

Calculation Reference: AUDIT-247601-200826-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANSSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	2 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 50 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	4 days
Wednesday	7 days
Thursday	7 days
Friday	4 days
Saturday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	20

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	29
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	31 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	10 days
10,001 to 15,000	10 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	10 days
No	21 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	31 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|----------|--|-------------------------------------|--------------------|
| 1 | DH-03-A-01 | SEMI DETACHED | DURHAM |
| | GREENFIELDS ROAD
BISHOP AUCKLAND | | |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 | | |
| 2 | DH-03-A-03 | SEMI-DETACHED & TERRACED | DURHAM |
| | PILGRIMS WAY
DURHAM | | |
| | Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY 19/10/18 | | |
| 3 | DS-03-A-02 | MIXED HOUSES | DERBYSHIRE |
| | RADBOURNE LANE
DERBY | | |
| | Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY 10/07/18 | | |
| 4 | DV-03-A-02 | HOUSES & BUNGALOWS | DEVON |
| | MILLHEAD ROAD
HONITON | | |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY 25/09/15 | | |
| 5 | DV-03-A-03 | TERRACED & SEMI DETACHED | DEVON |
| | LOWER BRAND LANE
HONITON | | |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY 28/09/15 | | |
| 6 | ES-03-A-03 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | SHEPHAM LANE
POLEGATE | | |
| | Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY 11/07/16 | | |
| 7 | ES-03-A-04 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | NEW LYDD ROAD
CAMBER | | |
| | Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY 15/07/16 | | |
| 8 | ES-03-A-05 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS | | |
| | Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 | | |

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
10	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
11	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
12	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
13	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
14	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
15	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
16	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 18/09/19		
18	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 275 Survey date: MONDAY 23/09/19		
19	NR-03-A-01	HOUSES	NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 102 Survey date: SATURDAY 22/09/12		
20	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 Survey date: MONDAY 16/09/13		
21	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total No of Dwellings: 71 Survey date: TUESDAY 17/09/13		
22	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14		
23	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19		
24	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19		
25	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		

LIST OF SITES relevant to selection parameters (Cont.)

26	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
27	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
29	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
30	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
31	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	147	0.012	31	147	0.035	31	147	0.047
08:00 - 09:00	31	147	0.032	31	147	0.080	31	147	0.112
09:00 - 10:00	31	147	0.035	31	147	0.036	31	147	0.071
10:00 - 11:00	31	147	0.029	31	147	0.037	31	147	0.066
11:00 - 12:00	31	147	0.027	31	147	0.026	31	147	0.053
12:00 - 13:00	31	147	0.033	31	147	0.024	31	147	0.057
13:00 - 14:00	31	147	0.027	31	147	0.028	31	147	0.055
14:00 - 15:00	31	147	0.030	31	147	0.035	31	147	0.065
15:00 - 16:00	31	147	0.071	31	147	0.042	31	147	0.113
16:00 - 17:00	31	147	0.058	31	147	0.033	31	147	0.091
17:00 - 18:00	31	147	0.050	31	147	0.025	31	147	0.075
18:00 - 19:00	31	147	0.035	31	147	0.039	31	147	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.439			0.440			0.879

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Land West of Tye Lane, Walberton
Transport Assessment

Appendix F

Paul Basham Associates Ltd
Report No. 041.0071/TA/3



ARUN DISTRICT COUNCIL WA/127/21/OUT

Sl. No.	Particulars	Amount	Sl. No.	Particulars	Amount
1	Salaries & Wages	1000000	10	Grants & Subsidies	500000
2	Staff Costs	200000	11	Income Tax	100000
3	Depreciation	150000	12	Interest	50000
4	Amortisation	100000	13	Dividends	20000
5	Provisions	50000	14	Other Income	10000
6	Reserves	50000	15	Other Expenses	50000
7	Income Tax	100000	16	Interest	50000
8	Dividends	20000	17	Other Income	10000
9	Other Expenses	50000	18	Interest	50000
			19	Other Income	10000
			20	Interest	50000
			21	Other Income	10000
			22	Interest	50000
			23	Other Income	10000
			24	Interest	50000
			25	Other Income	10000
			26	Interest	50000
			27	Other Income	10000
			28	Interest	50000
			29	Other Income	10000
			30	Interest	50000
			31	Other Income	10000
			32	Interest	50000
			33	Other Income	10000
			34	Interest	50000
			35	Other Income	10000
			36	Interest	50000
			37	Other Income	10000
			38	Interest	50000
			39	Other Income	10000
			40	Interest	50000
			41	Other Income	10000
			42	Interest	50000
			43	Other Income	10000
			44	Interest	50000
			45	Other Income	10000
			46	Interest	50000
			47	Other Income	10000
			48	Interest	50000
			49	Other Income	10000
			50	Interest	50000
			51	Other Income	10000
			52	Interest	50000
			53	Other Income	10000
			54	Interest	50000
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			86	Interest	50000
			87	Other Income	10000
			88	Interest	50000
			89	Other Income	10000
			90	Interest	50000
			91	Other Income	10000
			92	Interest	50000
			93	Other Income	10000
			94	Interest	50000
			95	Other Income	10000
			96	Interest	50000
			97	Other Income	10000
			98	Interest	50000
			99	Other Income	10000
			100	Interest	50000

Site No: 22655001
Tye Lane, Walberton (Hedge)
Vehicle Count Report

Grid Reference: SU97019,06360

Week Begin: 24-Feb-18

Channel: Northbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	24/02/2018	25/02/2018	26/02/2018	27/02/2018	28/02/2018	01/03/2018	02/03/2018	Av	Av
00:00	4	3	0	0	3	0	0	1	1
01:00	0	2	0	0	0	1	1	0	1
02:00	1	0	0	2	0	2	1	1	1
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	1	3	1	1	1
05:00	5	2	6	9	6	6	3	6	5
06:00	9	5	22	12	15	11	9	14	12
07:00	14	9	63	50	61	46	32	50	39
08:00	25	15	63	54	64	50	29	52	43
09:00	26	16	50	29	54	32	17	36	32
10:00	27	29	30	26	38	22	18	27	27
11:00	37	28	28	27	27	15	26	25	27
12:00	25	17	33	41	23	20	15	26	25
13:00	21	25	27	27	34	28	11	25	25
14:00	31	17	31	23	23	20	23	24	24
15:00	20	17	26	24	50	30	16	29	26
16:00	16	7	24	23	21	22	10	20	18
17:00	6	11	21	24	21	20	17	21	17
18:00	14	8	11	14	13	3	6	9	10
19:00	8	4	8	4	9	4	6	6	6
20:00	2	3	5	4	10	1	1	4	4
21:00	4	1	2	2	3	3	2	2	2
22:00	2	2	3	2	1	1	3	2	2
23:00	5	1	2	2	2	4	7	3	3

12H,7-19	262	199	407	362	429	308	220	345	312
16H,6-22	285	212	444	384	466	327	238	372	337
18H,6-24	292	215	449	388	469	332	248	377	342
24H,0-24	302	222	456	400	479	344	254	387	351

Am	11:00	10:00	08:00	08:00	08:00	08:00	07:00 -	-	
Peak	37	29	63	54	64	50	32	53	47
Pm	14:00	13:00	12:00	12:00	15:00	15:00	14:00 -	-	
Peak	31	25	33	41	50	30	23	35	33

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begin: 03-Mar-18

Channel: Northbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	03/03/2018	04/03/2018	05/03/2018	06/03/2018	07/03/2018	08/03/2018	09/03/2018	Av	Av
00:00	2	1	0	0 -	-	-	-	0	0
01:00	0	1	0	1 -	-	-	-	1	1
02:00	0	0	1	1 -	-	-	-	1	1
03:00	0	0	0	1 -	-	-	-	1	0
04:00	1	0	3	1 -	-	-	-	2	2
05:00	2	2	8	8 -	-	-	-	8	6
06:00	5	4	23	23 -	-	-	-	23	18
07:00	11	9	64	62 -	-	-	-	63	48
08:00	20	12	59	66 -	-	-	-	63	49
09:00	29	17	43	45 -	-	-	-	44	38
10:00	33	23	35	30 -	-	-	-	33	31
11:00	20	32	29	17 -	-	-	-	23	24
12:00	19	20	23	25 -	-	-	-	24	23
13:00	18	17	23	32 -	-	-	-	28	25
14:00	15	12	29	26 -	-	-	-	28	24
15:00	19	21	30	28 -	-	-	-	29	26
16:00	19	10	28	28 -	-	-	-	28	24
17:00	14	9	18	29 -	-	-	-	24	20
18:00	9	13	17	11 -	-	-	-	14	13
19:00	8	9	7	9 -	-	-	-	8	8
20:00	2	7	5	2 -	-	-	-	4	4
21:00	6	2	2	4 -	-	-	-	3	3
22:00	3	6	3	4 -	-	-	-	4	4
23:00	2	1	2	0 -	-	-	-	1	1
12H,7-19	226	195	398	399 -	-	-	-	399	345
16H,6-22	247	217	435	437 -	-	-	-	436	378
18H,6-24	252	224	440	441 -	-	-	-	441	383
24H,0-24	257	228	452	453 -	-	-	-	453	393
Am	10:00	11:00	07:00	08:00 -	-	-	-	-	-
Peak	33	32	64	66 -	-	-	-	65	56
Pm	16:00	15:00	15:00	13:00 -	-	-	-	-	-
Peak	19	21	30	32 -	-	-	-	31	28

