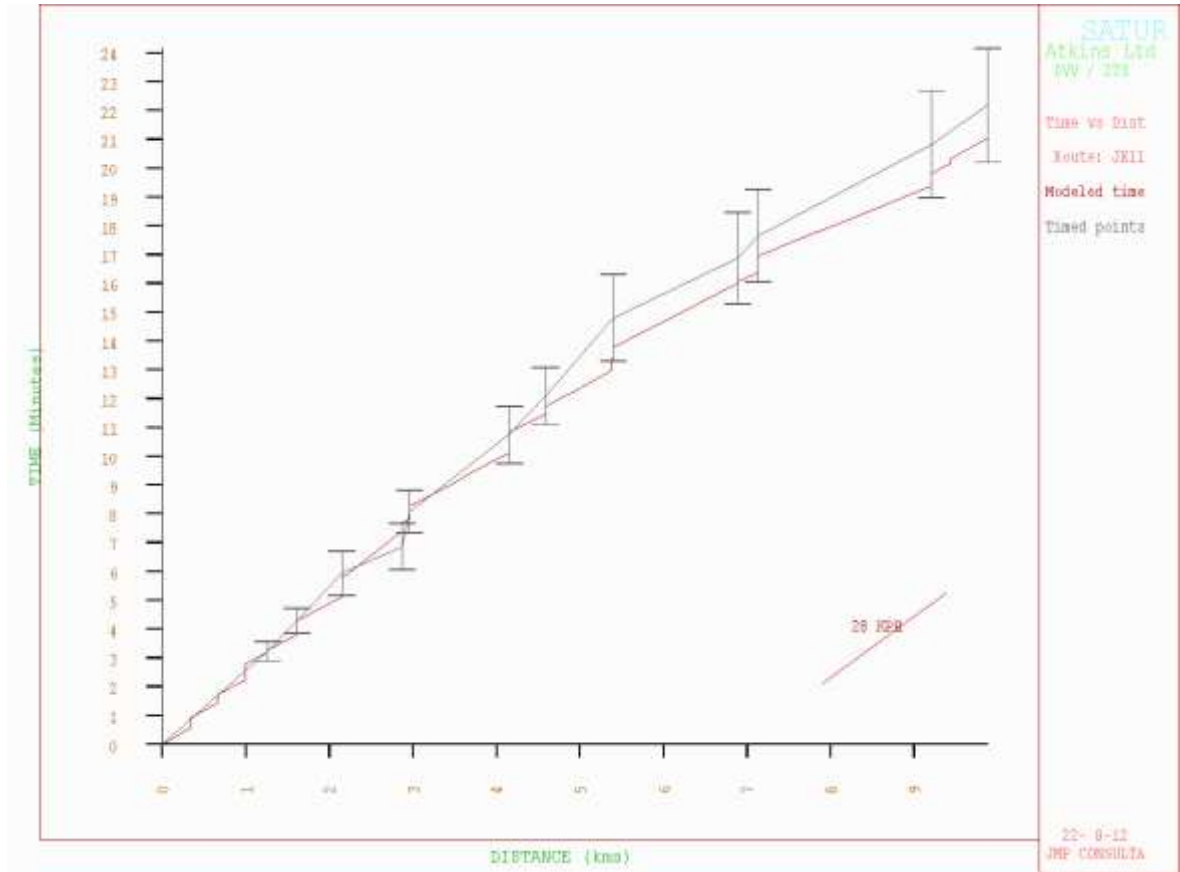
Route 10 – SB



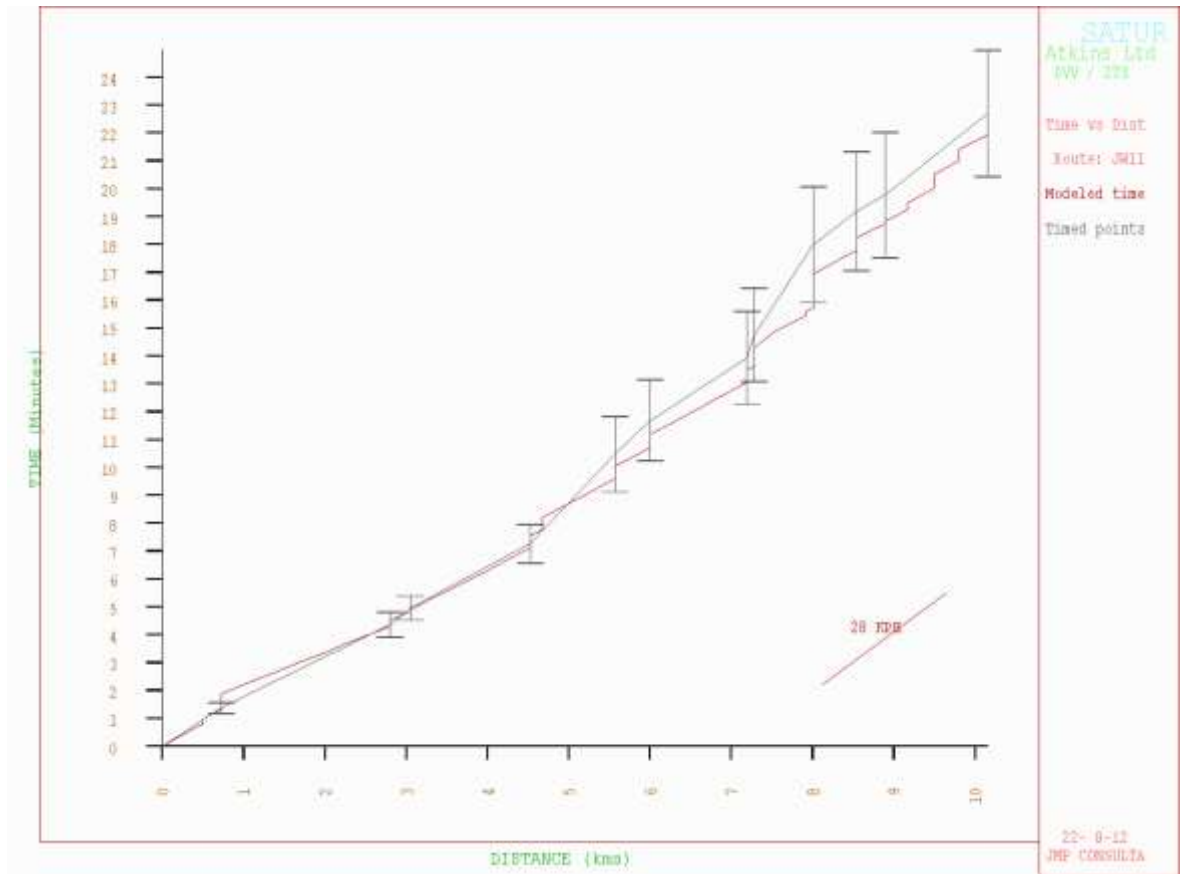
Route 10 – NB



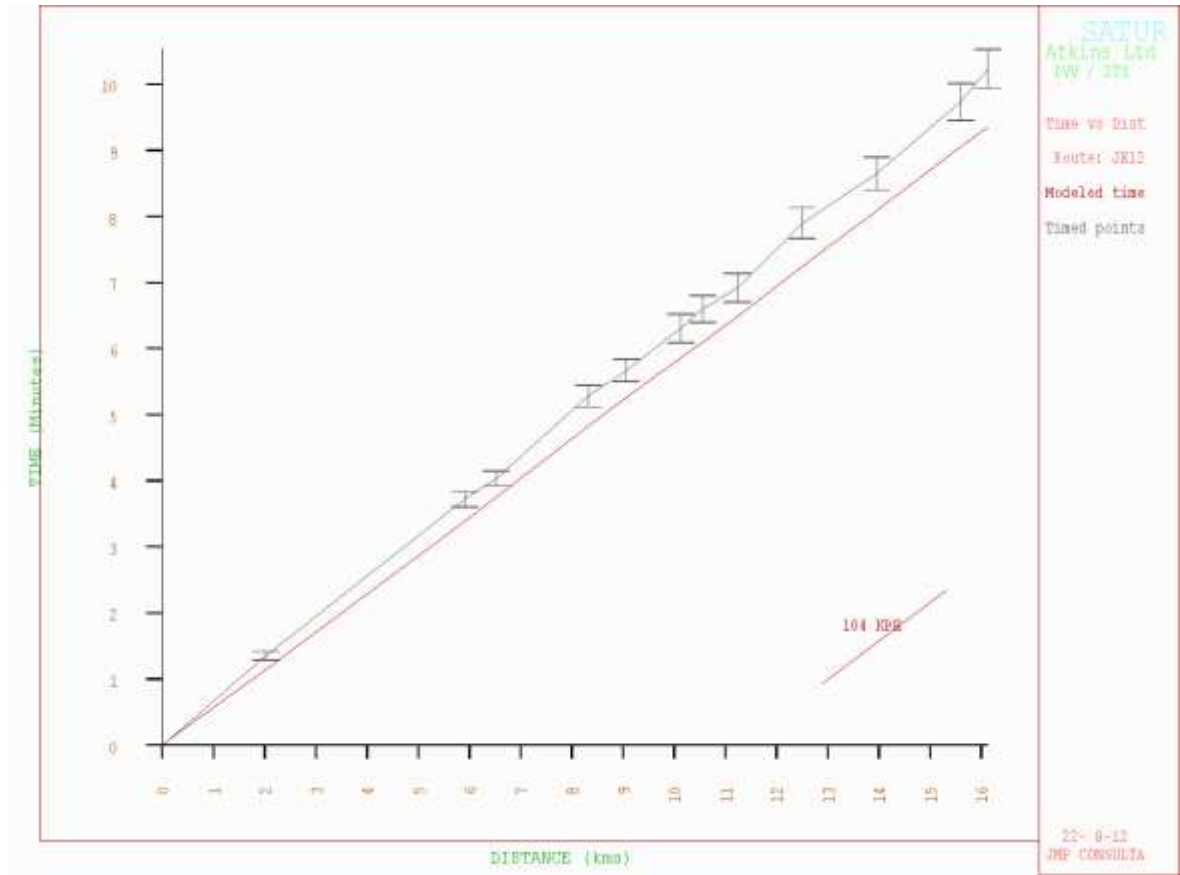
Route 11 – EB



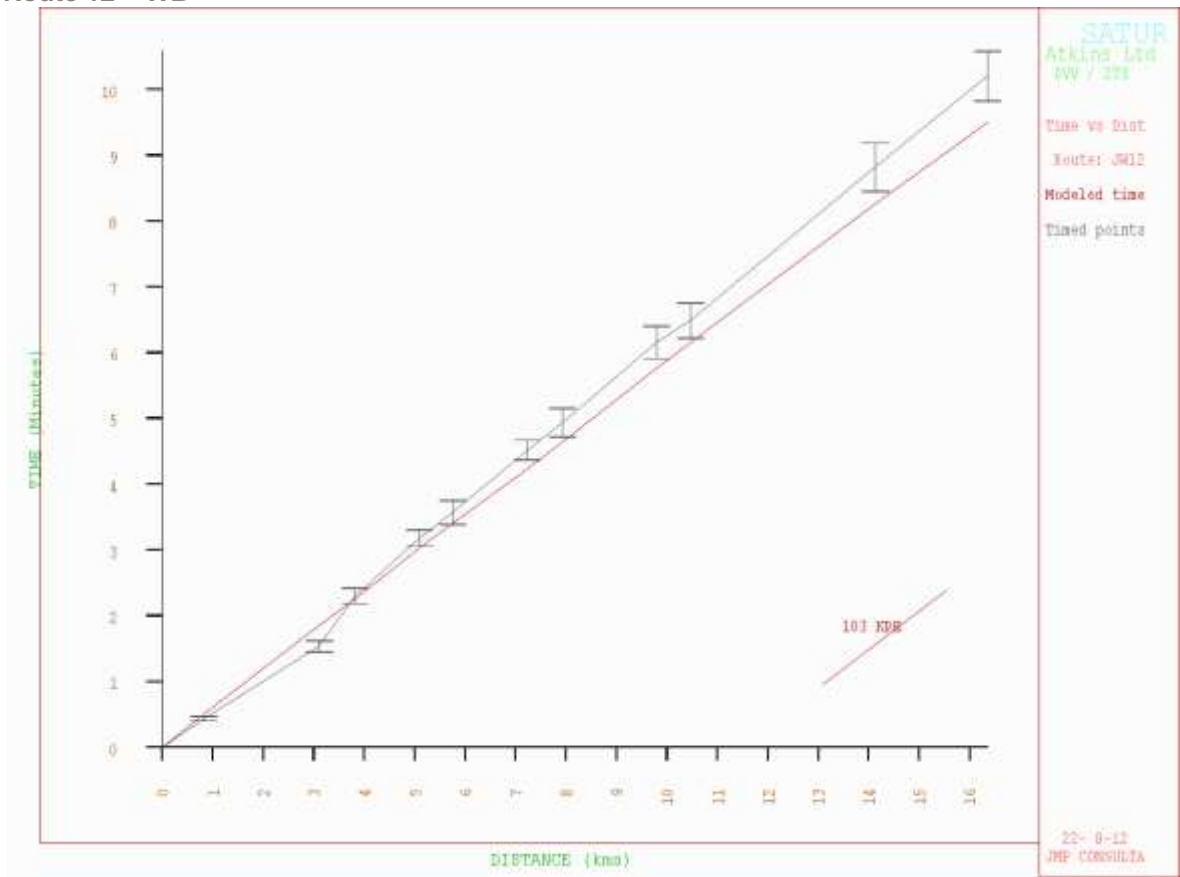
