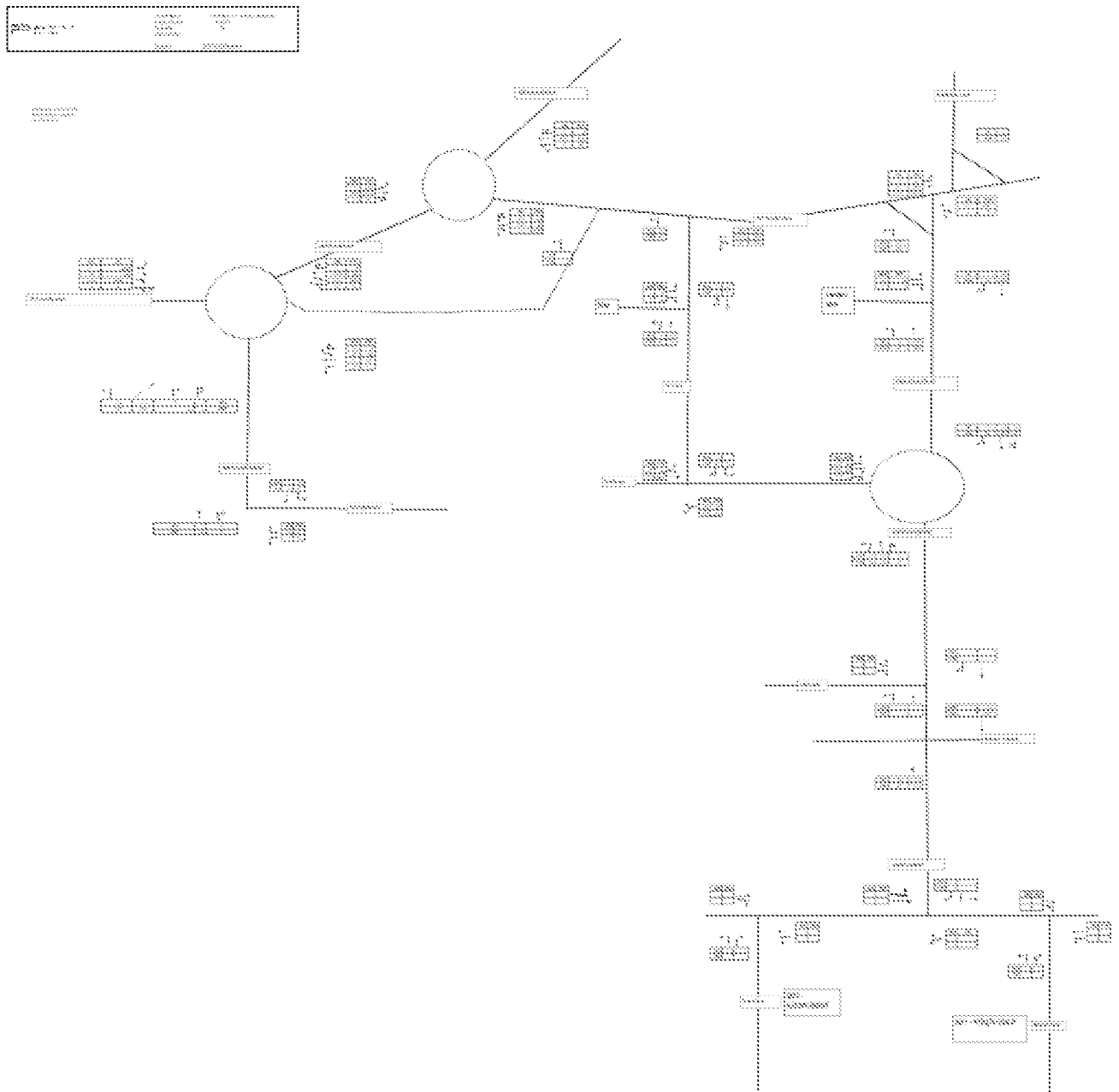
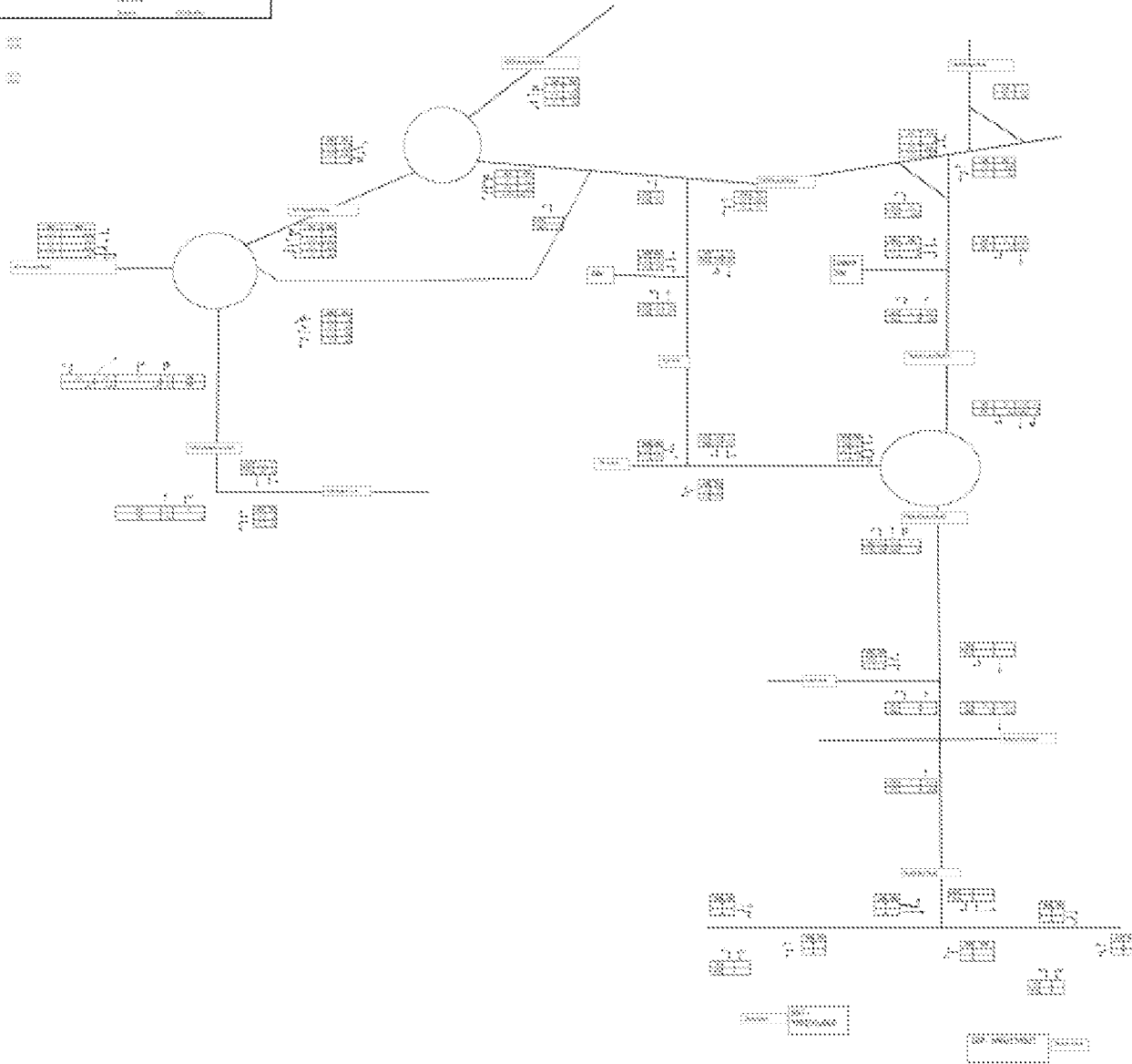
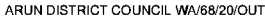
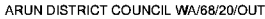


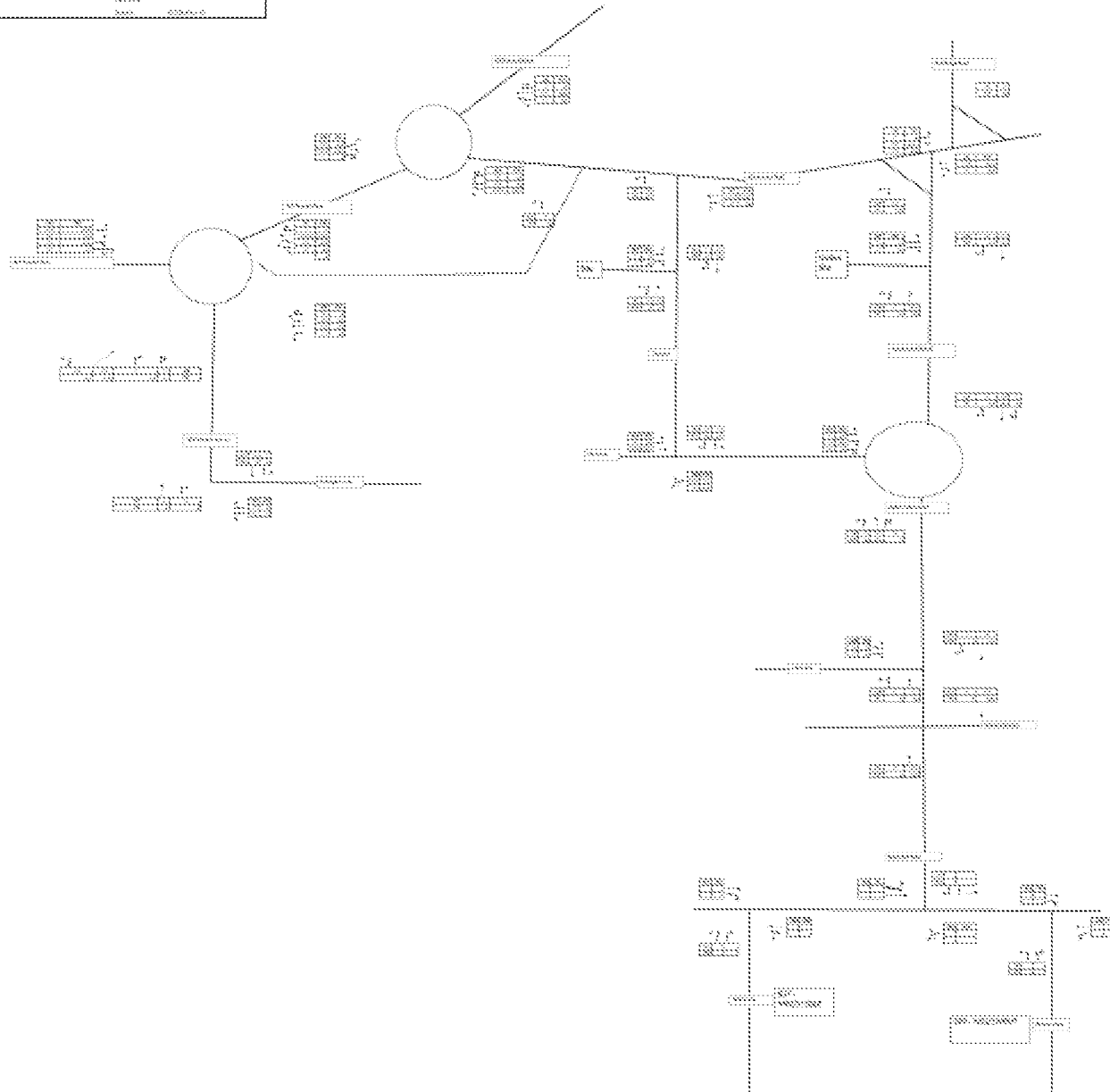
Appendix J



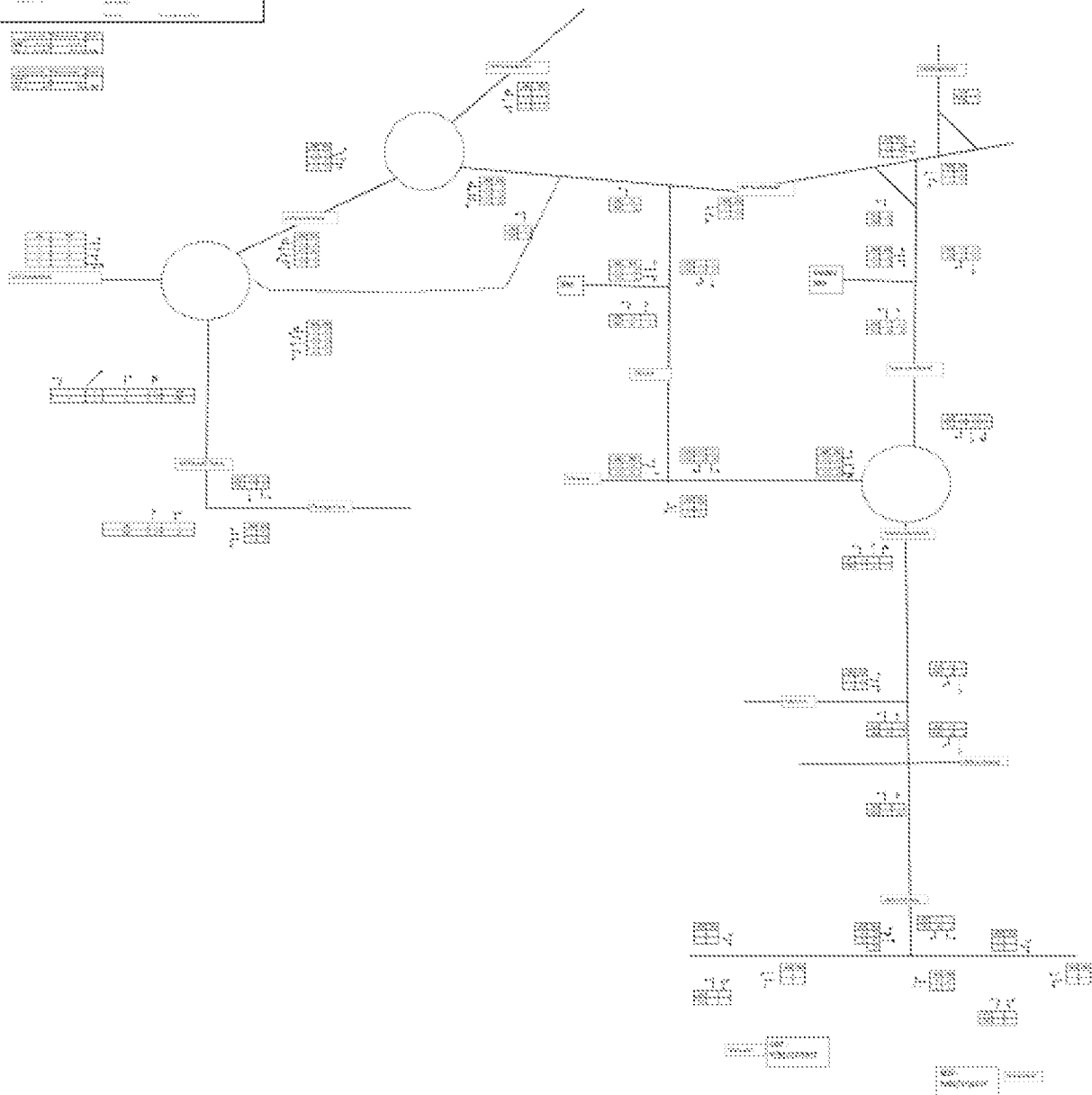






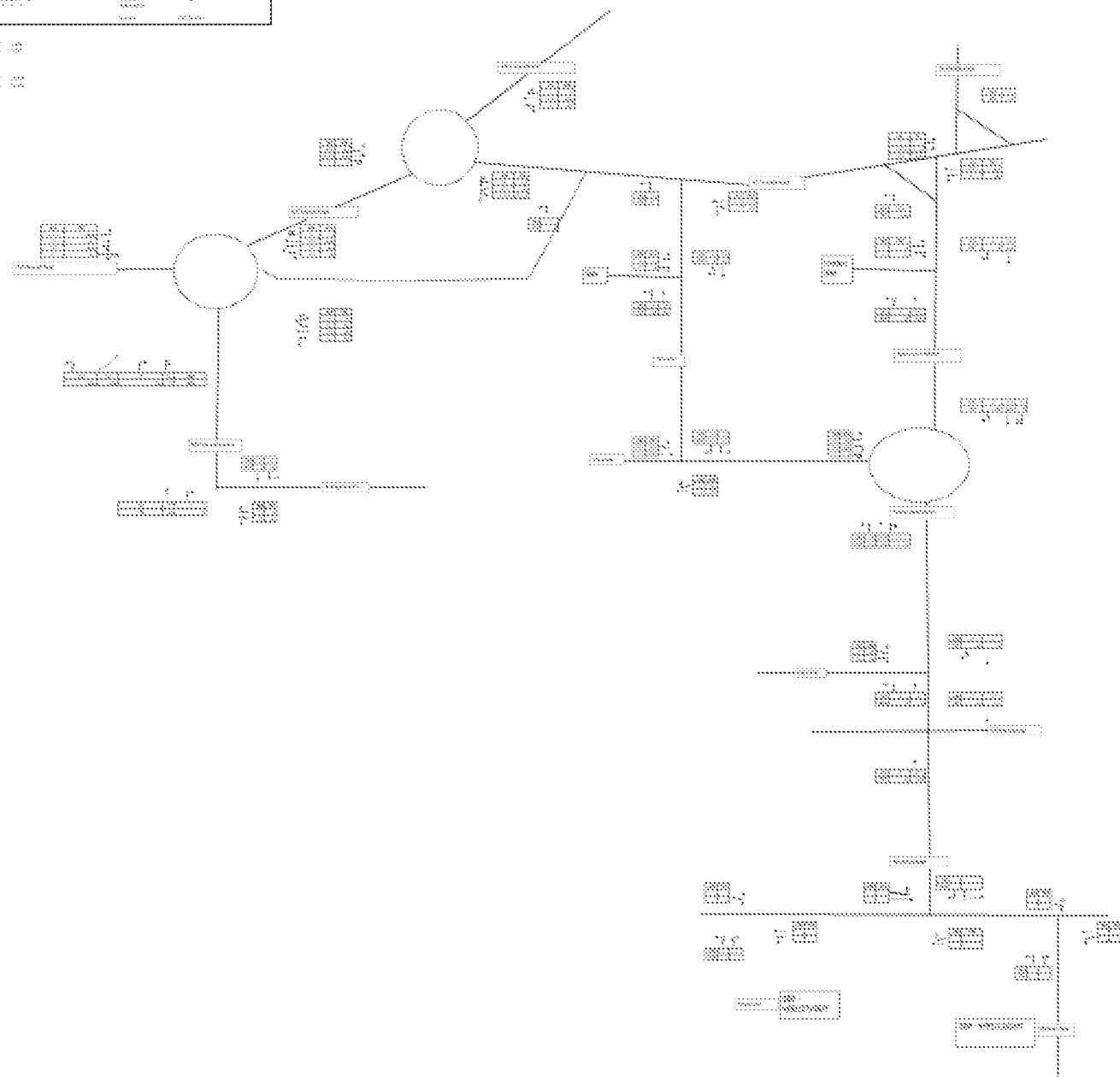


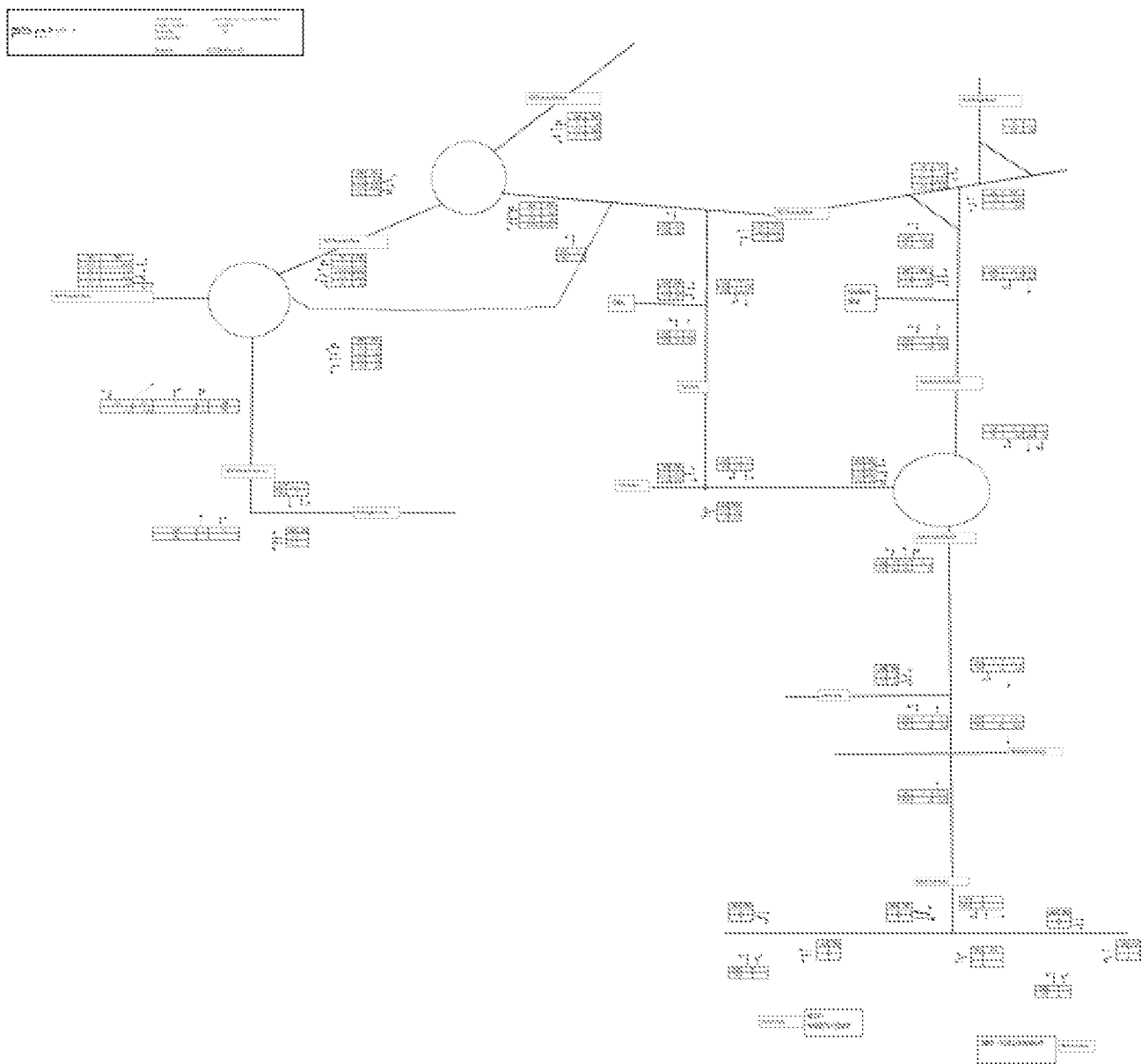
Symbol	Description	Notes
	100% Asphalt Paving	
	75% Asphalt Paving	
	50% Asphalt Paving	
	25% Asphalt Paving	
	10% Asphalt Paving	
	5% Asphalt Paving	
	2% Asphalt Paving	
	1% Asphalt Paving	
	0% Asphalt Paving	

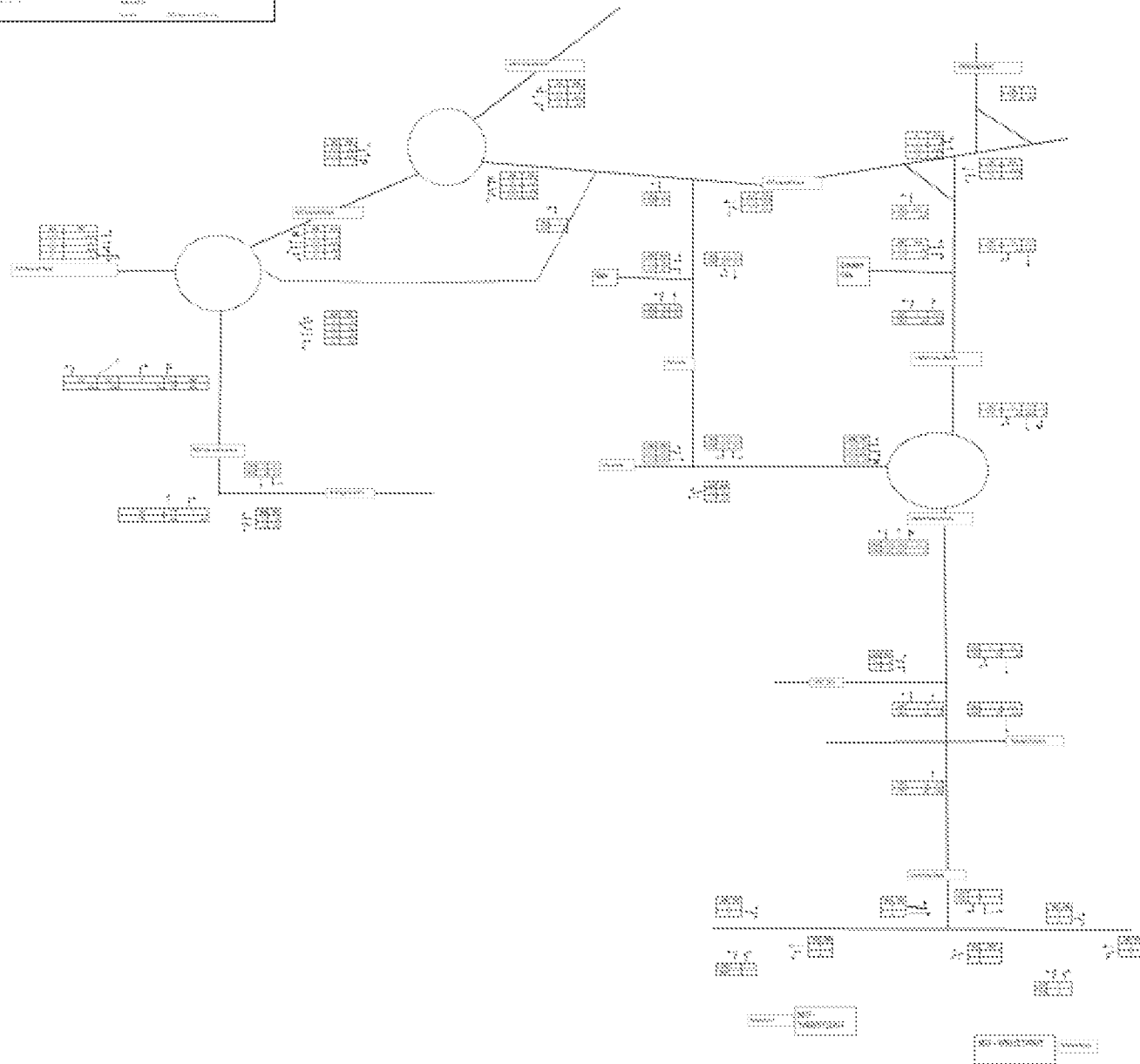


Legend	Symbol	Description
Water	Blue line	Water
Electricity	Yellow line	Electricity
Gas	Red line	Gas
Telecom	Green line	Telecom

Scale
1:1000







Appendix K

Junctions 9
PICADY 9 - Priority Intersection Module Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access.j9

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