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begin: 24-Feb-18

Channel: Southbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	24/02/2018	25/02/2018	26/02/2018	27/02/2018	28/02/2018	01/03/2018	02/03/2018	Av	Av
00:00		5	4	5	1	3	5	2	3
01:00		1	3	0	0	1	0	0	1
02:00		0	2	2	2	1	2	1	1
03:00		2	1	2	0	3	3	4	2
04:00		1	1	1	3	3	6	3	3
05:00		1	2	4	5	3	3	0	3
06:00		3	1	9	7	5	9	3	7
07:00		13	5	10	9	15	11	10	11
08:00		17	10	35	21	32	28	22	28
09:00		12	17	22	25	32	26	10	23
10:00		13	11	24	20	23	22	25	23
11:00		22	11	22	27	26	22	22	24
12:00		24	24	36	27	24	27	21	27
13:00		17	26	25	24	26	35	24	27
14:00		33	20	32	28	34	31	21	29
15:00		30	18	41	29	58	34	24	37
16:00		25	30	52	41	51	29	24	39
17:00		27	31	55	56	54	40	29	47
18:00		21	16	21	27	28	14	13	21
19:00		16	9	15	11	11	7	8	10
20:00		10	3	8	9	8	0	7	6
21:00		12	4	8	6	5	7	3	6
22:00		8	4	8	10	10	7	5	8
23:00		5	3	2	1	5	5	4	3

12H,7-19	254	219	375	334	403	319	245	335	307
16H,6-22	295	236	415	367	432	342	266	364	336
18H,6-24	308	243	425	378	447	354	275	376	347
24H,0-24	318	256	439	389	461	373	285	389	360

Am	11:00	09:00	08:00	11:00	09:00	08:00	10:00 -	-	
Peak	22	17	35	27	32	28	25	29	27
Pm	14:00	17:00	17:00	17:00	15:00	17:00	17:00 -	-	
Peak	33	31	55	56	58	40	29	48	43

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begin: 03-Mar-18

Channel: Southbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	03/03/2018	04/03/2018	05/03/2018	06/03/2018	07/03/2018	08/03/2018	09/03/2018	Av	Av
00:00		4	6	3	4 -	-	-		4
01:00		2	2	0	0 -	-	-		0
02:00		0	3	2	2 -	-	-		2
03:00		2	0	0	0 -	-	-		0
04:00		5	2	5	4 -	-	-		5
05:00		1	4	2	2 -	-	-		2
06:00		2	3	1	6 -	-	-		4
07:00		3	3	18	16 -	-	-		17
08:00		10	7	34	32 -	-	-		33
09:00		21	19	24	27 -	-	-		26
10:00		23	13	25	19 -	-	-		22
11:00		26	19	27	21 -	-	-		24
12:00		25	28	30	29 -	-	-		30
13:00		25	18	29	21 -	-	-		25
14:00		18	23	33	30 -	-	-		32
15:00		16	18	30	46 -	-	-		38
16:00		31	30	50	55 -	-	-		53
17:00		23	21	63	48 -	-	-		56
18:00		11	14	29	39 -	-	-		34
19:00		11	10	22	23 -	-	-		23
20:00		6	9	11	10 -	-	-		11
21:00		7	5	14	7 -	-	-		11
22:00		5	3	5	8 -	-	-		7
23:00		11	1	5	7 -	-	-		6
12H,7-19	232	213	392	383 -	-	-	-	388	340
16H,6-22	258	240	440	429 -	-	-	-	435	381
18H,6-24	274	244	450	444 -	-	-	-	447	393
24H,0-24	288	261	462	456 -	-	-	-	459	406
Am	11:00	11:00	08:00	08:00 -	-	-	-	-	-
Peak	26	19	34	32 -	-	-	-	33	30
Pm	16:00	16:00	17:00	16:00 -	-	-	-	-	-
Peak	31	30	63	55 -	-	-	-	59	51

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Land West of Tye Lane, Walberton
Transport Assessment

Appendix G

Paul Basham Associates Ltd
Report No. 041.0071/TA/3



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. HIGHWAY BOUNDARY MAPPING WAS OBTAINED FROM WEST SUSSEX COUNTY COUNCIL IN 2018, WITH ADDITIONAL LIAISON WITH REGARDS TO AN OWNERSHIP QUERY ON THE LANE UNDERTAKEN IN AUGUST 2020.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON THE REDONDED 85KILE SPEEDS OF 40MPH SOUTHBOUND & 41MPH NORTHBOUND ON THE LANE AS PROVIDED BY WATER BROWN.
2. ANY VEGETATION WITHIN THE VISIBILITY SPLAYS WILL BE MAINTAINED TO BELOW 600MM IN HEIGHT AS REQUIRED IN MANUAL FOR STREETS DESIGN GUIDANCE.

KEY

----- HIGHWAY BOUNDARY MAPPING



UNPUBLISHED VISIBILITY NOTES		06/09/20	08	05
Rev	Discrepancy	Date	By	Check
A				

Scale 1:500

Checked Date 20/09/20

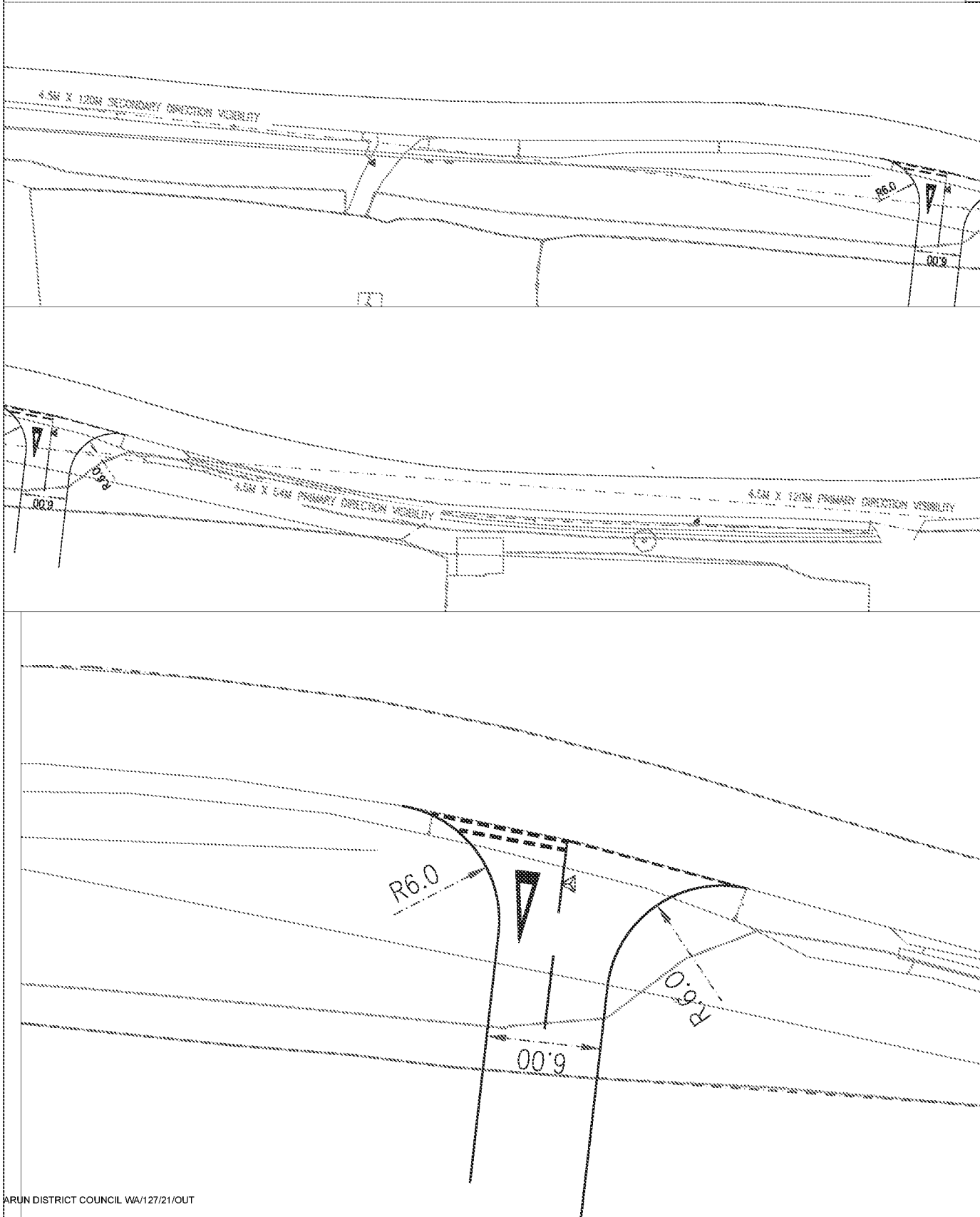
Drawn By 08

Client DAVID WILSON HOMES

Project Name 041 0071 001

Project No 041 0071 001

Project Title (AT A3 SIZE)



ACCESS DESIGN	SCALE 1:200	PRIMARY DIRECTION VISIBILITY SPLAY	SECONDARY DIRECTION VISIBILITY SPLAY
PROJECT NOTES LORD WEST OF THE LANE WALSLEY	PROJECT NAME 041 0071 001	PROJECT NO 041 0071 001	PROJECT TITLE (AT A3 SIZE)
PROJECT PHASE PRELIMINARY	ACCESS DESIGN AND VISIBILITY SPLAYS	PROJECT NO 041 0071 001	PROJECT TITLE (AT A3 SIZE)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.