Route 11 – WB



Route 12 – EB

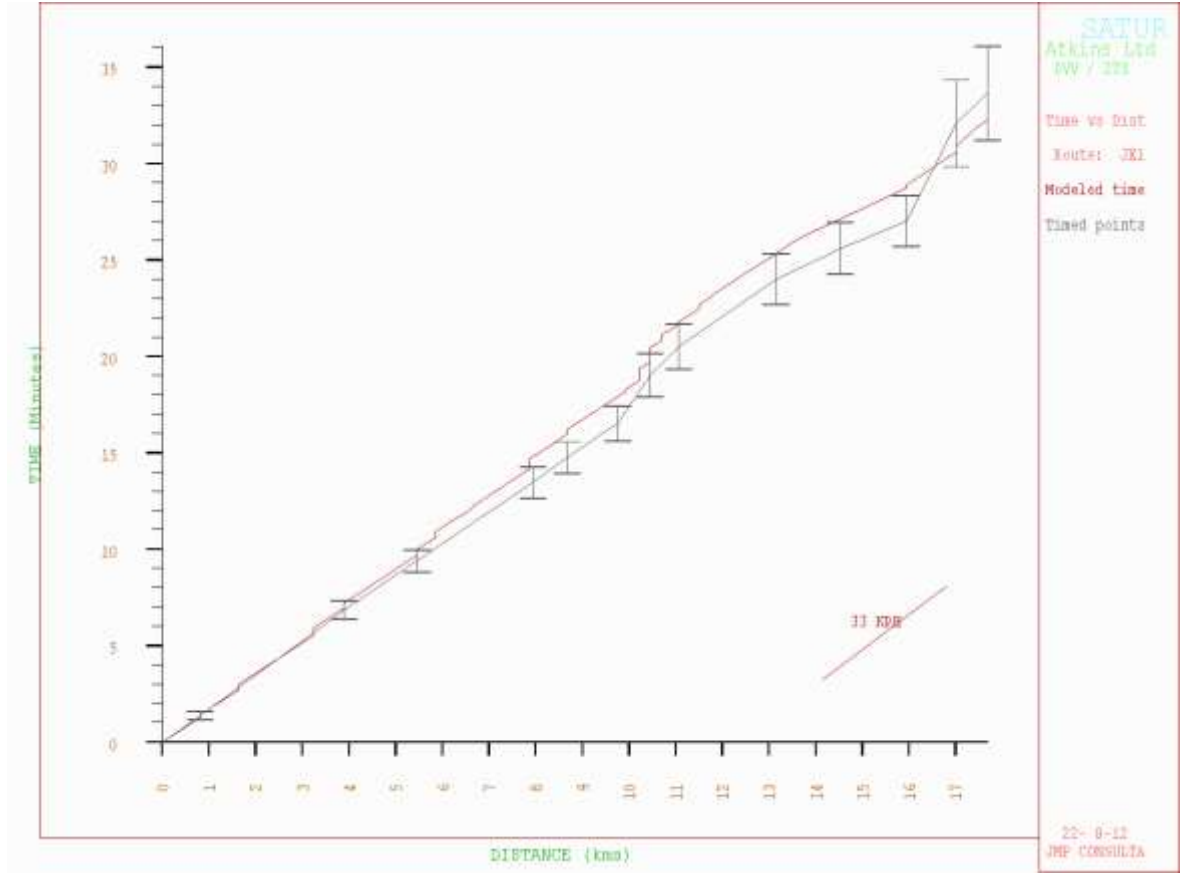


Route 12 – WB

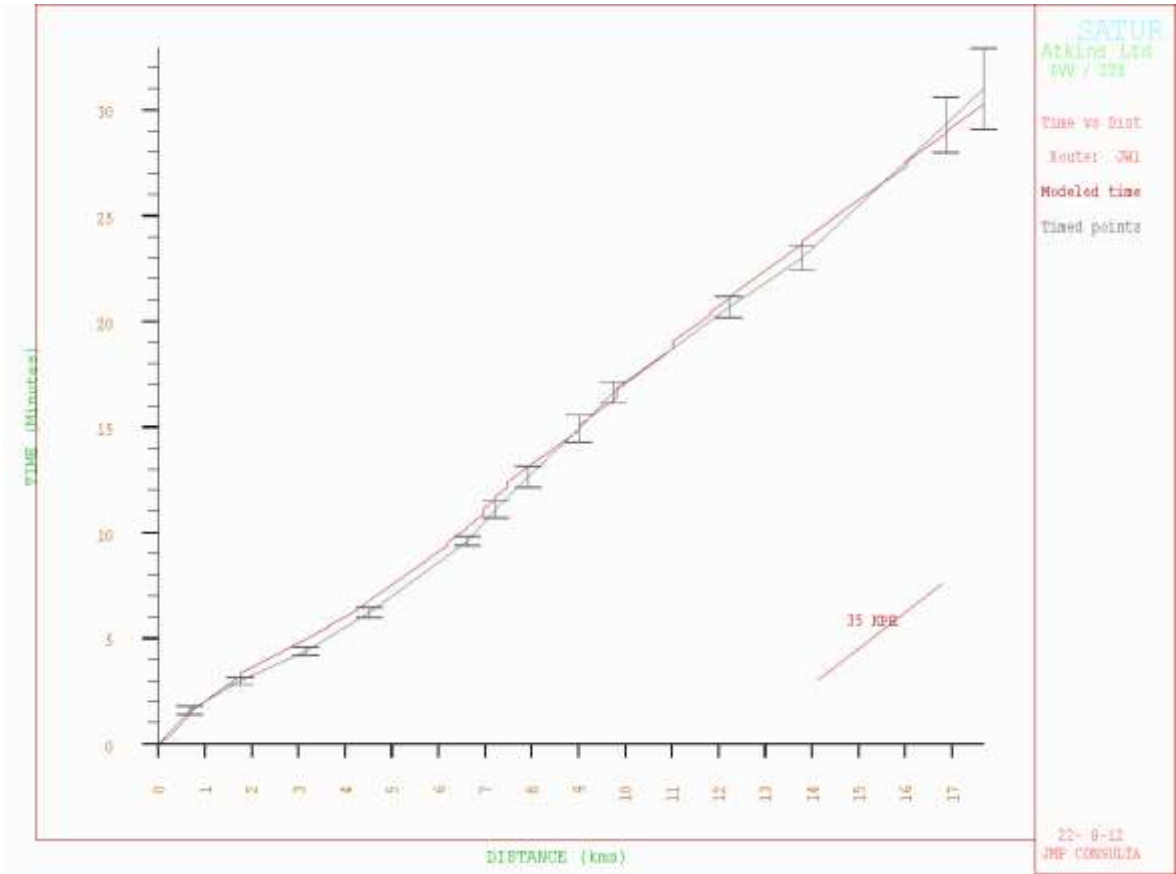


PM Journey Time Validation Results

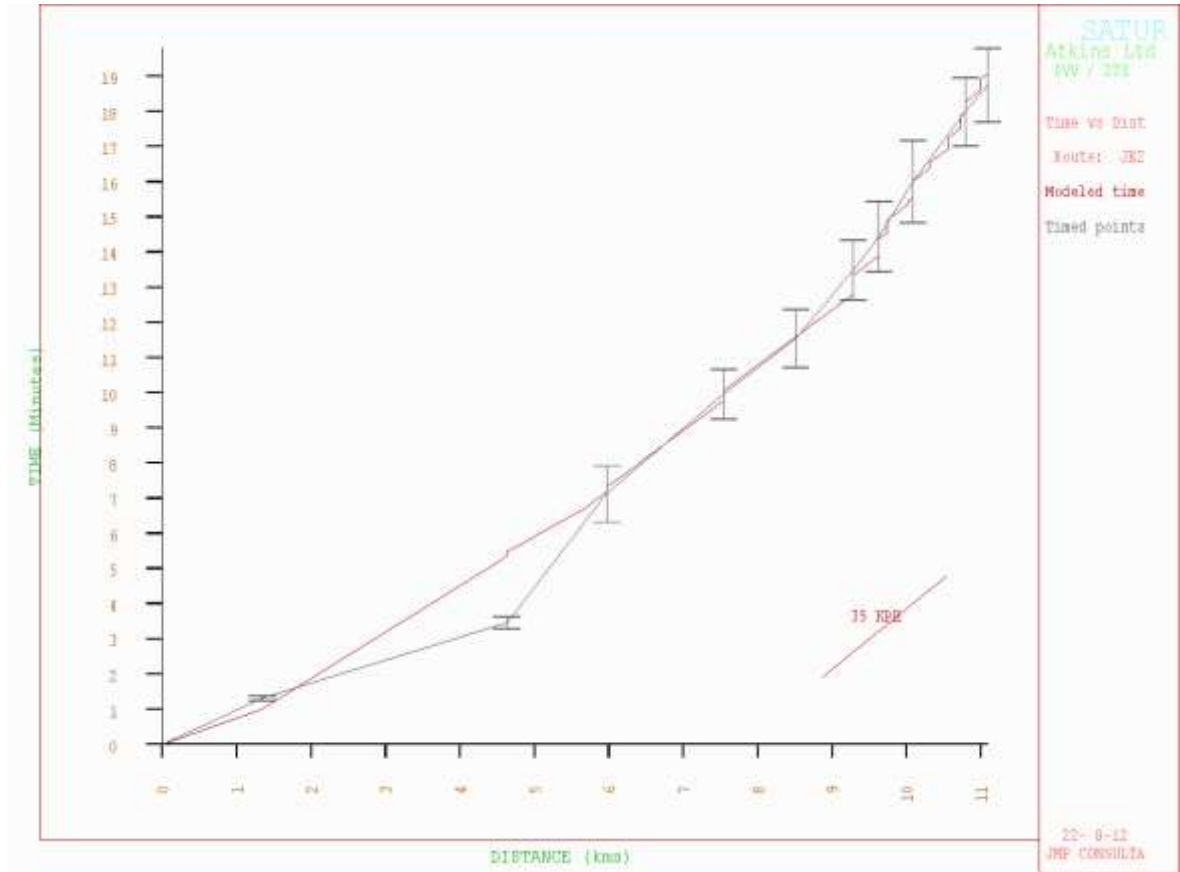