Report generation date: 26/08/2020 13:50:12

- »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	7.18	0.52	A	2.90	426 %	0.1	6.68	0.06	A	1.89	755 %
Stream C-AB	0.0	6.86	0.01	A		{Stream B-AC}	0.0	6.93	0.03	A		{Stream B-AC}
	Existing Configuration - 2031 + Com Dev + Dev											
Stream B-AC	0.1	7.20	0.13	A	2.84	421 %	0.1	6.69	0.07	A	1.84	740 %
Stream C-AB	0.0	6.61	0.01	A		{Stream B-AC}	0.0	6.52	0.03	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	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	per hour	s	-Mn	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	BFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	35.00	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	08:15	15
D2	2023 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	08:15	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	2.90	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	425	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	576	0.110	0.278	0.175	0.387
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)
01	2023 + Com Dev + Dev	AM	ONE HOUR	07:45	08:15	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		✓	65	100.000
C - Tye Lane (SB)		✓	35	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	18	55
	B - Site Access	21	0	44
	C - Tye Lane (SB)	30	5	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	0.32	7.18	0.1	A
C-AB	0.01	6.60	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	48	580	0.084	48	0.1	6.770	A
C-AB	4	580	0.007	4	0.0	6.592	A
C-A	22			22			
AB	14			14			
AC	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	58	577	0.101	58	0.1	6.942	A
C-AB	5	580	0.009	5	0.0	6.597	A
C-A	27			27			
AB	16			16			
AC	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	72	573	0.125	71	0.1	7.179	A
C-AB	8	581	0.011	8	0.0	6.604	A
C-A	33			33			
AB	20			20			