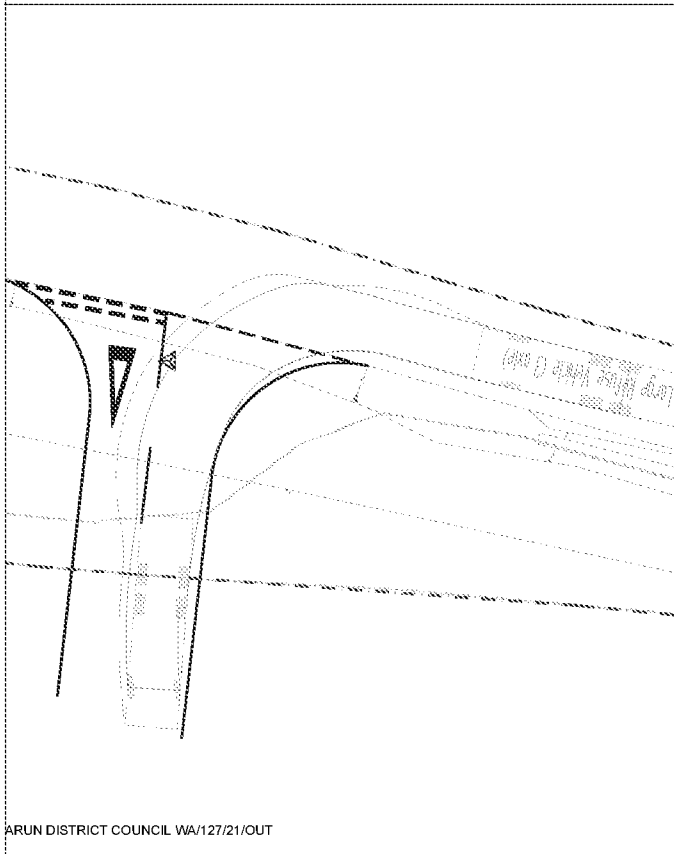
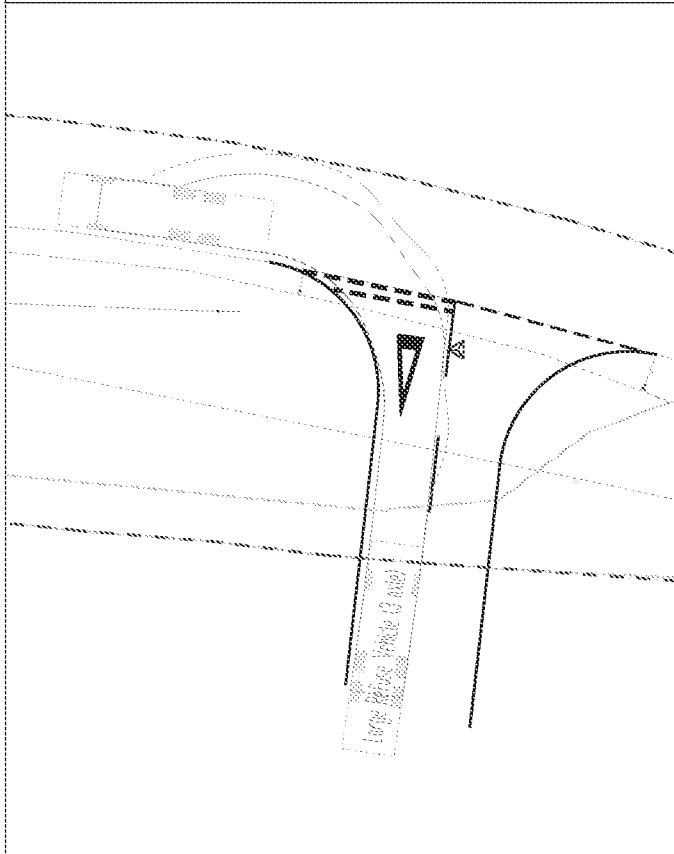
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES -- THIS MUST BE TREATED AS INDICATIVE ONLY.

4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.

5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

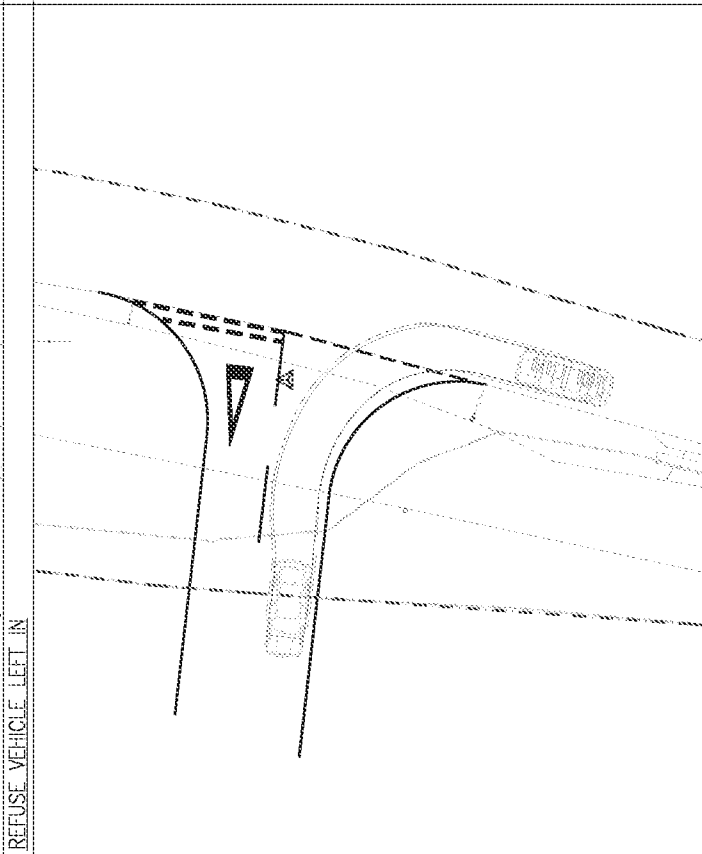
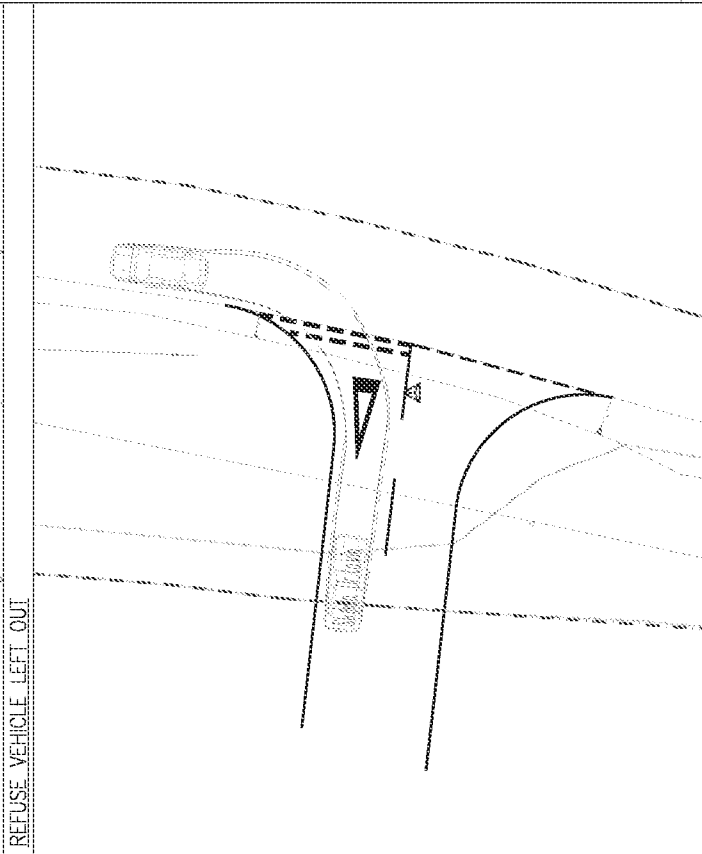
6. HIGHWAY BOUNDARY MAPPING WAS OBTAINED FROM WEST SUSSEX COUNTY COUNCIL IN 2018, WITH ADDITIONAL LIAISON WITH REGARDS TO AN OWNERSHIP QUERY ON THE LANE UNDERTAKEN IN AUGUST 2020.



REFUSE VEHICLE LEFT IN

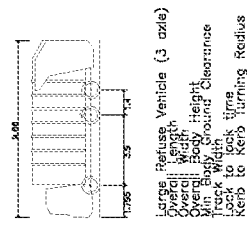
KEY

----- HIGHWAY BOUNDARY MAPPING

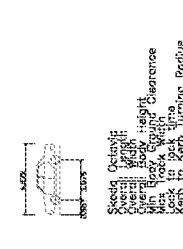


CAR LEFT IN

REFUSE VEHICLE PROFILE



CAR VEHICLE PROFILE



A	UNAPPLIED TO LEFT LANE	11/08/20	SB	MS
Rev	Use-Previous	Date	By	Check
Scale	1:1250	Checked Date	20/09/20	11/08/20
Client	DAVID WILSON HOMES	Drawn By	SB	19/08/20
Client Drawing No	041 00774 002	Client Drawing No	041 00774 002	Revision
				A

PAUL BASHAM ASSOCIATES
01323 555000
01323 555000
01323 555000

ACCESS VEHICLE TRACKING

ARUN DISTRICT COUNCIL
LORD WEST OF YELAND
WALBERTON

PHOTOGRAPHY

DAVID WILSON HOMES
01323 555000
01323 555000
01323 555000

ARUN DISTRICT COUNCIL
LORD WEST OF YELAND
WALBERTON

PHOTOGRAPHY

Land West of Tye Lane, Walberton
Transport Assessment

Appendix H

Paul Basham Associates Ltd
Report No. 041.0071/TA/3





Road Safety Audit Stage 1
Proposed Section 278 Works
Tye Lane
Walberton
West Sussex

Date: 7th September 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Land West of Tye Lane, Walberton

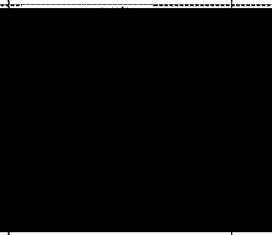
Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/041.0071/TL/1/MM

Record of Issue

Document Ref 041.0071.S1RSA/1	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		September 2020
Designers Response	Shannon Betteridge	Mark Smith		September 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

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5 Auditors Statement	12

Appendix A..... List of drawings

Appendix B..... Comment location drawing

Appendix C..... Road Safety Audit Decision Log.

Appendix D..... Design Organisation Statement.

Appendix E..... Overseeing Organisation Statement.

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works on Tye Lane, Walberton associated with a residential development of 160-units.

- Priority junction, on the western side of Tye Lane London Road.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the scheme during the morning of the 1st September 2020 between 10:30 and 11:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. There were no pedestrian flows and no cyclist movements observed during the site visit; however, the audit was undertaken in the Covid-19 outbreak
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction. No traffic flow was provided to the Audit Team.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed junction with Tye Lane:

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

Visibility splays at the junctions have been provided, which are considered acceptable; however, the verge within the splays is banked see figures 1 & 2 below. There is concern that banking and landscaping exceeding 600mm in height within the visibility splays could adversely affect visibility, which could lead to side impact collisions or rear end shunts.