Route 1 - EB



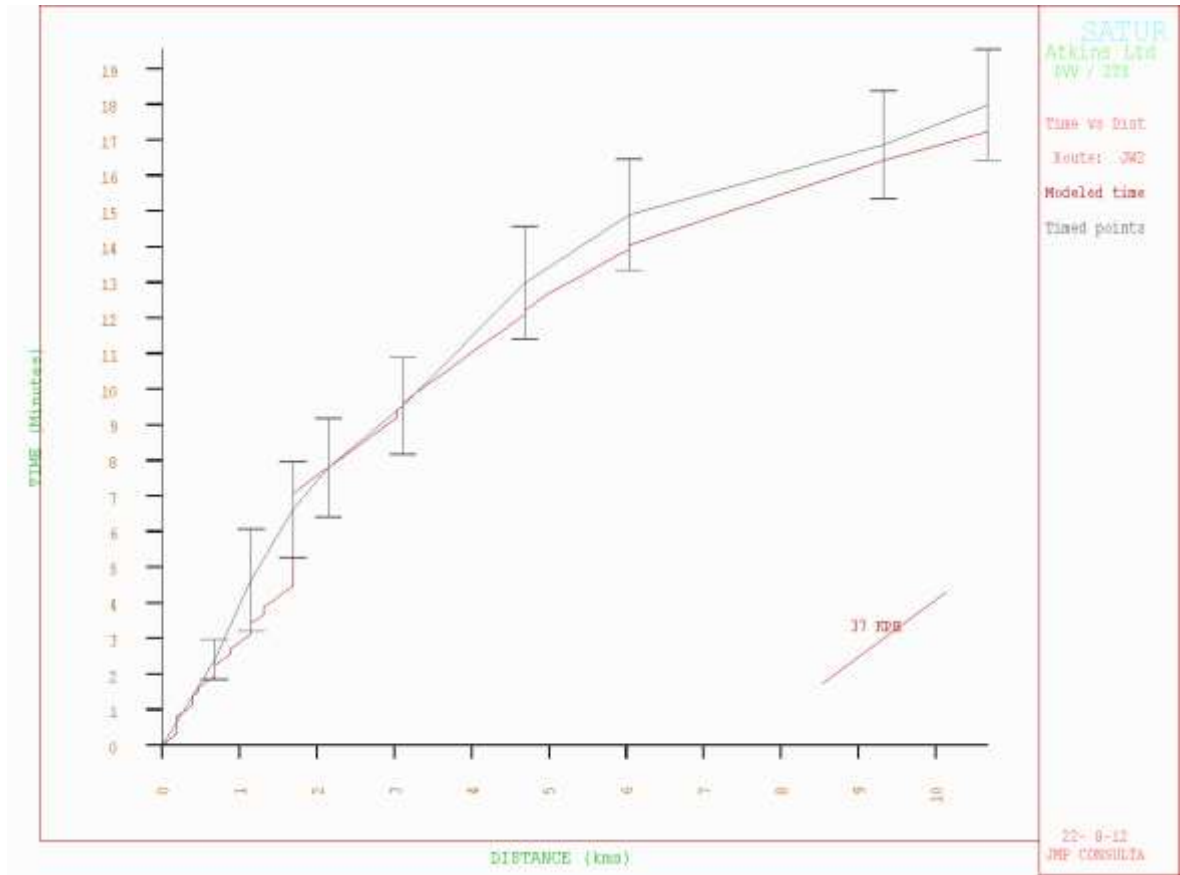
Route 1 - WB



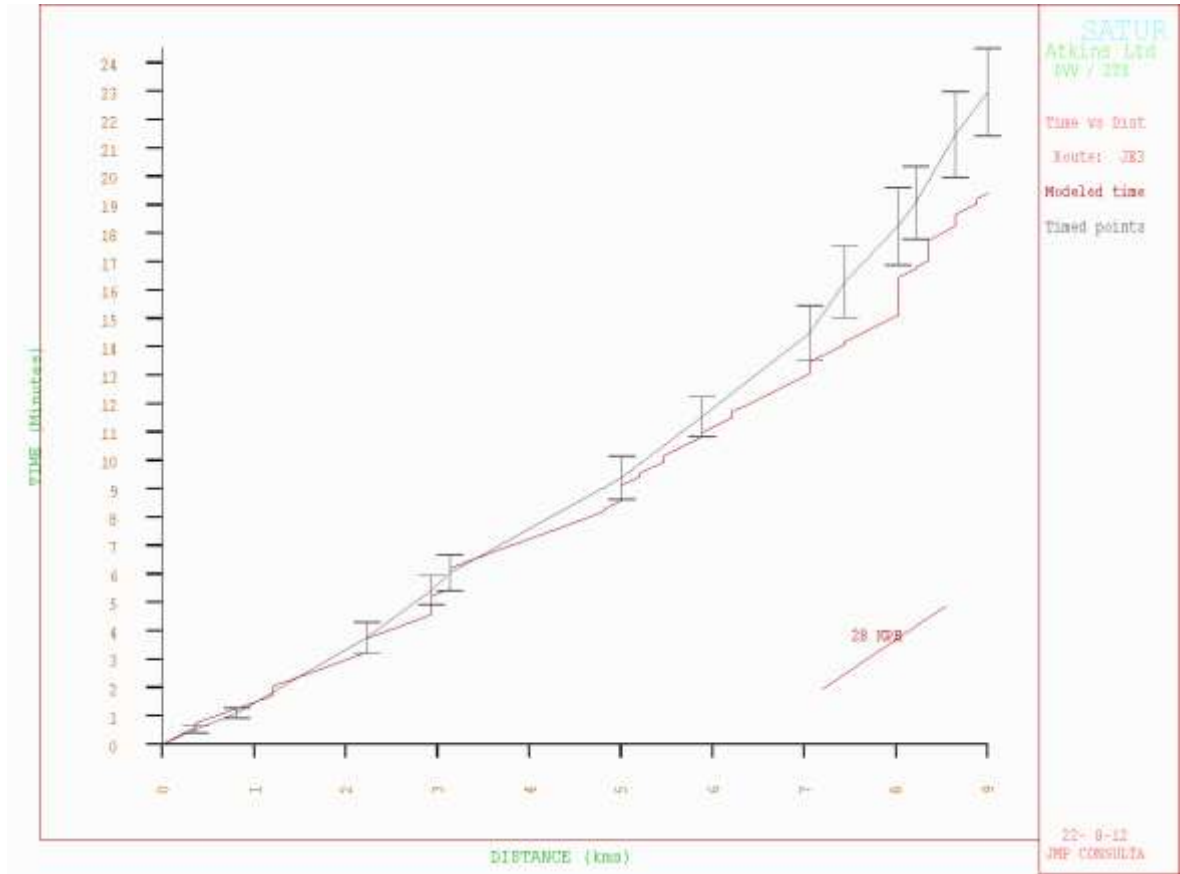
Route 2 – SB



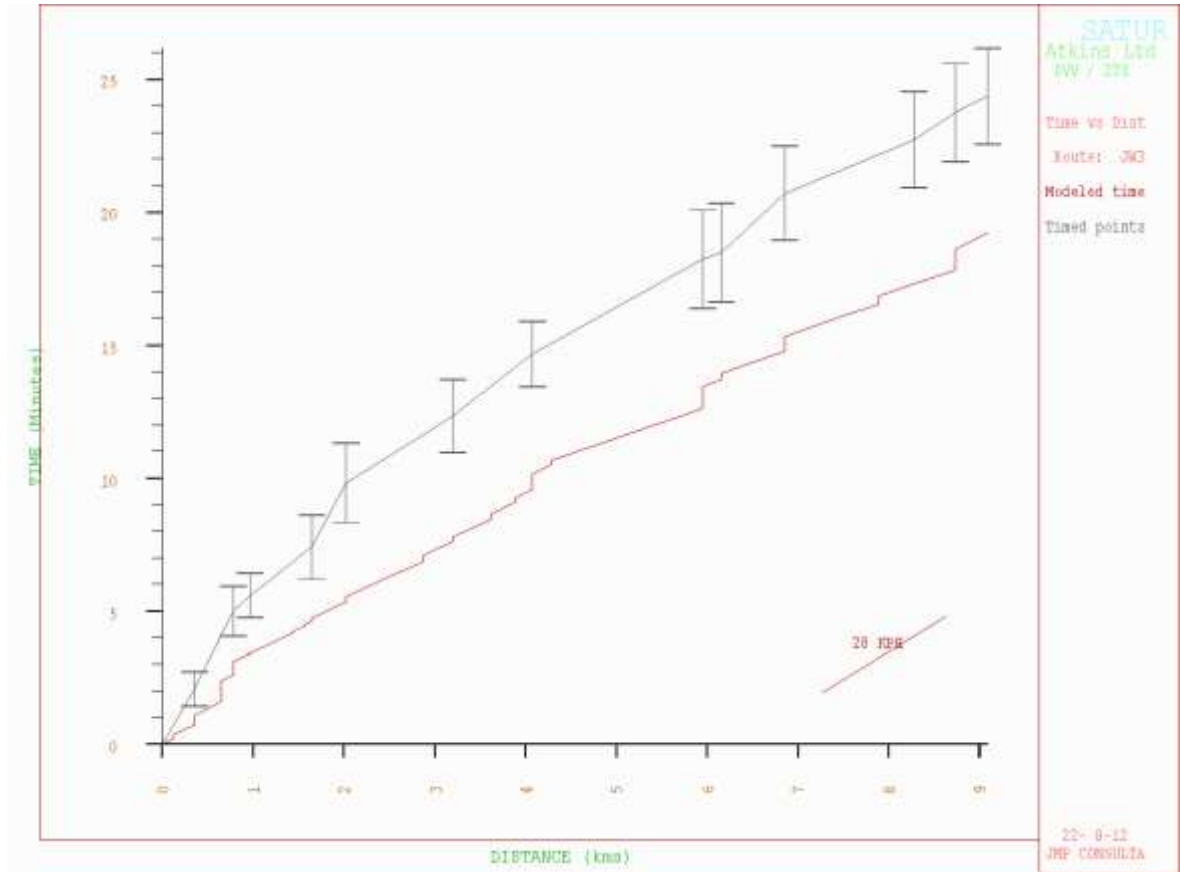
Route 2 – NB