AC	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	72	573	0.125	72	0.1	7.181	A
C-AB	8	581	0.011	8	0.0	6.604	A
C-A	33			33			
AB	20			20			
AC	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	58	577	0.101	58	0.1	6.947	A
C-AB	5	580	0.008	5	0.0	6.597	A
C-A	27			27			
AB	16			16			
AC	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	49	580	0.084	49	0.1	6.783	A
C-AB	4	580	0.007	4	0.0	6.595	A
C-A	22			22			
AB	14			14			
AC	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	1.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	755	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)		✓	69	100.000
B - Site Access		✓	34	100.000
C - Tye Lane (SB)		✓	62	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	47	22
	B - Site Access	11	9	23
	C - Tye Lane (SB)	50	12	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	0.96	6.68	9.1	A
C-AB	0.93	6.53	9.0	A
C-A				
AB				
AC				

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	26	583	0.044	26	0.0	6.461	A
C-AB	10	561	0.017	10	0.0	6.531	A
C-A	37			37			
AB	35			35			
AC	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	31	580	0.053	31	0.1	6.551	A
C-AB	12	563	0.021	12	0.0	6.526	A
C-A	44			44			
AB	42			42			
AC	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	37	576	0.065	37	0.1	6.678	A
C-AB	15	567	0.026	15	0.0	6.518	A
C-A	54			54			
AB	52			52			
AC	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	37	576	0.065	37	0.1	6.678	A
C-AB	15	567	0.026	15	0.0	6.521	A
C-A	54			54			
AB	52			52			
AC	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	31	580	0.053	31	0.1	8.885	A
C-AB	12	583	0.021	12	0.0	6.527	A
C-A	44			44			
A-B	42			42			
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	26	582	0.044	26	0.0	6.464	A
C-AB	10	581	0.017	10	0.0	6.532	A
C-A	37			37			
A-B	35			35			