Figures 1 & 2; Banking and vegetation within the visibility splays.

RECOMMENDATION

It is recommended that the banks and associated landscaping within the visibility splays should not exceed 600mm in height and that a regular maintenance programme should be employed.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

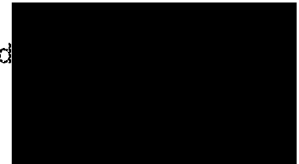
5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed

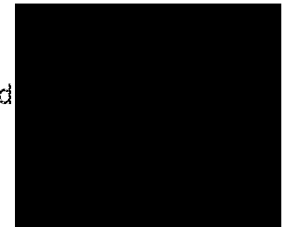


Date: 7/09/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed



Date: 7/09/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
041.0071.001	Access Design and Visibility Splays
041.0071.002	Access Vehicle Tracking
SK-01 P7	Sketch Layout – 01

Supporting Documentation:

- N/A

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

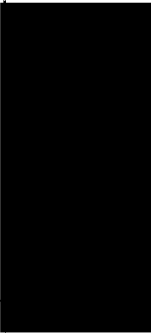
Scheme: Proposed S278 Works, Tye Lane, Walberton - (Land West of Tye Lane)

Date Audit Completed: 4th September 2020

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Visibility splays at the junctions have been provided, which are considered acceptable; however, the verge within the splays is banked see figures 1 & 2. There is concern that banking and landscaping exceeding 600mm in height within the visibility splays could adversely affect visibility, which could lead to side impact collisions or rear end shunts.	It is recommended that the banks and associated landscaping within the visibility splays should not exceed 600mm in height and that a regular maintenance programme should be employed.	Agree – any vegetation within the visibility splay from the site access falls within either the clients land ownership or within highway ownership and so will be maintained to below 600mm as is required in Manual for Streets. This has been added to drawing note Visibility Splays no.2 on drawing 041.0071.001.A.	Visibility splays to be cleared and maintained below 600mm	Action agreed by the designer

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, Tye Lane, Walberton - (Land West of Tye Lane)	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	
Position	Director
Organisation	Paul Basham Associates Ltd
Date	09.09.20

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, Tye Lane, Walberton - (Land West of Tye Lane)	
On behalf of the Overseeing Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	Stephen Gee
Signed	
Position	Principal Transport Planner
Organisation	West Sussex County Council
Date	23/06/2021

Land West of Tye Lane, Walberton
Transport Assessment

Appendix I

Paul Basham Associates Ltd
Report No. 041.0071/TA/3





Road Safety Audit Stage 1
Proposed Section 278 Works
The Street
Walberton
West Sussex

Date: 7th September 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Land West of Tye Lane, Walberton

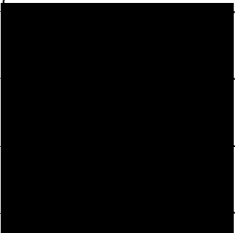
Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/041.0071/TS/1/MM

Record of Issue

Document Ref 041.0071.S1RSA/1	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		7 th September 2020
Designers Response	Shannon Betteridge	Mark Smith		9 th September 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

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5 Auditors Statement	10

Appendix A..... List of drawings

Appendix B..... Comment location drawing

Appendix C..... Road Safety Audit Decision Log.

Appendix D..... Design Organisation Statement.

Appendix E..... Overseeing Organisation Statement.

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works on The Street, Walberton associated with a residential development of 160-units, as detailed below:

- Tye Lane / The Street (existing arrangement) to include for a new pedestrian crossing facility on The Street, approximately 20m east of the Tye Lane / The Street junction.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA– Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the scheme during the morning of the 1st September 2020 between 10:30 and 11:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. There were low pedestrian flows and no cyclist movements observed during the site visit; however, the audit was undertaken in the Covid-19 outbreak
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction. No traffic flow was provided to the Audit Team.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Tye Lane junction with The Street.

Summary: Restricted visibility could lead to side impact or rear end shunt collisions.

The eastern visibility splay is restricted by existing vegetation - see figure 1 below. Restricted visibility could lead to could lead to side impact or rear end shunt collisions.



Figure 1: Hedge line restricts visibility at junction.

RECOMMENDATION

It is recommended that the visibility splays should be free of obstruction.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Tye Lane junction with The Street.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There is an absence of a pedestrian crossing points across the junction including drop kerbs and tactile paving. This may present difficulties particularly for the mobility impaired and may lead to pedestrian trips and falls and present difficulties for the visually and mobility impaired.

RECOMMENDATION

It is recommended that crossing points including drop kerbs and tactile paving should be provided.

3.4.2 PROBLEM

Location: Tye Lane junction with The Street.at the eastern radius

Summary: Insufficient intervisibility could lead to lead to rear end shunt or vehicle to pedestrian collisions.

Vegetation restricts intervisibility for pedestrians crossing where restricted visibility could lead to rear end shunt, or vehicle to pedestrian collisions.



Figure 2: Hedge line restricts intervisibility.

RECOMMENDATION

It is recommended that the intervisibility splays should not be obstructed and that the hedge line should be cut back.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Tye Lane junction with The Street.

Summary: Worn road markings could lead to side impact or rear end shunt collisions.

The Give Way markings at the junction are worn – see figure 3 below, where a lack of warning of the need to give way to traffic on The Street could lead to vehicles failing to stop and entering The Street or late braking and stopping suddenly. This could lead side impact or rear end shunt collisions.



Figure 3: Worn carriageway markings.

RECOMMENDATION:

It is recommended that the markings should be refreshed.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

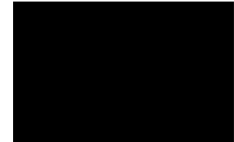
5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 7/09/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 7/09/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
041.0071.003	Pedestrian Crossing and Visibility Splay on The Street
SK-01 P7	Sketch Layout – 01

Supporting Documentation:

- N/A

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Proposed S278 Works, The Street, Walberton - (Land West of Tye Lane)

Date Audit Completed: 4th September 2020

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

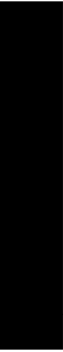
RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 The eastern visibility splay is restricted by existing vegetation - see figure 1. Restricted visibility could lead to could lead to side impact or rear end shunt collisions.	It is recommended that the visibility splay should be free of obstruction.	Agree – Give way lining brought forward by 0.7m to enable visibility splays to be improved, and the radii of the junction tightened. This maintains a major road width of 6m and improves visibility in both the primary and secondary direction. This is demonstrated in drawing no. 041.0071.004 It has also been demonstrated that the proposed junction improvements will not restrict larger vehicle manoeuvres with refuse vehicles able to pass cars simultaneously at the junction as demonstrated in drawing 041.0071.005	Give way line to be moved 0.7m forward to improve visibility.	Action agreed by the designer, and demonstrated on drawing 041.0071.004
3.4.1 There is an absence of a pedestrian crossing points across the junction including drop kerbs and tactile paving. This may present difficulties particularly for the mobility impaired and may lead to	It is recommended that crossing points including drop kerbs and tactile paving should be provided.	The revisions proposed to the junction as discussed in point 3.3.1 will enable a dropped kerb and tactile paving crossing to be provided, which is currently not provided as insufficient highway land available on eastern side of the junction. The proposed arrangement therefore	Dropped kerbs and tactile paving to be provided.	Action agreed by the designer, and demonstrated on drawing 041.0071.004

pedestrian trips and falls and present difficulties for the visually and mobility impaired.		provides a betterment to both non-motorised users safety and visibility in this location. Again, see drawing no. 041.0071.004		
3.4.2 Vegetation restricts intervisibility for pedestrians crossing, see figure 2 where restricted visibility could lead to rear end shunt, or vehicle to pedestrian collisions.	It is recommended that the intervisibility splays should not be obstructed and that the hedge line should be cut back	Visibility is improved in this location through the proposed arrangement as discussed previously. Non-motorised users would be able to see along Tye Lane as the crossing point is provided with sight lines heading north on Tye Lane.	Visibility to be improved by moving stop line forward.	Agreed
3.5.1 The Give Way markings at the junction are worn – see figure 3, where a lack of warning of the need to give way to traffic on The Street could lead to vehicles failing to stop and entering The Street or late braking and stopping suddenly. This could lead side impact or rear end shunt collisions.	It is recommended that the markings should be refreshed.	Agree – As the proposed arrangement will result in the give way lining being brought forward, the road markings will be re-provided and improved.	Markings to be reprovided at give way location.	Action agreed by the designer, and demonstrated on drawing 041.0071.004

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, The Street, Walberton - (Land West of Tye Lane)	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	
Position	Director
Organisation	Paul Basham Associates Ltd
Date	09.09.20

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, The Street, Walberton - (Land West of Tye Lane)	
On behalf of the Overseeing Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	Stephen Gee
Signed	
Position	Principal Transport Planner
Organisation	West Sussex County Council
Date	23/06/2021