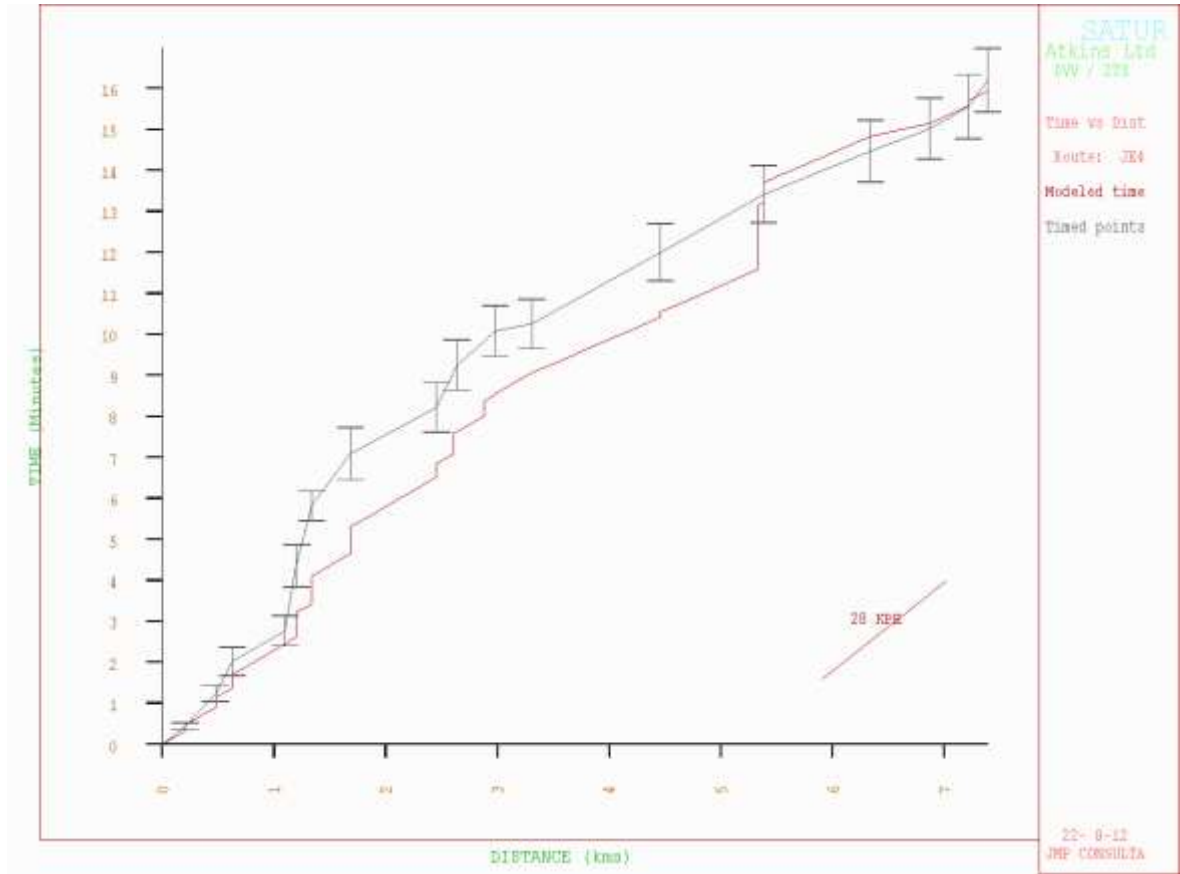
Route 3 – EB



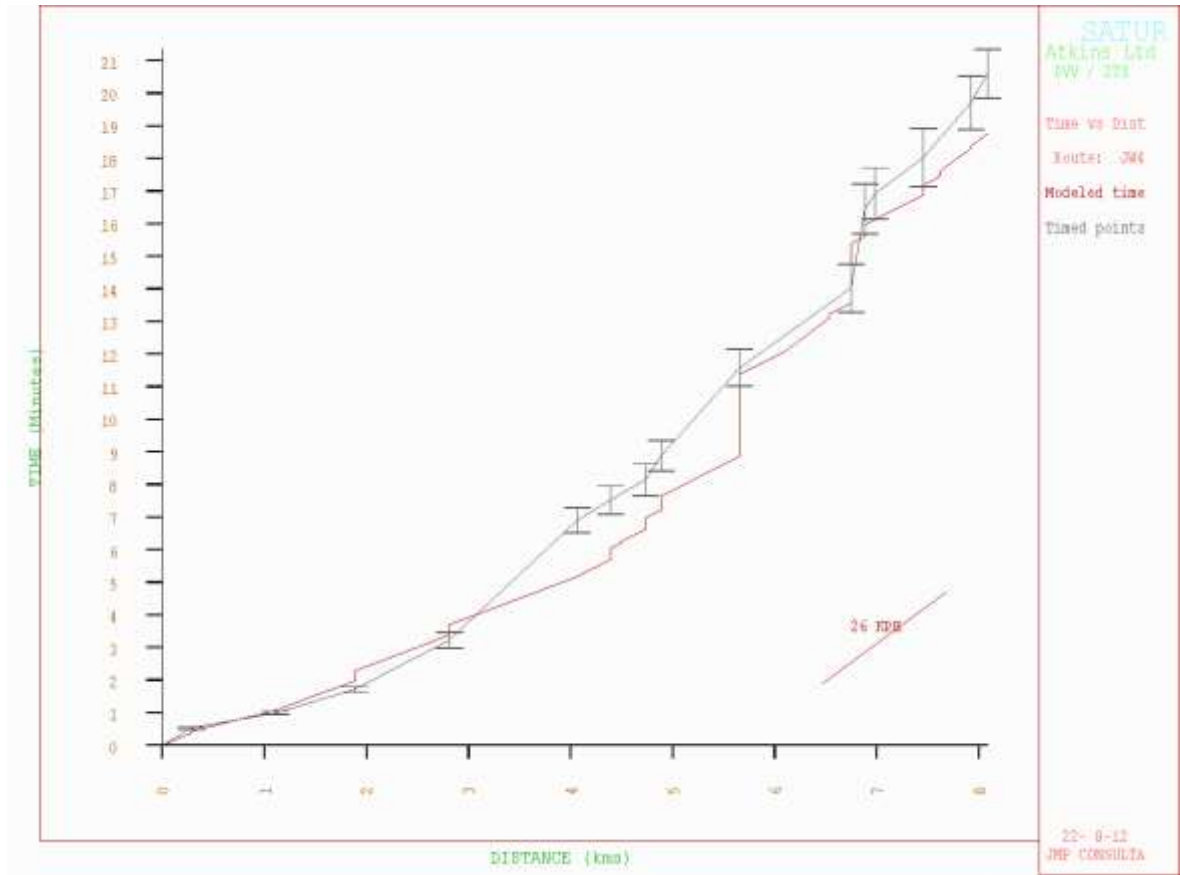
Route 3 – WB



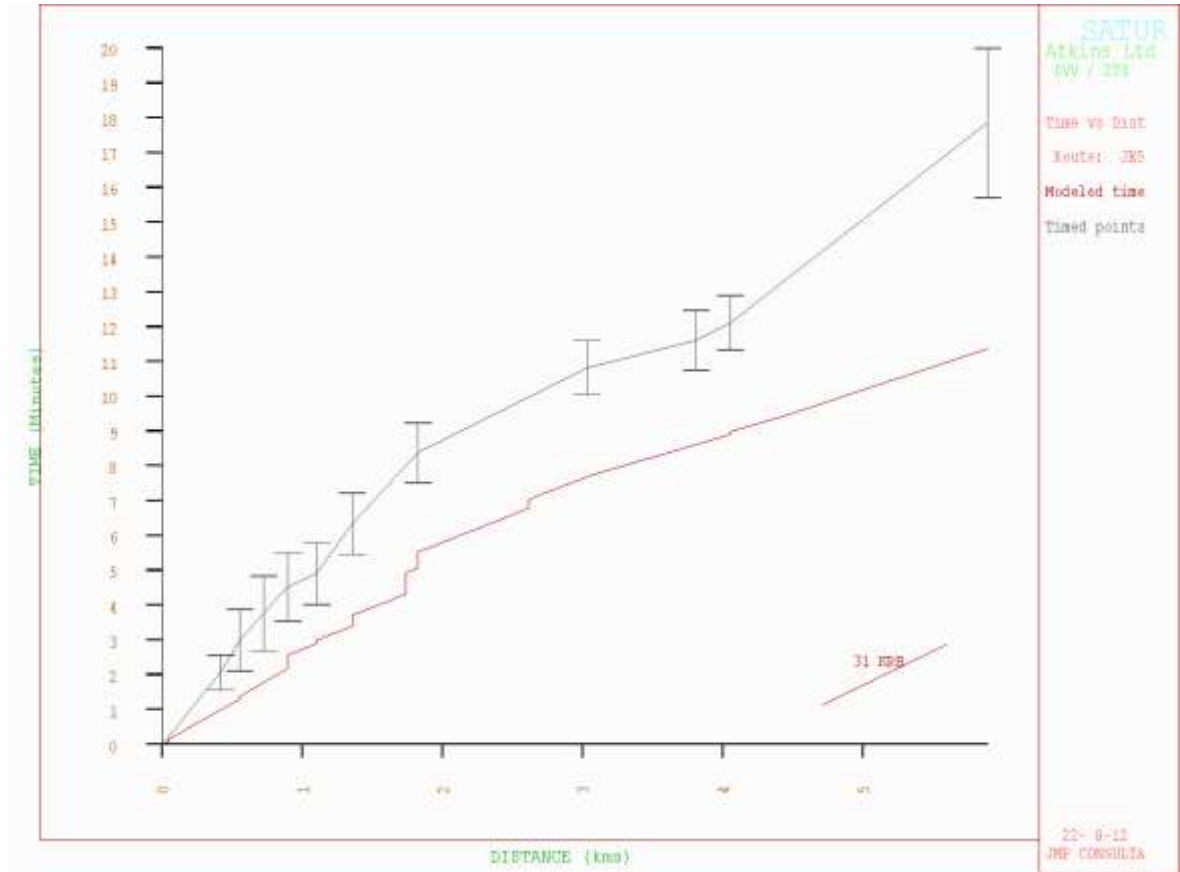
Route 4 – SB



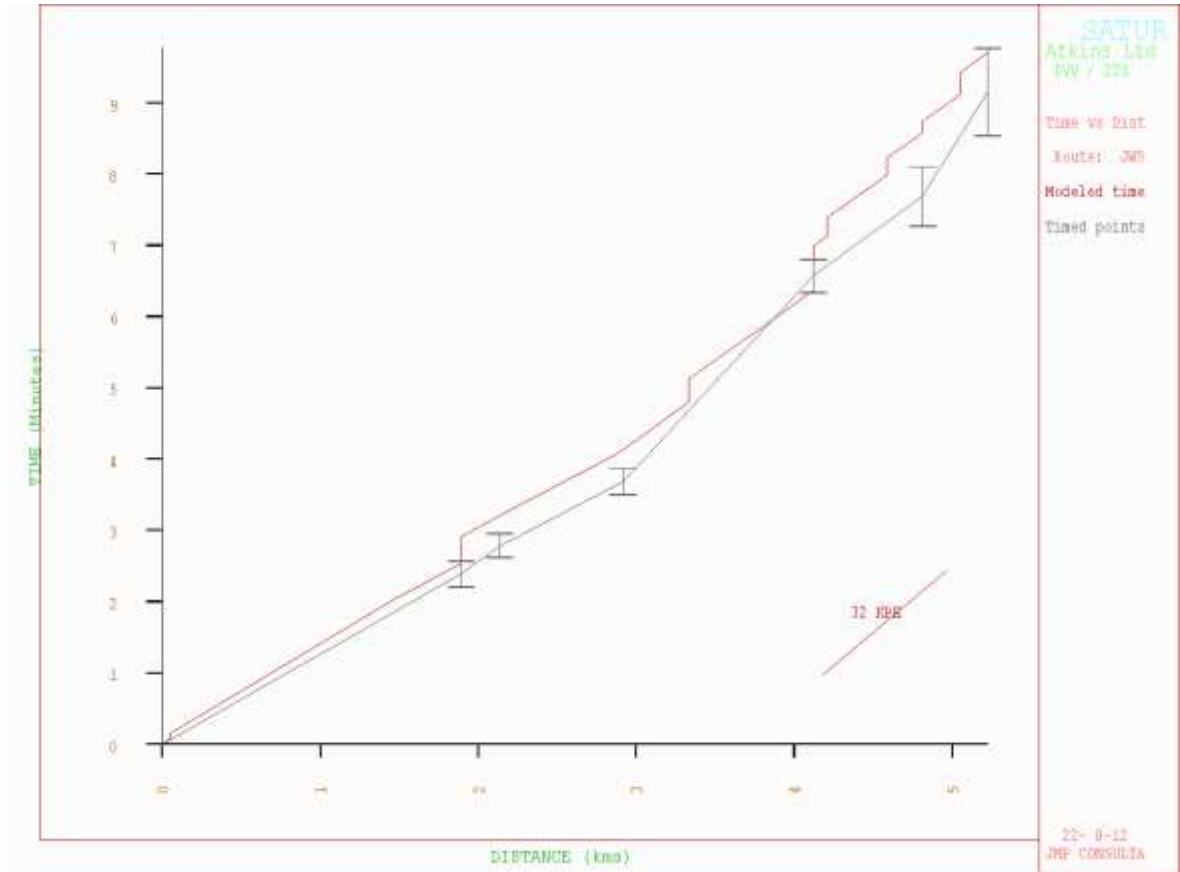
