

APPENDIX L

Junctions 8 Results

Junctions 8 PICADY 8 - Priority Intersection Module Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015 The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution.
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Filename: Burndell Road East_West.arc8
Path: S:\Clients\BrookworthHomesLtd\Burndell Road, Yapton - P2551\General
Report generation date: 01/04/2015 17:05:40

- « (Default Analysis Set) - Proposed Flow, AM
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

AM				
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Proposed Flow				
Stream B-AC	0.06	9.05	0.05	A
Stream C-AB	0.01	4.72	0.01	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

'D1 - Proposed Flow, AM' model duration: 07:45 - 09:15
 'D2 - Proposed Flow, PM' model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 01/04/2015 17:05:39

File summary

File Description

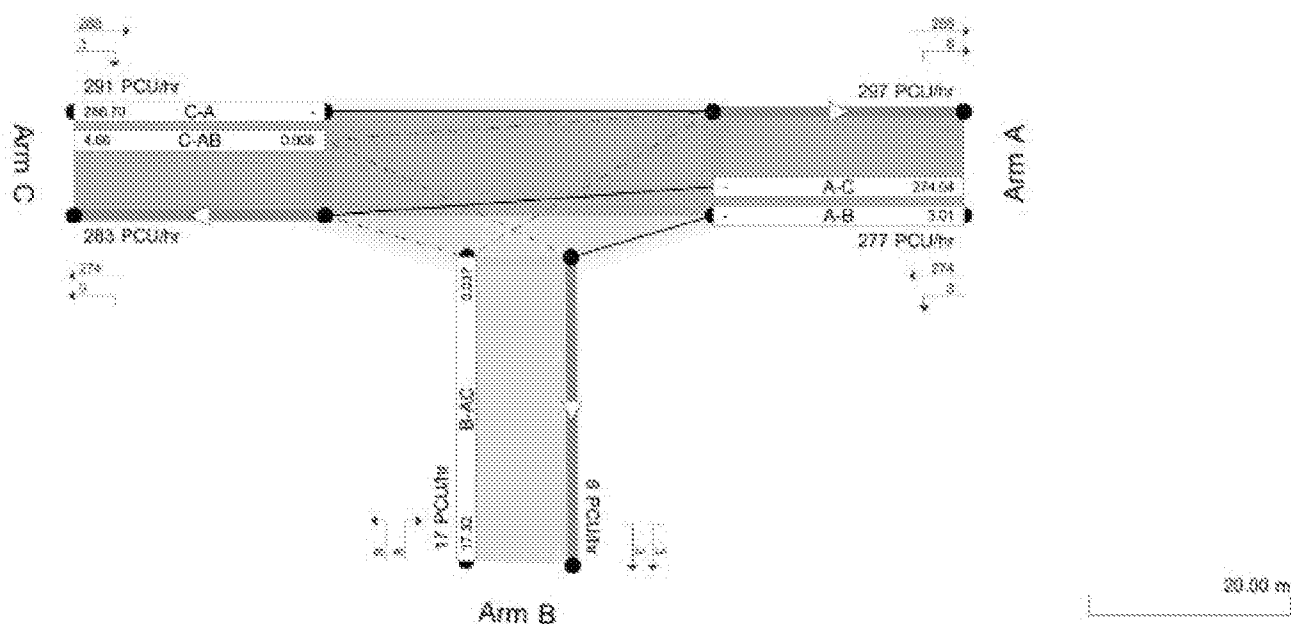
Title	Burndell Road East J/W Burndell Road West
Location	
Site Number	
Date	01/04/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-N/A	perMin



Total vehicle flow through the junction (PCU/hr):
 291 (C-A) + 297 (A-C) + 17 (B-A) + 6 (A-B) = 611 PCU/hr
 Total delay (s): 274.04 (A-B) + 274 (C-A) + 17.32 (B-A) + 17.32 (A-B) = 522.68 s
 Total delay (min): 522.68 / 60 = 8.71 min
 Delay per vehicle (s): 522.68 / 611 = 0.85 s

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - Proposed Flow, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Sealing Factor (%)	Reason For Sealing Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Proposed Flow, AM	Proposed Flow	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Burndell Road East J/W Burndell Road West	T-Junction	Two-way	A,B,C	8.05	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Burndell Road West		Major
B	Site Access		Minor
C	Burndell Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										18	18

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.304	0.088	0.222	0.139	0.317
1	B-C	635.268	0.095	0.241	-	-
1	C-B	643.457	0.244	0.244	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	353.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	387.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.000	4.000
	B	11.000	0.000
	C	353.000	4.000

Source: Junctions 8 (8.0.2.316) - Junction 1 (for whole period)

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.48	0.00	0.52
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	9.05	0.05	A
C-AB	0.01	4.72	0.01	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.32	17.15	0.00	466.66	0.037	0.04	8.006	A
C-AB	4.66	4.63	0.00	767.74	0.006	0.01	4.717	A
C-A	286.70	286.70	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	274.04	274.04	0.00	-	-	-	-	-