Land West of Tye Lane, Walberton
Transport Assessment

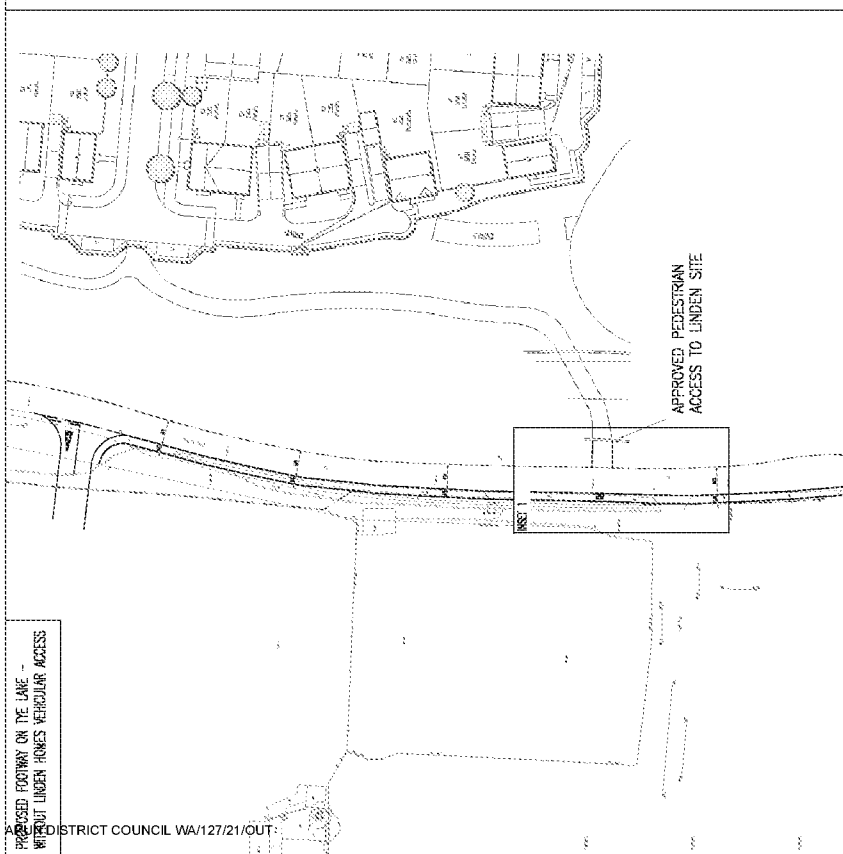
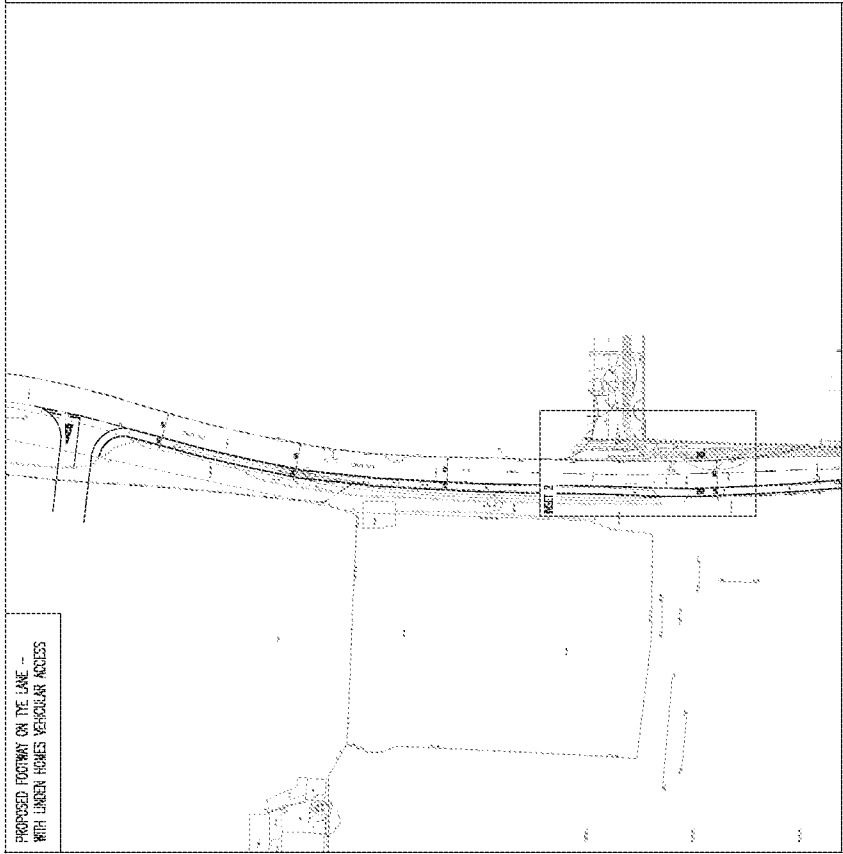
Appendix J

Paul Basham Associates Ltd
Report No. 041.0071/TA/3



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES -- THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.



Rev	Description	Date	By	Check

Scale: SEE SHEETS

Checked Date: 17/12/20

Checked By: MS

Drawn Date: 17/12/20

Drawn By: TBP

Client: DAVID WILSON HOMES

Project: WILSONS BRIDGE LANE

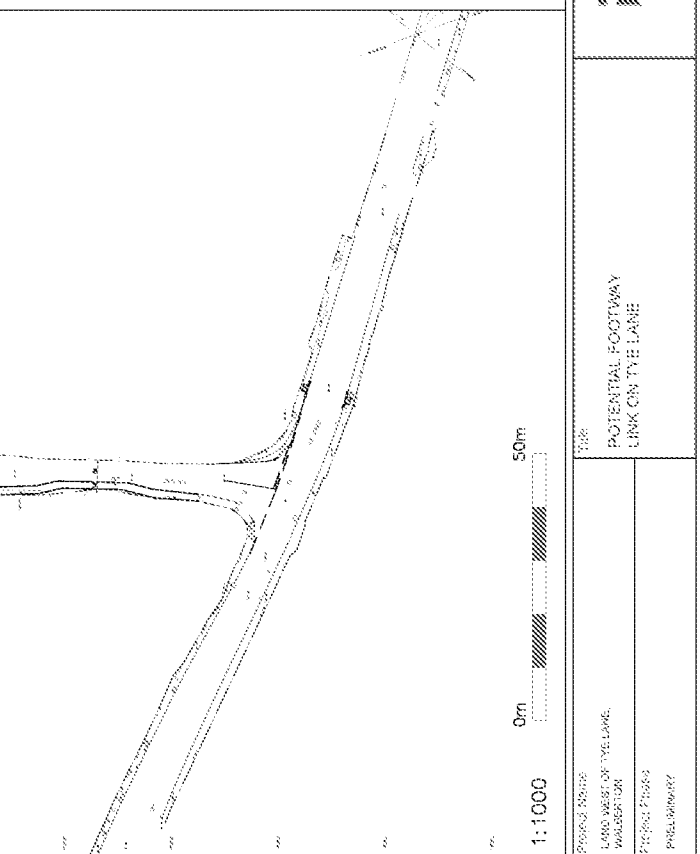
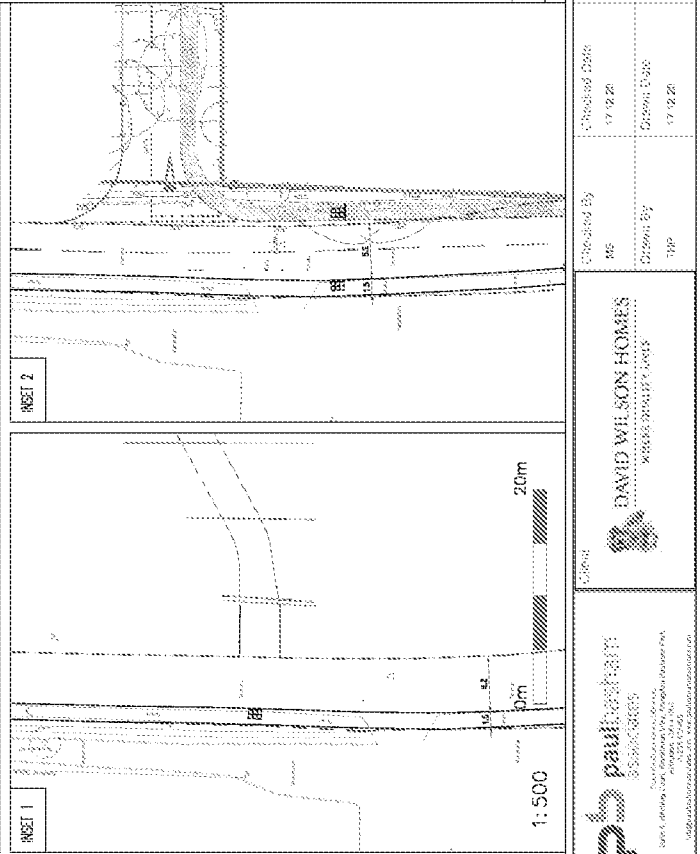
Project Phase: PRELIMINARY

Project Name: LAND WEST OF THE LANE, WILSONS BRIDGE

Project Number: 041 0071 008

Project Title: POTENTIAL FOOTWAY LINK ON THE LANE

Project Location: PRELIMINARY



Land West of Tye Lane, Walberton
Transport Assessment

Appendix K

Paul Basham Associates Ltd
Report No. 041.0071/TA/3



Land West of Tye Lane, Walberton
Transport Assessment

Appendix L

Paul Basham Associates Ltd
Report No. 041.0071/TA/3























Land West of Tye Lane, Walberton
Transport Assessment

Appendix M

Paul Basham Associates Ltd
Report No. 041.0071/TA/3



Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
© Copyright TRL Limited, 2017											
For sales and distribution information, program advice and maintenance, contact TRL:											
The users of this computer program for the solution of an engineering problem are in no way released of their responsibility for the correctness of the solution											

Filename: Site Access.j9

Path: W:\Projects\Fareham\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling\2021 OATA

Report generation date: 08/12/2021 10:06:41

- » Existing Configuration - 2023 + Com Dev + Dev, AM
- » Existing Configuration - 2023 + Com Dev + Dev, PM
- » Existing Configuration - 2031 + Com Dev + Dev, AM
- » Existing Configuration - 2031 + Com Dev + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
Existing Configuration - 2023 + Com Dev + Dev												
Stream B-AC	0.1	6.99	0.10	A	2.53	516 %	0.1	6.58	0.05	A	1.72	892 %
Stream C-AB	0.0	6.58	0.01	A		[Stream B-AC]	0.0	6.48	0.02	A		[Stream B-AC]
Existing Configuration - 2031 + Com Dev + Dev												
Stream B-AC	0.1	7.00	0.10	A	2.48	508 %	0.1	6.59	0.05	A	1.67	872 %
Stream C-AB	0.0	6.58	0.01	A		[Stream B-AC]	0.0	6.48	0.02	A		[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Tye Lane Site Access
Location	Walberton
Site number	
Date	01/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	Barratt Homes
Enumerator	TP
Description	