Route 4 –NB



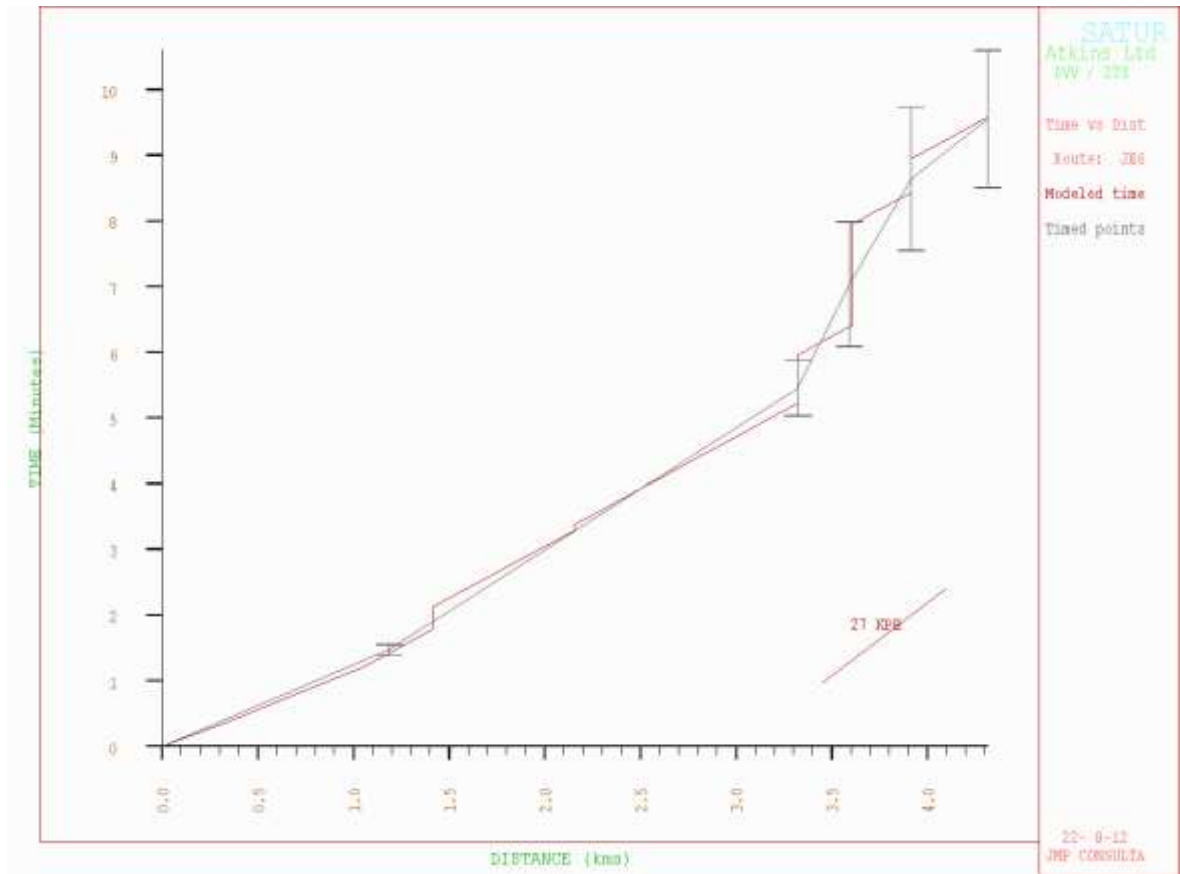
Route 5 – EB



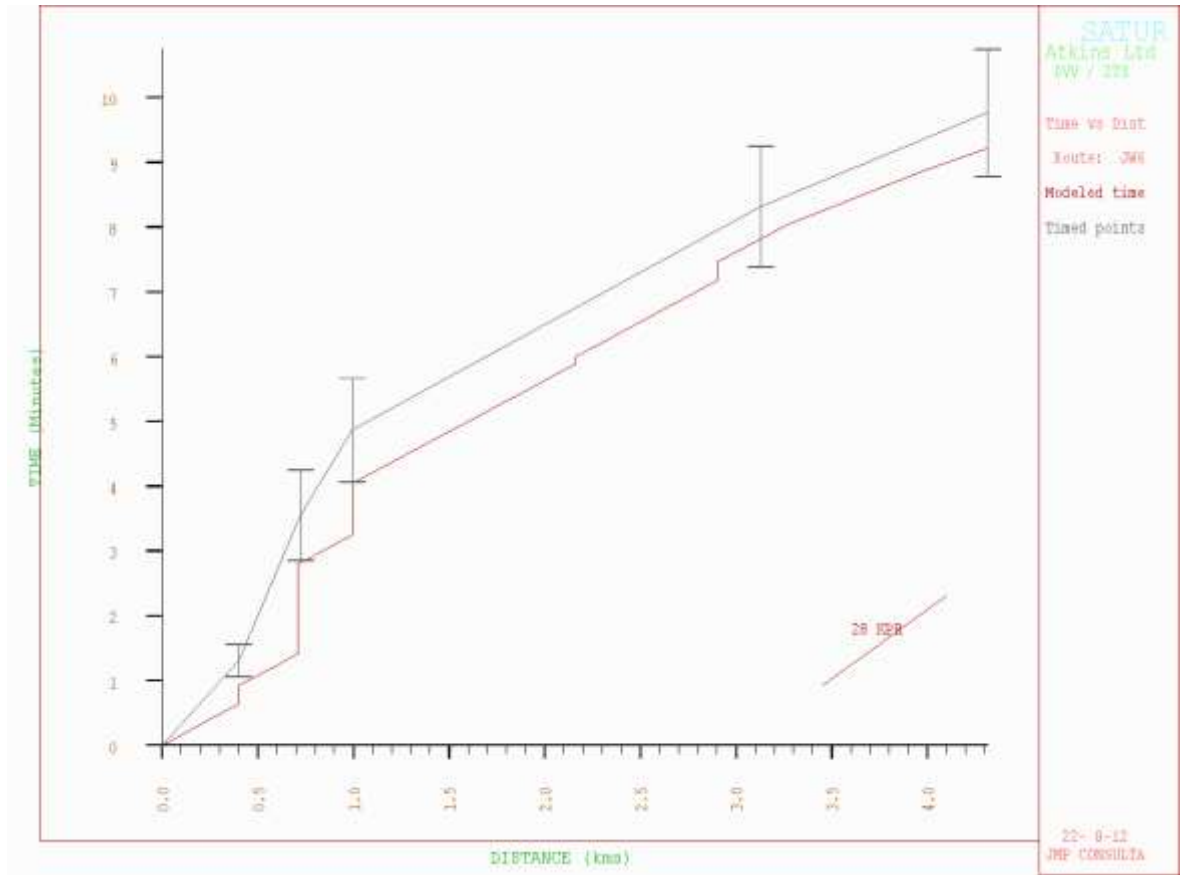
Route 5 – WB



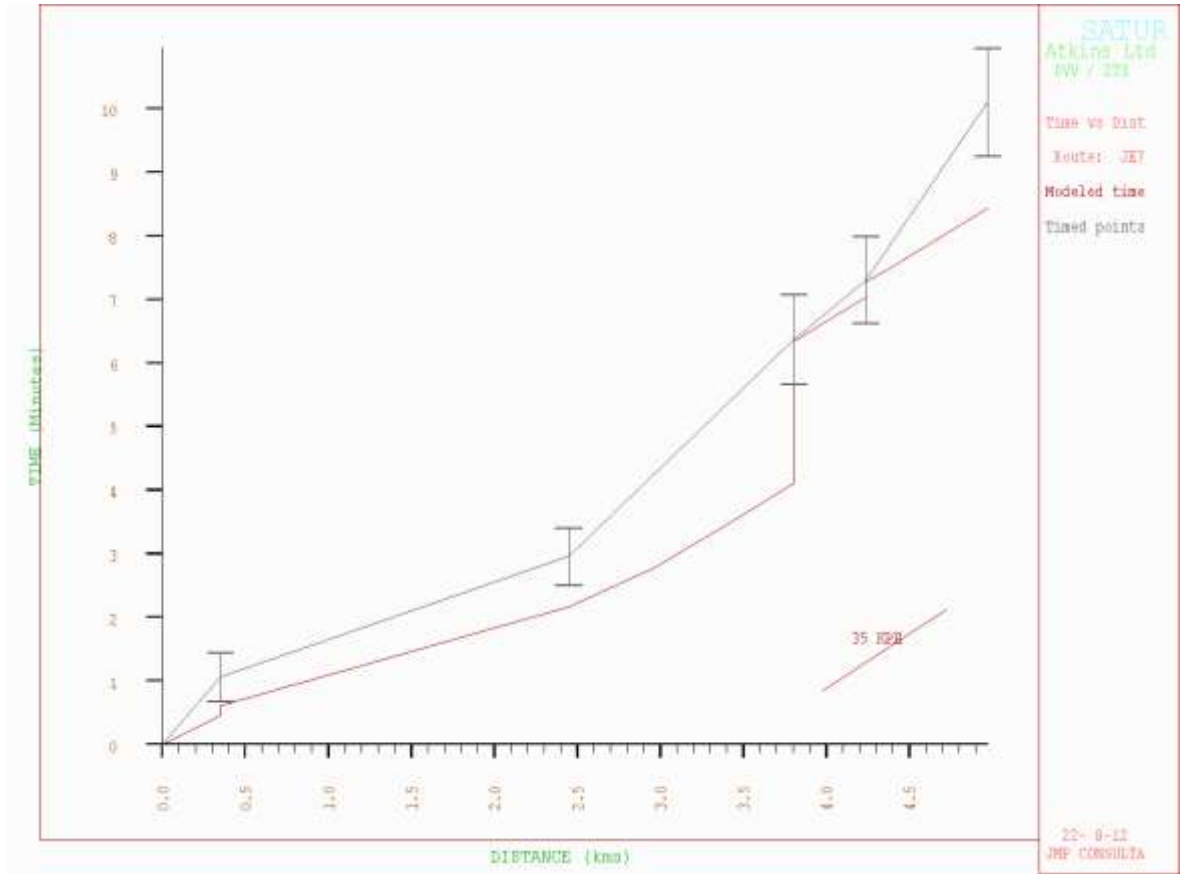
Route 6 – SB