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 8m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	2.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	421	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	08:15	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)		✓	76	100.000
B - Site Access		✓	65	100.000
C - Tye Lane (SB)		✓	38	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	18	58
	B - Site Access	21	9	44
	C - Tye Lane (SB)	31	5	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	0.13	7.20	9.1	A
C-AB	0.01	6.61	9.0	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	49	579	0.084	49	0.1	6.779	A
C-AB	4	560	0.007	4	0.0	6.593	A
C-A	23			23			
AB	14			14			
AC	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	58	579	0.101	58	0.1	6.953	A
C-AB	5	560	0.008	5	0.0	6.598	A
C-A	28			28			
AB	16			16			
AC	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	72	572	0.126	71	0.1	7.193	A
C-AB	6	561	0.011	6	0.0	6.605	A
C-A	34			34			
AB	20			20			
AC	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	72	572	0.125	72	0.1	7.196	A
C-AB	6	561	0.011	6	0.0	6.607	A
C-A	34			34			
AB	20			20			
AC	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	58	576	0.101	58	0.1	8.986	A
C-AB	5	550	0.009	5	0.0	8.596	A
C-A	28			28			
A-B	16			16			
A-C	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	49	579	0.084	49	0.1	8.792	A
C-AB	4	550	0.007	4	0.0	8.593	A
C-A	23			23			
A-B	14			14			
A-C	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	1.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	740	Stream S-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)		✓	71	100.000
B - Site Access		✓	34	100.000
C - Tye Lane (SB)		✓	65	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	47	24
	B - Site Access	11	9	23
	C - Tye Lane (SB)	53	12	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	0.97	6.69	9.1	A
C-AB	0.93	6.52	9.6	A
C-A				
AB				
AC				

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	26	582	0.044	26	0.0	6.467	A
C-AB	10	582	0.017	10	0.0	6.518	A
C-A	39			39			
AB	35			35			
AC	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	31	579	0.053	31	0.1	6.560	A
C-AB	12	589	0.021	12	0.0	6.510	A
C-A	47			47			
AB	42			42			
AC	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	37	576	0.065	37	0.1	6.688	A
C-AB	15	589	0.026	15	0.0	6.499	A
C-A	57			57			
AB	52			52			
AC	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	37	576	0.065	37	0.1	6.688	A
C-AB	15	589	0.026	15	0.0	6.500	A
C-A	57			57			
AB	52			52			
AC	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	31	579	0.053	31	0.1	8.864	A
C-AB	12	585	0.021	12	0.0	6.511	A
C-A	47			47			
A-B	45			45			
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	26	582	0.044	26	0.0	6.471	A
C-AB	10	582	0.017	10	0.0	6.521	A
C-A	39			39			
A-B	35			35			
A-C	18			18			