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	Veh	Veh	per-hour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2023 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2023 + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tye Lane (SB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	2.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	516	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Tye Lane (NB)		Major
B	Site Access		Minor
C	Tye Lane (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Tye Lane (SB)	5.00			50.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	578	0.110	0.278	0.175	0.397
1	B-C	699	0.112	0.283	-	-
1	C-B	603	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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tye Lane (NB)		✓	70	100.000
B - Site Access		✓	53	100.000
C - Tye Lane (SB)		✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
From	A - Tye Lane (NB)	0	15	55
	B - Site Access	17	0	36
	C - Tye Lane (SB)	30	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
From	A - Tye Lane (NB)	10	10	10
	B - Site Access	10	10	10
	C - Tye Lane (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	6.99	0.1	A
C-AB	0.01	6.58	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	581	0.069	40	0.1	6.551	A
C-AB	3	550	0.006	3	0.0	6.576	A
C-A	22			22			
A-B	11			11			
A-C	41			41			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	578	0.082	48	0.1	6.791	A
C-AB	4	551	0.007	4	0.0	6.578	A
C-A	27			27			
A-B	13			13			
A-C	49			49			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	58	574	0.102	58	0.1	6.985	A
C-AB	5	552	0.008	5	0.0	6.580	A
C-A	33			33			
A-B	17			17			
A-C	61			61			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	58	574	0.102	58	0.1	6.985	A
C-AB	5	552	0.009	5	0.0	6.583	A
C-A	33			33			
A-B	17			17			
A-C	61			61			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	578	0.082	48	0.1	6.796	A
C-AB	4	551	0.007	4	0.0	6.561	A
C-A	27			27			
A-B	13			13			
A-C	49			49			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	581	0.069	40	0.1	6.551	A
C-AB	3	550	0.006	3	0.0	6.576	A
C-A	22			22			
A-B	11			11			
A-C	41			41			

Existing Configuration - 2023 + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tye Lane (SB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	892	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tye Lane (NB)		✓	60	100.000
B - Site Access		✓	28	100.000
C - Tye Lane (SB)		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
	A - Tye Lane (NB)	0	38	22
	B - Site Access	9	0	19
	C - Tye Lane (SB)	50	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
	A - Tye Lane (NB)	10	10	10
	B - Site Access	10	10	10
	C - Tye Lane (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	6.58	0.1	A
C-AB	0.02	6.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	21	584	0.036	21	0.0	6.394	A
C-AB	8	562	0.014	8	0.0	6.493	A
C-A	37			37			
A-B	29			29			
A-C	17			17			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	581	0.043	25	0.0	6.470	A
C-AB	10	565	0.017	10	0.0	6.460	A
C-A	44			44			
A-B	34			34			
A-C	20			20			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	578	0.053	31	0.1	6.575	A
C-AB	12	569	0.021	12	0.0	6.462	A
C-A	54			54			
A-B	42			42			
A-C	24			24			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	578	0.053	31	0.1	6.575	A
C-AB	12	569	0.021	12	0.0	6.463	A
C-A	54			54			
A-B	42			42			
A-C	24			24			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	581	0.043	25	0.0	6.474	A
C-AB	10	565	0.017	10	0.0	6.483	A
C-A	44			44			
AB	34			34			
A-C	20			20			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	21	584	0.036	21	0.0	6.397	A
C-AB	8	562	0.014	8	0.0	6.494	A
C-A	37			37			
AB	29			29			
A-C	17			17			

Existing Configuration - 2031 + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tye Lane (SB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	2.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	508	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tye Lane (NB)		✓	73	100.000
B - Site Access		✓	53	100.000
C - Tye Lane (SB)		✓	35	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
	A - Tye Lane (NB)	0	15	58
	B - Site Access	17	0	36
	C - Tye Lane (SB)	31	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
	A - Tye Lane (NB)	10	10	10
	B - Site Access	10	10	10
	C - Tye Lane (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	7.00	0.1	A
C-AB	0.01	6.58	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	580	0.069	40	0.1	6.660	A
C-AB	3	550	0.006	3	0.0	6.577	A
C-A	23			23			
A-B	11			11			
A-C	44			44			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	577	0.083	48	0.1	6.801	A
C-AB	4	551	0.007	4	0.0	6.576	A
C-A	28			28			
A-B	13			13			
A-C	52			52			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	58	573	0.102	58	0.1	6.999	A
C-AB	5	552	0.009	5	0.0	6.581	A
C-A	34			34			
A-B	17			17			
A-C	64			64			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	58	573	0.102	58	0.1	6.999	A
C-AB	5	552	0.009	5	0.0	6.581	A
C-A	34			34			
A-B	17			17			
A-C	64			64			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	577	0.083	48	0.1	6.804	A
C-AB	4	551	0.007	4	0.0	6.579	A
C-A	28			28			
AB	13			13			
AC	52			52			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	580	0.069	40	0.1	6.867	A
C-AB	3	550	0.006	3	0.0	6.579	A
C-A	23			23			
AB	11			11			
AC	44			44			

Existing Configuration - 2031 + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tye Lane (SB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	872	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tye Lane (NB)		✓	62	100.000
B - Site Access		✓	28	100.000
C - Tye Lane (SB)		✓	63	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
	A - Tye Lane (NB)	0	38	24
	B - Site Access	9	0	19
	C - Tye Lane (SB)	53	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Tye Lane (NB)	B - Site Access	C - Tye Lane (SB)
	A - Tye Lane (NB)	10	10	10
	B - Site Access	10	10	10
	C - Tye Lane (SB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	6.59	0.1	A
C-AB	0.02	6.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	21	583	0.036	21	0.0	6.401	A
C-AB	8	564	0.014	8	0.0	6.480	A
C-A	39			39			
A-B	29			29			
A-C	18			18			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	581	0.043	25	0.0	6.479	A
C-AB	10	567	0.017	10	0.0	6.464	A
C-A	47			47			
A-B	34			34			
A-C	22			22			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	577	0.053	31	0.1	6.586	A
C-AB	12	571	0.022	12	0.0	6.443	A
C-A	57			57			
A-B	42			42			
A-C	26			26			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	577	0.053	31	0.1	6.586	A
C-AB	12	571	0.022	12	0.0	6.446	A
C-A	57			57			
A-B	42			42			
A-C	26			26			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	581	0.043	25	0.0	6.482	A
C-AB	10	587	0.017	10	0.0	6.465	A
C-A	47			47			
AB	34			34			
A-C	22			22			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	21	583	0.036	21	0.0	6.404	A
C-AB	8	584	0.014	8	0.0	6.481	A
C-A	39			39			
AB	29			29			
A-C	18			18			

Land West of Tye Lane, Walberton
Transport Assessment

Appendix N

Paul Basham Associates Ltd
Report No. 041.0071/TA/3



Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
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Filename: Tye Lane - The Street.j9

Path: W:\Projects\Fareham\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling\2021 OATA

Report generation date: 08/12/2021 10:41:29

- » Existing Configuration - 2020 Baseline, AM
- » Existing Configuration - 2020 Baseline, PM
- » Existing Configuration - 2023 + Com Dev, AM
- » Existing Configuration - 2023 + Com Dev, PM
- » Existing Configuration - 2023 + Com Dev + Dev, AM
- » Existing Configuration - 2023 + Com Dev + Dev, PM
- » Existing Configuration - 2031 + Com Dev, AM
- » Existing Configuration - 2031 + Com Dev, PM
- » Existing Configuration - 2031 + Com Dev + Dev, AM
- » Existing Configuration - 2031 + Com Dev + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
Existing Configuration - 2020 Baseline												
Stream B-AC	0.1	10.89	0.10	B	1.39	196 %	0.2	11.28	0.16	B	1.92	157 %
Stream C-AB	0.1	6.31	0.07	A		[Stream B-AC]	0.1	6.22	0.04	A		[Stream B-AC]
Existing Configuration - 2023 + Com Dev												
Stream B-AC	0.1	11.05	0.10	B	1.40	185 %	0.2	11.48	0.17	B	1.96	156 %
Stream C-AB	0.1	6.31	0.07	A		[Stream B-AC]	0.1	6.22	0.04	A		[Stream B-AC]
Existing Configuration - 2023 + Com Dev + Dev												
Stream B-AC	0.2	11.48	0.15	B	1.79	150 %	0.2	11.95	0.20	B	2.15	132 %
Stream C-AB	0.1	6.38	0.08	A		[Stream B-AC]	0.1	6.37	0.05	A		[Stream B-AC]
Existing Configuration - 2031 + Com Dev												
Stream B-AC	0.1	11.19	0.11	B	1.41	173 %	0.2	11.80	0.18	B	2.00	141 %
Stream C-AB	0.1	6.32	0.07	A		[Stream B-AC]	0.1	6.22	0.04	A		[Stream B-AC]
Existing Configuration - 2031 + Com Dev + Dev												
Stream B-AC	0.2	11.70	0.16	B	1.78	141 %	0.3	12.24	0.21	B	2.16	122 %
Stream C-AB	0.1	6.38	0.08	A		[Stream B-AC]	0.1	6.36	0.06	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Tye Lane - The Street
Location	Walberton
Site number	
Date	26/08/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	Barratt Homes
Enumerator	Shannon
Description	