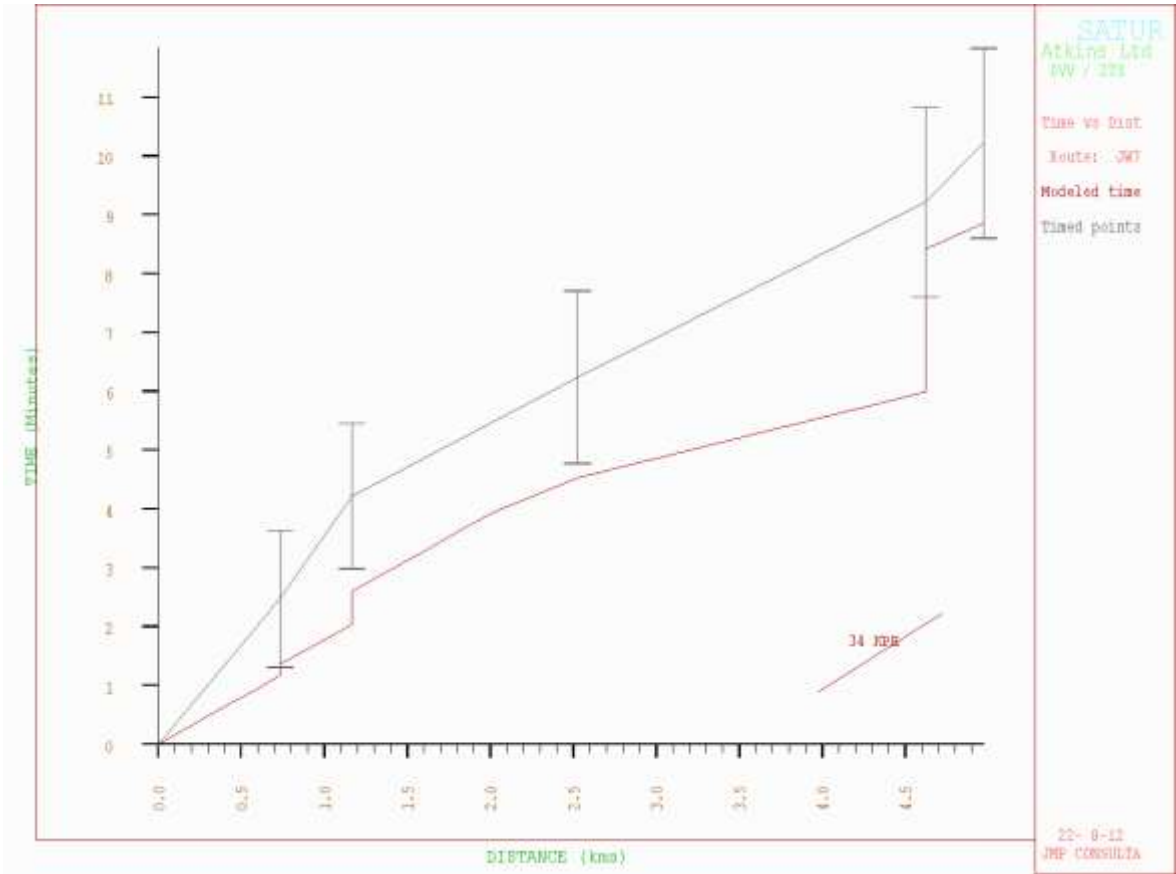
Route 6 – NB



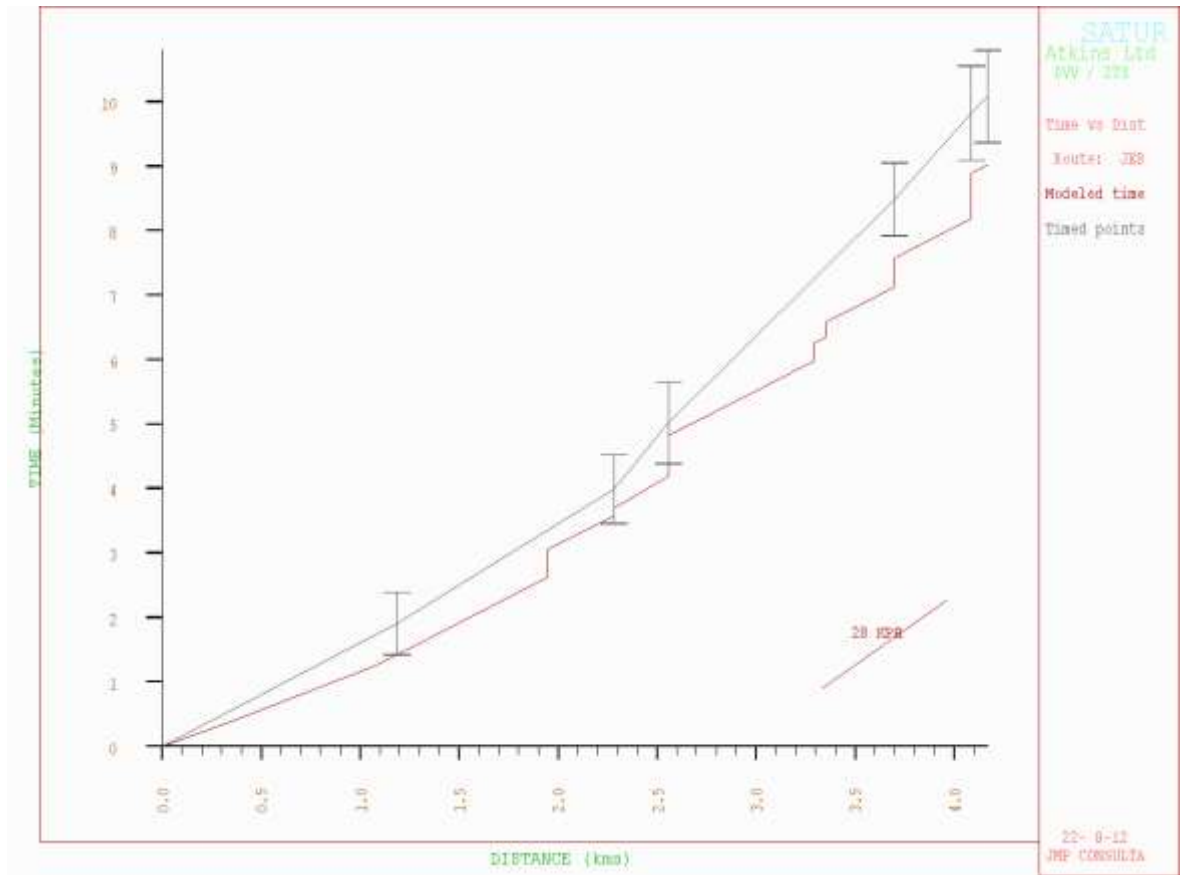
Route 7 – SB



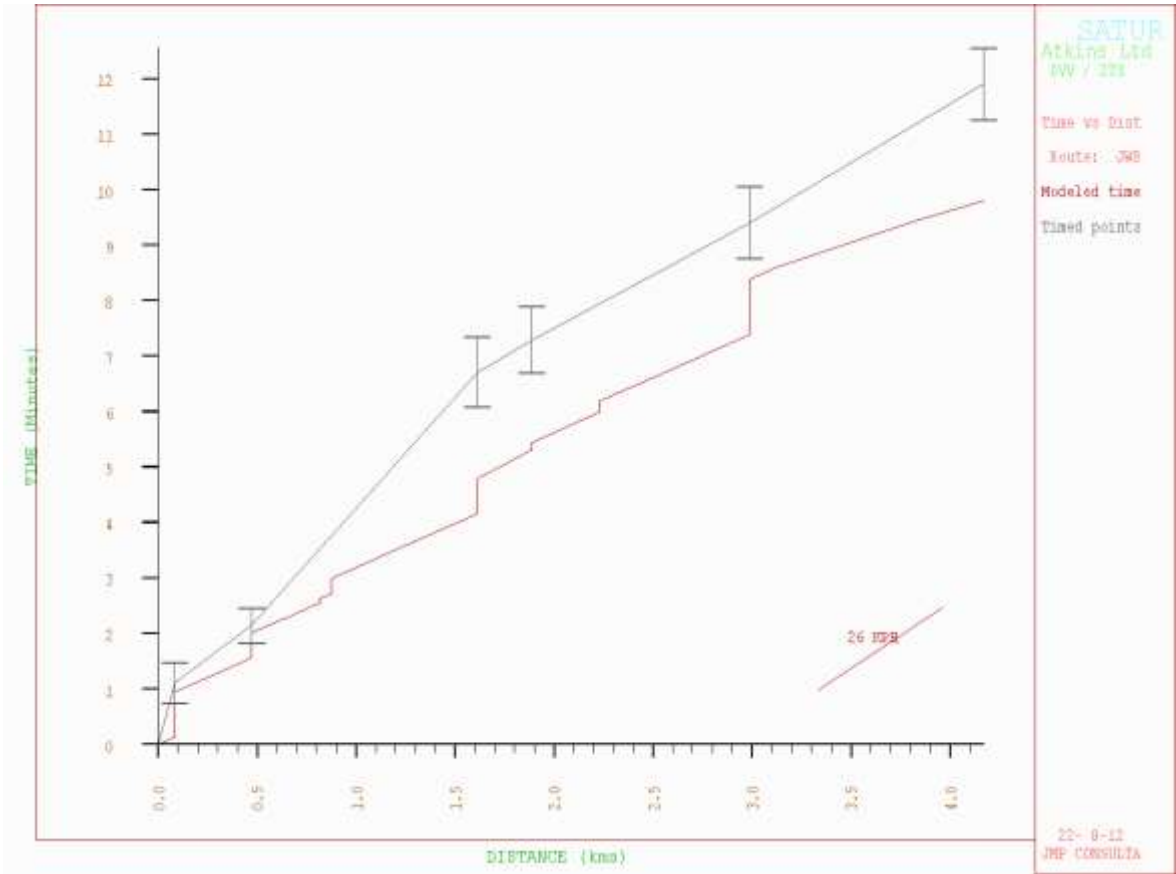
Route 7 – NB



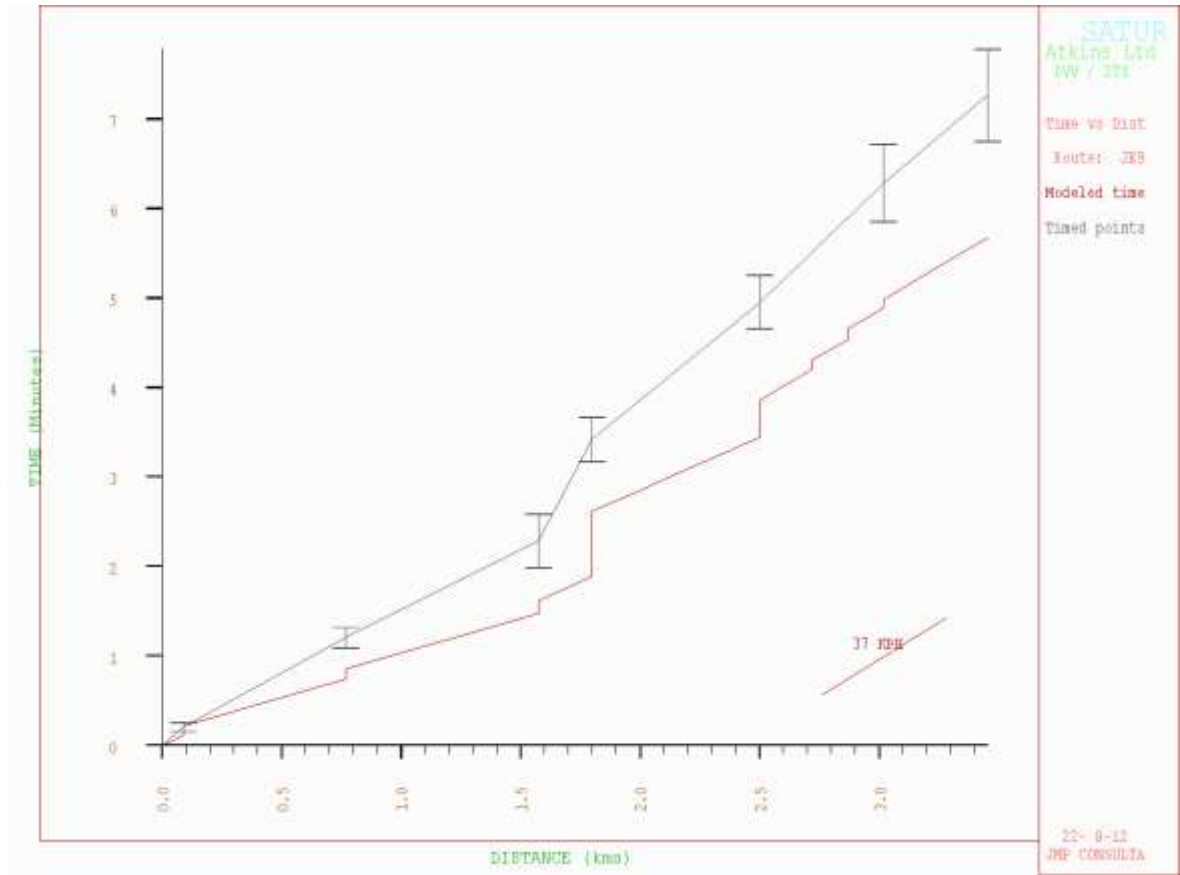