ARUN DISTRICT COUNCIL F7/15/OUT

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.68	20.64	0.00	448.47	0.046	0.05	8.415	A
C-AB	6.04	6.04	0.00	792.39	0.008	0.01	4.577	A
C-A	341.86	341.86	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	327.23	327.23	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	25.32	25.26	0.00	422.99	0.060	0.06	9.050	A
C-AB	8.26	8.25	0.00	828.22	0.010	0.01	4.400	A
C-A	417.83	417.83	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	408.77	408.77	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	25.32	25.32	0.00	422.99	0.060	0.06	9.052	A
C-AB	8.27	8.27	0.00	828.23	0.010	0.01	4.400	A
C-A	417.83	417.83	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	408.77	408.77	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.68	20.73	0.00	448.46	0.046	0.05	8.417	A
C-AB	6.05	6.06	0.00	792.39	0.008	0.01	4.579	A
C-A	341.86	341.86	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	327.23	327.23	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.32	17.36	0.00	466.65	0.037	0.04	8.014	A
C-AB	4.67	4.66	0.00	767.74	0.006	0.01	4.717	A
C-A	286.69	286.69	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	274.04	274.04	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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Filename: Burndell Road East_West.arc8

Path: S:\Clients\BrookworthHomesLtd\Burndell Road, Yapton - P2551\General

Report generation date: 01/04/2015 17:06:13

« (Default Analysis Set) - Proposed Flow, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Proposed Flow				
Stream B-AC	0.03	9.25	0.03	A
Stream C-AB	0.03	5.05	0.03	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

'D1 - Proposed Flow, AM' model duration: 07:45 - 09:15

'D2 - Proposed Flow, PM' model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 01/04/2015 17:06:12

File summary

File Description

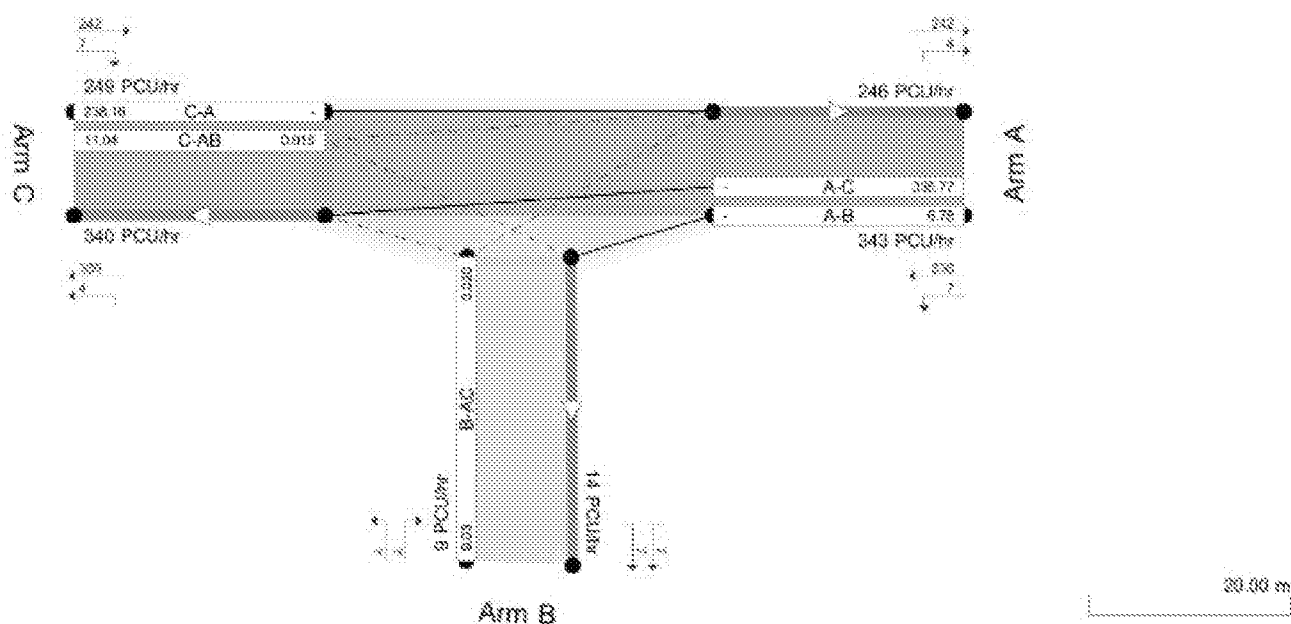
Title	Burndell Road East J/W Burndell Road West
Location	
Site Number	
Date	01/04/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-N/A	perMin