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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2023 + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2023 + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2023 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2023 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2020 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	196	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	The Street (EB)		Major
B	Tye Lane		Minor
C	The Street (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - The Street (WB)	6.00			100.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B - Tye Lane	One lane	2.75	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474	0.096	0.218	0.137	0.312
1	B-C	614	0.094	0.238	-	-
1	C-B	632	0.245	0.245	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	231	100.000
B - Tye Lane		✓	33	100.000
C - The Street (WB)		✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
A - The Street (EB)		0	34	197
B - Tye Lane		28	0	5
C - The Street (WB)		133	29	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
A - The Street (EB)		10	10	10
B - Tye Lane		10	10	10
C - The Street (WB)		10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	10.89	0.1	B
C-AB	0.07	6.31	0.1	A
C-A				
AB				
AC				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	392	0.063	25	0.1	9.788	A
C-AB	26	599	0.044	26	0.1	6.277	A
C-A	96			96			
AB	26			26			
AC	148			148			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	30	382	0.078	30	0.1	10.229	B
C-AB	33	605	0.054	32	0.1	6.291	A
C-A	113			113			
AB	31			31			
AC	177			177			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	36	367	0.099	36	0.1	10.882	B
C-AB	42	613	0.069	42	0.1	6.309	A
C-A	136			136			
AB	37			37			
AC	217			217			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	36	367	0.099	36	0.1	10.889	B
C-AB	42	613	0.069	42	0.1	6.311	A
C-A	136			136			
AB	37			37			
AC	217			217			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	30	381	0.078	30	0.1	10.239	B
C-AB	33	605	0.054	33	0.1	6.295	A
C-A	113			113			
AB	31			31			
AC	177			177			

08:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	392	0.063	25	0.1	9.807	A
C-AB	26	599	0.044	26	0.1	6.282	A
C-A	96			96			
AB	25			25			
AC	148			148			

Existing Configuration - 2020 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	187	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	208	100.000
B - Tye Lane		✓	56	100.000
C - The Street (WB)		✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	21	187
	B - Tye Lane	46	0	10
	C - The Street (WB)	113	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	11.28	0.2	B
C-AB	0.04	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	42	402	0.105	42	0.1	9.968	A
C-AB	14	593	0.024	14	0.0	6.214	A
C-A	83			83			
A-B	16			16			
A-C	141			141			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	50	393	0.128	50	0.1	10.489	B
C-AB	17	597	0.029	17	0.0	6.205	A
C-A	99			99			
A-B	19			19			
A-C	166			166			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	381	0.162	61	0.2	11.267	B
C-AB	22	603	0.037	22	0.1	6.193	A
C-A	120			120			
A-B	23			23			
A-C	206			206			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	381	0.162	62	0.2	11.282	B
C-AB	22	603	0.037	22	0.1	6.197	A
C-A	120			120			
A-B	23			23			
A-C	206			206			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	50	393	0.128	51	0.1	10.507	B
C-AB	17	597	0.029	17	0.0	6.209	A
C-A	99			99			
AB	19			19			
AC	168			168			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	42	402	0.105	42	0.1	10.000	A
C-AB	14	593	0.024	14	0.0	6.215	A
C-A	83			83			
AB	16			16			
AC	141			141			

Existing Configuration - 2023 + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 + Com Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	240	100.000
B - Tye Lane		✓	34	100.000
C - The Street (WB)		✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	35	205
	B - Tye Lane	29	0	5
	C - The Street (WB)	135	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	11.05	0.1	B
C-AB	0.07	6.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	390	0.066	25	0.1	9.878	A
C-AB	27	600	0.045	27	0.1	6.278	A
C-A	99			99			
A-B	26			26			
A-C	154			154			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	378	0.081	30	0.1	10.342	B
C-AB	34	606	0.056	34	0.1	6.293	A
C-A	117			117			
A-B	31			31			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	363	0.103	37	0.1	11.039	B
C-AB	44	614	0.072	44	0.1	6.313	A
C-A	141			141			
A-B	39			39			
A-C	226			226			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	363	0.103	37	0.1	11.047	B
C-AB	44	614	0.072	44	0.1	6.313	A
C-A	141			141			
A-B	39			39			
A-C	226			226			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	378	0.081	31	0.1	10.355	B
C-AB	34	606	0.056	34	0.1	6.295	A
C-A	117			117			
AB	31			31			
AC	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	389	0.066	26	0.1	9.898	A
C-AB	27	600	0.046	27	0.1	6.286	A
C-A	99			99			
AB	26			26			
AC	154			154			

Existing Configuration - 2023 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	156	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 + Com Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	217	100.000
B - Tye Lane		✓	59	100.000
C - The Street (WB)		✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	22	195
	B - Tye Lane	48	0	11
	C - The Street (WB)	115	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	11.48	0.2	B
C-AB	0.04	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44	401	0.111	44	0.1	10.064	B
C-AB	15	594	0.025	15	0.0	6.214	A
C-A	87			87			
A-B	17			17			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	392	0.135	53	0.2	10.625	B
C-AB	19	599	0.031	19	0.0	6.205	A
C-A	103			103			
A-B	20			20			
A-C	175			175			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	379	0.172	65	0.2	11.464	B
C-AB	24	605	0.039	24	0.1	6.195	A
C-A	125			125			
A-B	24			24			
A-C	215			215			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	379	0.172	65	0.2	11.478	B
C-AB	24	605	0.039	24	0.1	6.196	A
C-A	125			125			
A-B	24			24			
A-C	215			215			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	392	0.135	53	0.2	10.641	B
C-AB	19	599	0.031	19	0.0	6.207	A
C-A	103			103			
AB	20			20			
AC	175			175			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44	401	0.111	45	0.1	10.099	B
C-AB	15	594	0.025	15	0.0	6.218	A
C-A	87			87			
AB	17			17			
AC	147			147			

Existing Configuration - 2023 + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	150	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	253	100.000
B - Tye Lane		✓	51	100.000
C - The Street (WB)		✓	170	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	45	205
	B - Tye Lane	40	0	11
	C - The Street (WB)	135	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	11.48	0.2	B
C-AB	0.08	6.38	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	38	396	0.097	38	0.1	10.041	B
C-AB	29	598	0.049	29	0.1	6.323	A
C-A	99			99			
A-B	36			36			
A-C	154			154			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	46	385	0.119	46	0.1	10.606	B
C-AB	36	604	0.060	36	0.1	6.348	A
C-A	117			117			
A-B	43			43			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	370	0.152	56	0.2	11.471	B
C-AB	47	611	0.077	47	0.1	6.379	A
C-A	140			140			
A-B	53			53			
A-C	226			226			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	370	0.152	56	0.2	11.483	B
C-AB	47	611	0.077	47	0.1	6.382	A
C-A	140			140			
A-B	53			53			
A-C	226			226			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	46	385	0.119	46	0.1	10.626	B
C-AB	35	604	0.060	35	0.1	6.352	A
C-A	117			117			
AB	43			43			
AC	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	38	396	0.097	39	0.1	10.069	B
C-AB	29	598	0.049	29	0.1	6.331	A
C-A	99			99			
AB	36			36			
AC	154			154			

Existing Configuration - 2023 + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	132	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	250	100.000
B - Tye Lane		✓	68	100.000
C - The Street (WB)		✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	55	195
	B - Tye Lane	54	0	14
	C - The Street (WB)	115	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	11.95	0.2	B
C-AB	0.05	6.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	400	0.128	51	0.1	10.281	B
C-AB	20	589	0.033	19	0.0	6.323	A
C-A	86			86			
A-B	41			41			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	61	390	0.157	61	0.2	10.934	B
C-AB	24	592	0.041	24	0.1	6.343	A
C-A	102			102			
A-B	49			49			
A-C	175			175			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	376	0.199	75	0.2	11.932	B
C-AB	31	597	0.052	31	0.1	6.365	A
C-A	123			123			
A-B	61			61			
A-C	215			215			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	376	0.199	75	0.2	11.951	B
C-AB	31	597	0.052	31	0.1	6.367	A
C-A	123			123			
A-B	61			61			
A-C	215			215			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	61	390	0.157	61	0.2	10.960	B
C-AB	24	592	0.041	24	0.1	6.343	A
C-A	102			102			
AB	49			49			
AC	175			175			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	400	0.128	51	0.1	10.325	B
C-AB	20	589	0.033	20	0.0	6.330	A
C-A	86			86			
AB	41			41			
AC	147			147			

Existing Configuration - 2031 + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	173	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	253	100.000
B - Tye Lane		✓	36	100.000
C - The Street (WB)		✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	37	216
	B - Tye Lane	30	0	6
	C - The Street (WB)	145	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	11.19	0.1	B
C-AB	0.07	6.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	27	389	0.070	27	0.1	9.934	A
C-AB	29	602	0.047	28	0.1	6.276	A
C-A	104			104			
A-B	28			28			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	32	377	0.086	32	0.1	10.430	B
C-AB	36	606	0.058	35	0.1	6.290	A
C-A	123			123			
A-B	33			33			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	361	0.110	40	0.1	11.180	B
C-AB	46	617	0.075	46	0.1	6.311	A
C-A	148			148			
A-B	41			41			
A-C	236			236			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	361	0.110	40	0.1	11.187	B
C-AB	46	617	0.075	46	0.1	6.316	A
C-A	148			148			
A-B	41			41			
A-C	236			236			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	32	377	0.086	32	0.1	10.444	B
C-AB	35	608	0.059	35	0.1	6.296	A
C-A	123			123			
AB	33			33			
AC	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	27	389	0.070	27	0.1	9.958	A
C-AB	29	602	0.047	29	0.1	6.285	A
C-A	104			104			
AB	28			28			
AC	163			163			

Existing Configuration - 2031 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	141	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	230	100.000
B - Tye Lane		✓	62	100.000
C - The Street (WB)		✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	24	206
	B - Tye Lane	51	0	11
	C - The Street (WB)	125	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	11.80	0.2	B
C-AB	0.04	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	397	0.117	46	0.1	10.235	B
C-AB	16	596	0.027	16	0.0	6.212	A
C-A	92			92			
A-B	18			18			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	387	0.144	56	0.2	10.849	B
C-AB	20	600	0.033	20	0.0	6.203	A
C-A	109			109			
A-B	22			22			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	373	0.183	68	0.2	11.783	B
C-AB	26	607	0.042	26	0.1	6.192	A
C-A	132			132			
A-B	26			26			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	373	0.183	68	0.2	11.799	B
C-AB	26	607	0.042	26	0.1	6.193	A
C-A	132			132			
A-B	26			26			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	387	0.144	56	0.2	10.872	B
C-AB	20	600	0.033	20	0.0	6.207	A
C-A	109			109			
AB	22			22			
AC	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	397	0.117	47	0.1	10.275	B
C-AB	16	596	0.027	16	0.0	6.215	A
C-A	92			92			
AB	18			18			
AC	155			155			