Route 8 – SB



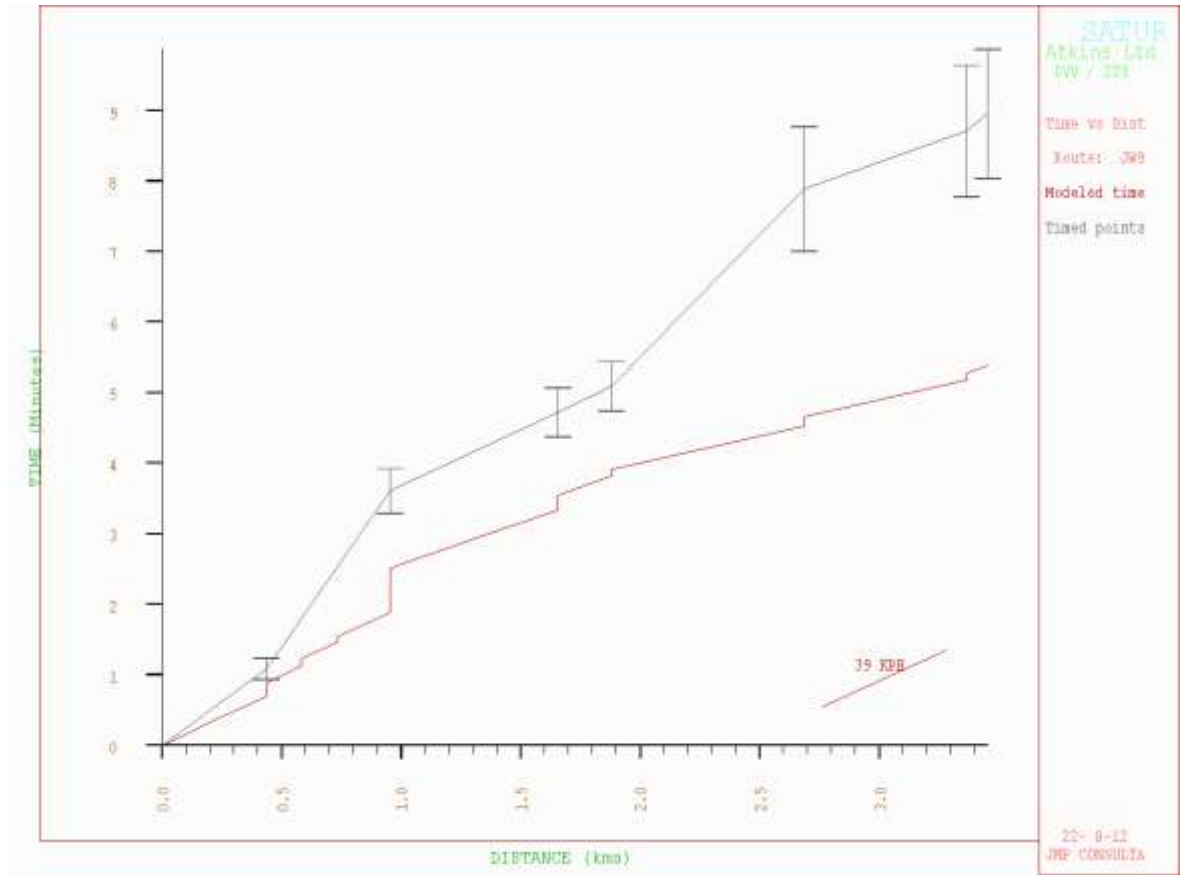
Route 8 – NB



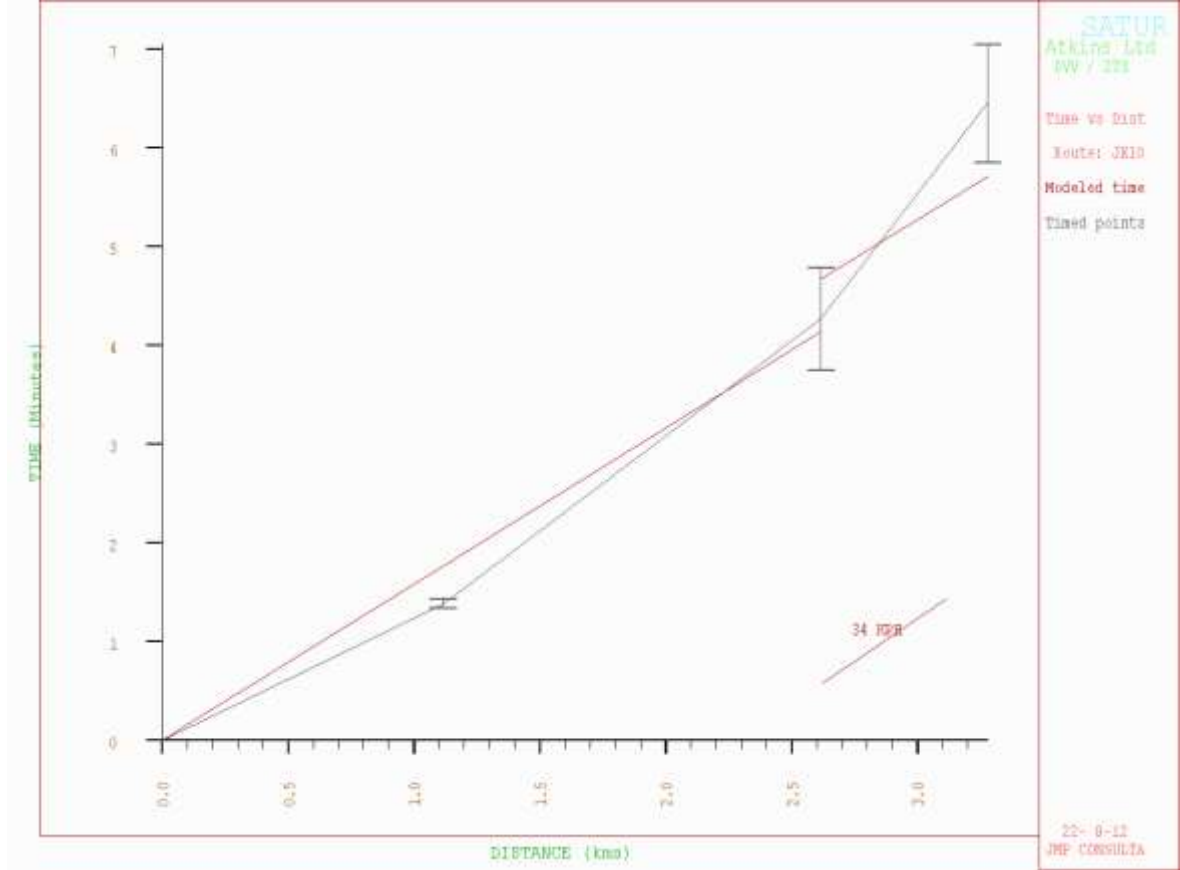
Route 9 – SB



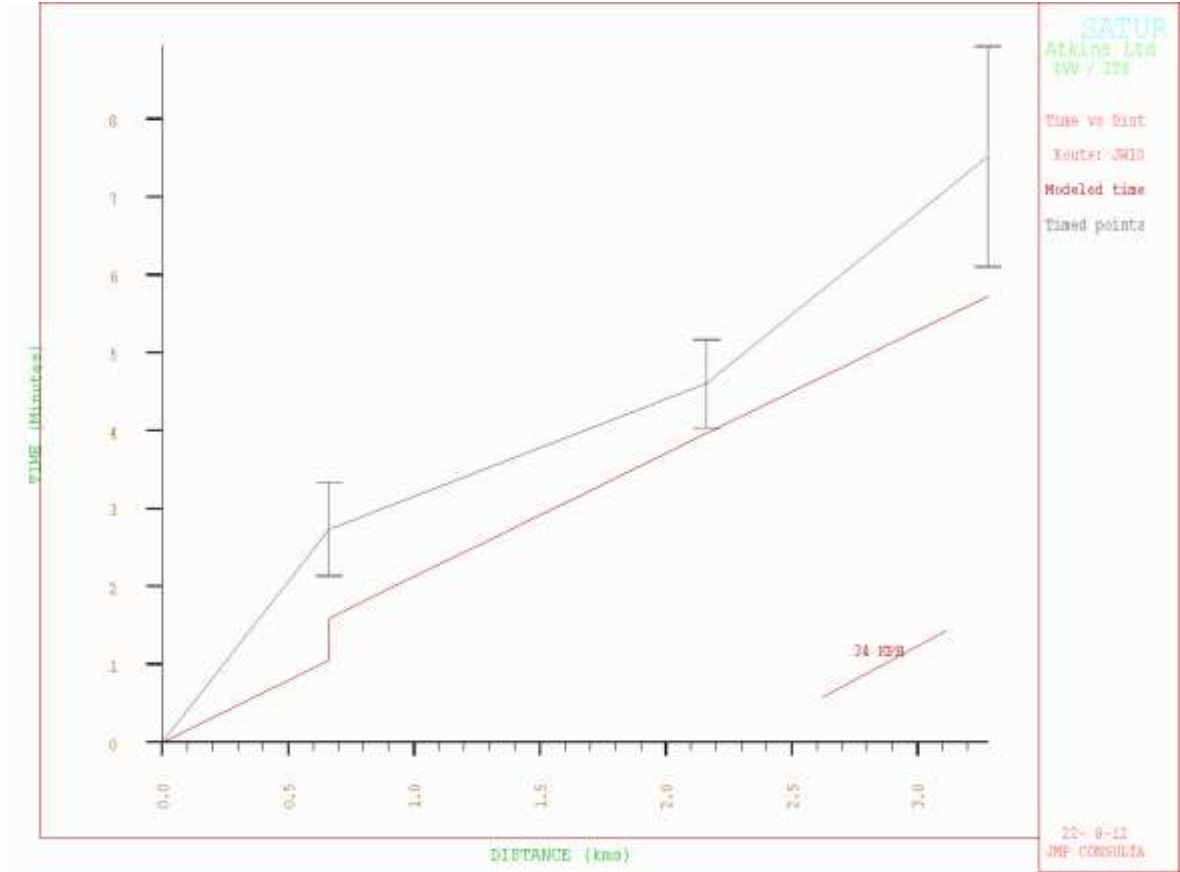
Route 9 – NB