Top section shows traffic flow through the junction point and exit flow (PCU/hr)
 Bottom section shows traffic flow (PCU/hr) - Section (proceeding) into the junction
 Total segment: 100.00 (100.00)
 Working Analysis: 100.00 - Proposed Flow: 100.00

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - Proposed Flow, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Sealing Factor (%)	Reason For Sealing Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Proposed Flow, PM	Proposed Flow	PM		ONE HOUR	18:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Burndell Road East J/W Burndell Road West	T-Junction	Two-way	A,B,C	6.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Burndell Road West		Major
B	Site Access		Minor
C	Burndell Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										18	18

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.304	0.088	0.222	0.139	0.317
1	B-C	635.268	0.095	0.241	-	-
1	C-B	643.457	0.244	0.244	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	455.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	331.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	446.000
	B	6.000	0.000	6.000
	C	321.000	10.000	0.000

Source: Junctions 8 (8.0.2.316) - Junction 1 (for whole period)

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.25	0.03	A
C-AB	0.03	5.05	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.03	8.95	0.00	451.54	0.020	0.02	8.133	A
C-AB	11.04	10.97	0.00	723.80	0.015	0.02	5.050	A
C-A	238.16	238.16	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	335.77	335.77	0.00	-	-	-	-	-

ARUN DISTRICT COUNCIL F7/15/OUT

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.79	10.77	0.00	431.05	0.025	0.03	8.565	A
C-AB	14.24	14.22	0.00	740.76	0.019	0.02	4.954	A
C-A	283.32	283.32	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	400.94	400.94	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.21	13.18	0.00	402.40	0.033	0.03	9.249	A
C-AB	19.36	19.33	0.00	754.54	0.025	0.03	4.830	A
C-A	345.08	345.08	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	491.06	491.06	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.21	13.21	0.00	402.39	0.033	0.03	9.249	A
C-AB	19.37	19.37	0.00	754.55	0.025	0.03	4.830	A
C-A	345.07	345.07	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	491.06	491.06	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.79	10.82	0.00	431.04	0.025	0.03	8.567	A
C-AB	14.25	14.29	0.00	740.76	0.019	0.02	4.955	A
C-A	283.31	283.31	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	400.94	400.94	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.03	9.06	0.00	451.53	0.020	0.02	6.136	A
C-AB	11.07	11.09	0.00	723.82	0.015	0.02	5.052	A
C-A	238.13	238.13	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	335.77	335.77	0.00	-	-	-	-	-

APPENDIX M

Network Rail Email dated 11th March 2015

From: Robert Obley
To: [REDACTED]
Cc: Furness, Darren; Coleman, Paul (C/M); Sussex Road; Nadia Aslam
Subject: RE: Yapton and Ford Level Crossing Highway Impacts
Date: 11 March 2015 13:48:33
Attachments: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr Vaughan

The objection was originally based on the fact that the proposed development (and others in the area) would have a detrimental effect on Yapton Automatic Half Barrier level crossing. Since then, liaison with West Sussex County Council over other issues affecting the level crossing have now been partly been resolved with the news that Network Rail intends to upgrade the crossing from a half barrier crossing to full barriers which goes a very long way to removing the safety risks that we had identified.

As regards Ford, this is already a full barrier crossing and I'm not sure how this crept into the objection. Therefore Network Rail's objection is completely withdrawn although I would be very much obliged if you could keep me aware of progress of the development as until the level crossing at Yapton is upgraded, the risk remains. At this moment in time, there is no timescale for the upgrade but it will in the next two to three years.

Kind regards,

Chris Robey
Level Crossing Manager
Network Rail South East Route
Southdown Station
West Sussex
PO22 0ES

From: Furness Darren
Sent: 10 March 2015 08:49
To: Coleman, Paul (C/M); Robey, Chris
Cc: [REDACTED]
Subject: FW: Yapton and Ford Level Crossing Highway Impacts

Paul/Chris

Please could I put you in touch with Mr Chris Vaughan regarding the proposed development in Yapton.

Many thanks,

Darren

From: Chris Vaughan [REDACTED]
Sent: 04 March 2015 16:35
To: Furness Darren
Cc: David Brooke
Subject: Yapton and Ford Level Crossing Highway Impacts

Darren,

Thanks for taking my telephone call earlier.

We are working on behalf of a developer who recently had a planning permission refused in Yapton (for 45 houses). One of the reasons for refusal was Network Rail related. It read;

Reason 4. "The applicant has failed to assess the **impact of the proposed development upon the Yapton and Ford level crossings, contrary to the requests made by Network Rail**. As such, the proposals are contrary to policy GEN7 (vii) of the Arun District Local Plan and paragraph 32 of the NPPF".

I attach the refusal notice. I also attach a plan showing the location of the site and the level crossings.

Can you please let me know who we should deal with at Network Rail with regard to agreeing the impact? There are no formal comments against the planning application online.

Appreciate your help with this.

Kind Regards

Chris Vaughan
Principal Consultant



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