Existing Configuration - 2031 + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.78	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	141	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	266	100.000
B - Tye Lane		✓	52	100.000
C - The Street (WB)		✓	178	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	50	216
	B - Tye Lane	41	0	11
	C - The Street (WB)	145	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	11.70	0.2	B
C-AB	0.08	6.38	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	39	393	0.100	39	0.1	10.152	B
C-AB	30	600	0.051	30	0.1	6.322	A
C-A	104			104			
A-B	38			38			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	361	0.123	47	0.1	10.758	B
C-AB	38	605	0.063	38	0.1	6.347	A
C-A	122			122			
A-B	45			45			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	365	0.157	57	0.2	11.685	B
C-AB	49	613	0.080	49	0.1	6.350	A
C-A	147			147			
A-B	55			55			
A-C	236			236			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	365	0.157	57	0.2	11.700	B
C-AB	49	613	0.080	49	0.1	6.383	A
C-A	147			147			
A-B	55			55			
A-C	236			236			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	381	0.123	47	0.1	10.777	B
C-AB	38	605	0.063	38	0.1	6.349	A
C-A	122			122			
AB	45			45			
AC	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	39	393	0.100	39	0.1	10.186	B
C-AB	30	600	0.051	31	0.1	6.330	A
C-A	104			104			
AB	38			38			
AC	163			163			

Existing Configuration - 2031 + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	122	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	263	100.000
B - Tye Lane		✓	70	100.000
C - The Street (WB)		✓	148	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	57	206
	B - Tye Lane	56	0	14
	C - The Street (WB)	125	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	12.24	0.3	B
C-AB	0.06	6.36	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	397	0.133	52	0.2	10.429	B
C-AB	21	590	0.035	20	0.0	6.321	A
C-A	91			91			
A-B	43			43			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	386	0.163	63	0.2	11.131	B
C-AB	26	593	0.043	25	0.1	6.340	A
C-A	108			108			
A-B	51			51			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	77	371	0.208	77	0.3	12.216	B
C-AB	33	599	0.055	33	0.1	6.360	A
C-A	130			130			
A-B	63			63			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	77	371	0.208	77	0.3	12.239	B
C-AB	33	599	0.055	33	0.1	6.362	A
C-A	130			130			
A-B	63			63			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	386	0.163	63	0.2	11.163	B
C-AB	25	594	0.043	25	0.1	6.341	A
C-A	107			107			
AB	51			51			
AC	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	397	0.133	53	0.2	10.477	B
C-AB	21	590	0.035	21	0.0	6.328	A
C-A	91			91			
AB	43			43			
AC	155			155			

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.2.5947							
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Filename: Tye Lane - The Street (Sensitivity).j9

Path: W:\Projects\Fareham\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling\2021 OATA

Report generation date: 09/12/2021 09:38:39

- » Existing Configuration - 2031 + Com Dev (Sensitivity), AM
- » Existing Configuration - 2031 + Com Dev (Sensitivity), PM
- » Existing Configuration - 2031 + Com Dev + Dev (Sensitivity), AM
- » Existing Configuration - 2031 + Com Dev + Dev (Sensitivity), PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
Existing Configuration - 2031 + Com Dev (Sensitivity)												
Stream B-AC	0.4	13.60	0.27	B	2.25	88 %	0.2	11.95	0.16	B	1.48	135 %
Stream C-AB	0.0	5.79	0.03	A		[Stream B-AC]	0.1	6.29	0.06	A		[Stream B-AC]
Existing Configuration - 2031 + Com Dev + Dev (Sensitivity)												
Stream B-AC	0.7	17.78	0.43	C	4.12	41 %	0.3	13.71	0.25	B	2.28	86 %
Stream C-AB	0.1	5.87	0.04	A		[Stream B-AC]	0.2	6.66	0.10	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Tye Lane - The Street
Location	Walberton
Site number	
Date	26/08/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	Barratt Homes
Enumerator	Shannon
Description	

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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + Com Dev (Sensitivity)	AM	ONE HOUR	07:45	09:15	15
D2	2031 + Com Dev (Sensitivity)	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Com Dev + Dev (Sensitivity)	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Com Dev + Dev (Sensitivity)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2031 + Com Dev (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	88	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	The Street (EB)		Major
B	Tye Lane		Minor
C	The Street (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - The Street (WB)	6.00			100.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B - Tye Lane	One lane	2.75	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474	0.086	0.218	0.137	0.312
1	B-C	614	0.094	0.238	-	-
1	C-B	632	0.245	0.245	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + Com Dev (Sensitivity)	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	261	100.000
B - Tye Lane		✓	87	100.000
C - The Street (WB)		✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	45	216
	B - Tye Lane	71	0	16
	C - The Street (WB)	205	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	13.60	0.4	C
C-AB	0.03	5.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	389	0.168	65	0.2	11.084	B
C-AB	11	633	0.017	11	0.0	5.791	A
C-A	154			154			
A-B	34			34			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	78	377	0.208	78	0.3	12.036	B
C-AB	14	645	0.022	14	0.0	5.704	A
C-A	183			183			
A-B	40			40			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	98	360	0.266	95	0.4	13.567	B
C-AB	19	663	0.028	19	0.0	5.589	A
C-A	223			223			
A-B	50			50			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	98	360	0.266	95	0.4	13.605	B
C-AB	19	663	0.028	19	0.0	5.591	A
C-A	223			223			
A-B	50			50			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	78	377	0.208	79	0.3	12.088	B
C-AB	14	645	0.022	14	0.0	5.705	A
C-A	183			183			
A-B	40			40			
A-C	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	389	0.169	66	0.2	11.154	B
C-AB	11	633	0.017	11	0.0	5.794	A
C-A	154			154			
A-B	34			34			
A-C	163			163			

Existing Configuration - 2031 + Com Dev (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	135	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 + Com Dev (Sensitivity)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	320	100.000
B - Tye Lane		✓	51	100.000
C - The Street (WB)		✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	114	206
	B - Tye Lane	42	0	9
	C - The Street (WB)	159	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	11.95	0.2	B
C-AB	0.06	6.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	38	387	0.099	38	0.1	10.314	B
C-AB	24	597	0.039	23	0.1	6.269	A
C-A	115			115			
A-B	86			86			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	46	374	0.122	46	0.1	10.950	B
C-AB	30	603	0.049	29	0.1	6.260	A
C-A	136			136			
A-B	102			102			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	356	0.157	56	0.2	11.930	B
C-AB	39	611	0.063	39	0.1	6.269	A
C-A	164			164			
A-B	126			126			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	356	0.157	56	0.2	11.945	B
C-AB	39	611	0.063	39	0.1	6.294	A
C-A	164			164			
A-B	126			126			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	46	374	0.122	46	0.1	10.970	B
C-AB	30	603	0.049	30	0.1	6.284	A
C-A	136			136			
AB	102			102			
AC	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	38	387	0.099	39	0.1	10.350	B
C-AB	24	597	0.039	24	0.1	6.275	A
C-A	115			115			
AB	86			86			
AC	155			155			

Existing Configuration - 2031 + Com Dev + Dev (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	4.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Com Dev + Dev (Sensitivity)	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	274	100.000
B - Tye Lane		✓	140	100.000
C - The Street (WB)		✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	58	216
	B - Tye Lane	115	0	25
	C - The Street (WB)	208	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.43	17.78	0.7	C
C-AB	0.04	5.87	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	386	0.273	104	0.4	12.700	B
C-AB	17	630	0.027	17	0.0	5.868	A
C-A	152			152			
A-B	44			44			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	374	0.337	125	0.5	14.470	B
C-AB	22	642	0.034	22	0.0	5.798	A
C-A	181			181			
A-B	52			52			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	154	356	0.432	153	0.7	17.617	C
C-AB	29	660	0.044	29	0.1	5.706	A
C-A	219			219			
A-B	64			64			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	154	356	0.432	154	0.7	17.775	C
C-AB	29	660	0.044	29	0.1	5.709	A
C-A	219			219			
A-B	64			64			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	374	0.337	127	0.5	14.640	B
C-AB	22	642	0.034	22	0.0	5.802	A
C-A	181			181			
AB	52			52			
AC	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	386	0.273	105	0.4	12.886	B
C-AB	17	630	0.027	17	0.0	5.870	A
C-A	152			152			
AB	44			44			
AC	163			163			

Existing Configuration - 2031 + Com Dev + Dev (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	86	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Com Dev + Dev (Sensitivity)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	353	100.000
B - Tye Lane		✓	79	100.000
C - The Street (WB)		✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	147	206
	B - Tye Lane	65	0	14
	C - The Street (WB)	159	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	13.71	0.3	B
C-AB	0.10	6.66	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	59	381	0.156	59	0.2	11.139	B
C-AB	38	592	0.064	37	0.1	6.491	A
C-A	112			112			
A-B	111			111			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	71	368	0.193	71	0.2	12.106	B
C-AB	47	596	0.079	47	0.1	6.557	A
C-A	132			132			
A-B	132			132			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	350	0.249	87	0.3	13.669	B
C-AB	62	603	0.103	62	0.2	6.554	A
C-A	157			157			
A-B	162			162			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	350	0.249	87	0.3	13.709	B
C-AB	62	603	0.103	62	0.2	6.561	A
C-A	157			157			
A-B	162			162			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	71	368	0.193	71	0.2	12.154	B
C-AB	47	596	0.080	48	0.1	6.567	A
C-A	131			131			
AB	132			132			
AC	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	59	381	0.156	60	0.2	11.209	B
C-AB	38	592	0.064	38	0.1	6.504	A
C-A	112			112			
AB	111			111			
AC	155			155			

Land West of Tye Lane, Walberton
Transport Assessment

Appendix O

Paul Basham Associates Ltd
Report No. 041.0071/TA/3