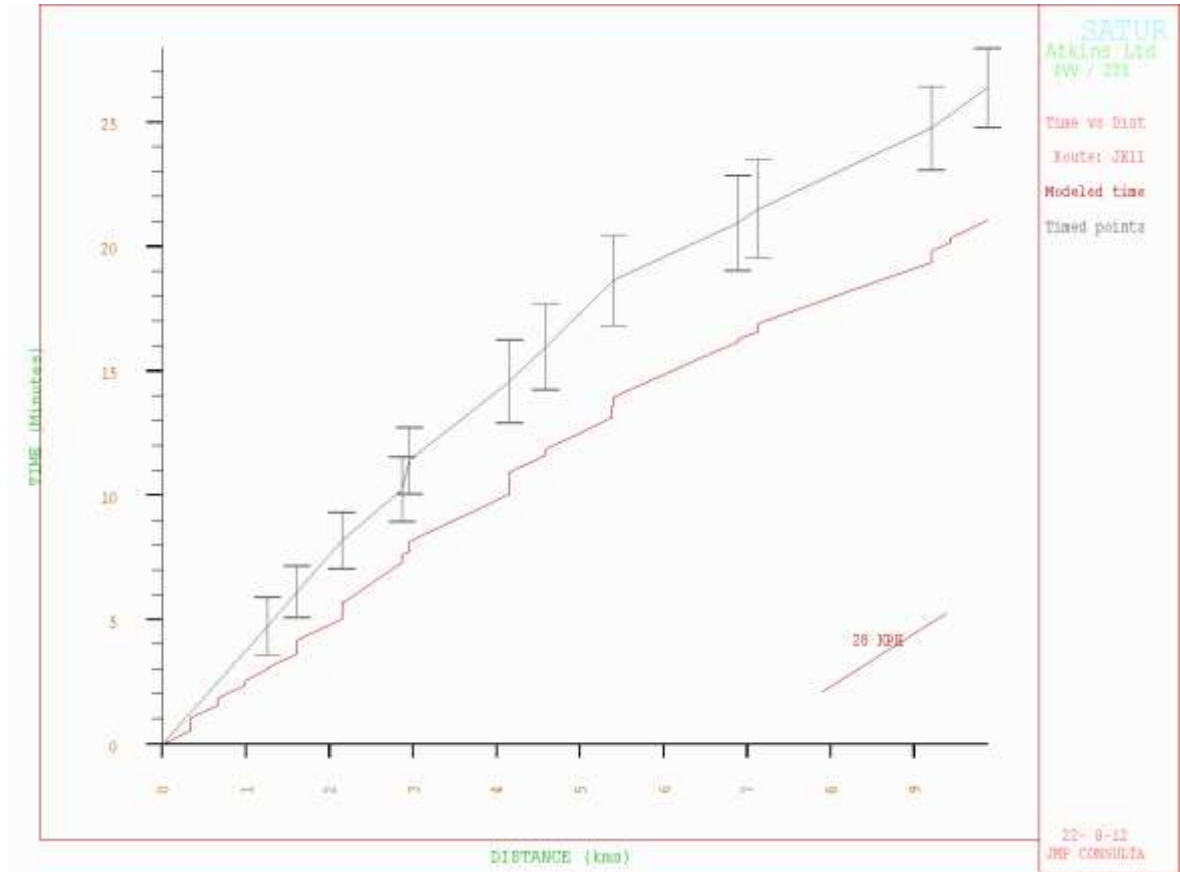
Route 10 – SB



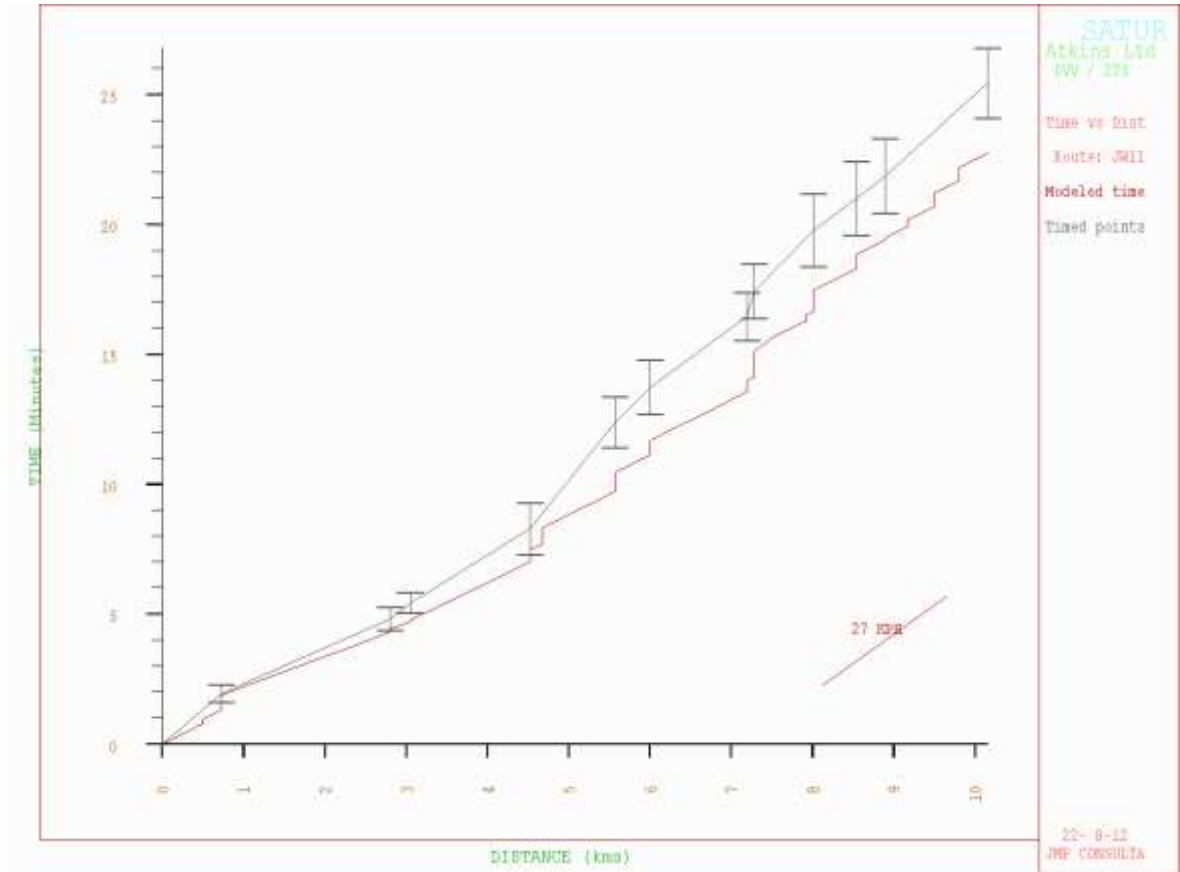
Route 10 – NB



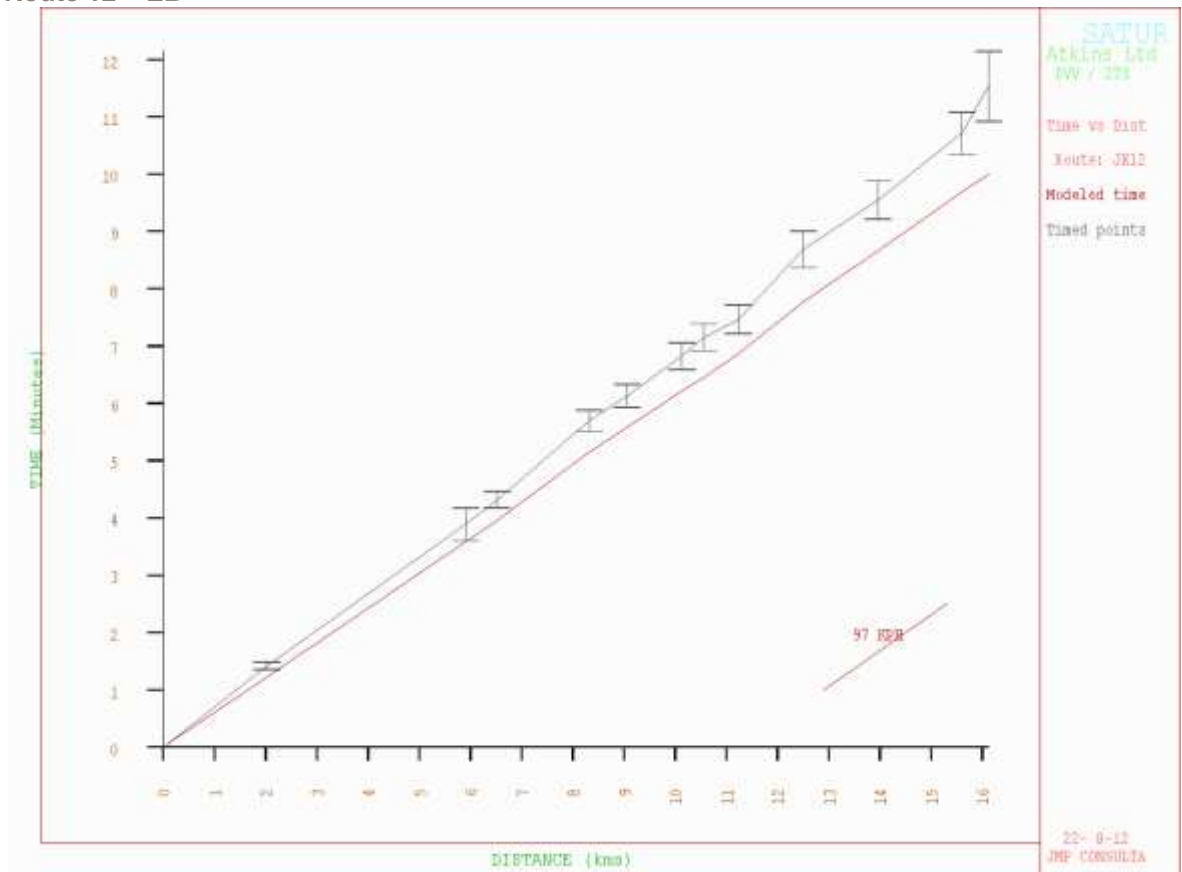
Route 11 – EB



Route 11 – WB



Route 12 – EB



Route 12 – WB

