

Appendix D



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- KEY
- SITE BOUNDARY
 - INDICATIVE HIGHWAY BOUNDARY

A	CLIENT COMMENT	19.12.18	SN	WF
Rev	Description	Date	By	Chkd



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Lancaster Court, 8 Barnes Walls Road, Farnham, PO15 5TU
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Client

LANDLINK ESTATES LTD.

Project Name
GREVATT'S LANE
YAPTON

Title
ACCESS ROAD AMENDMENTS

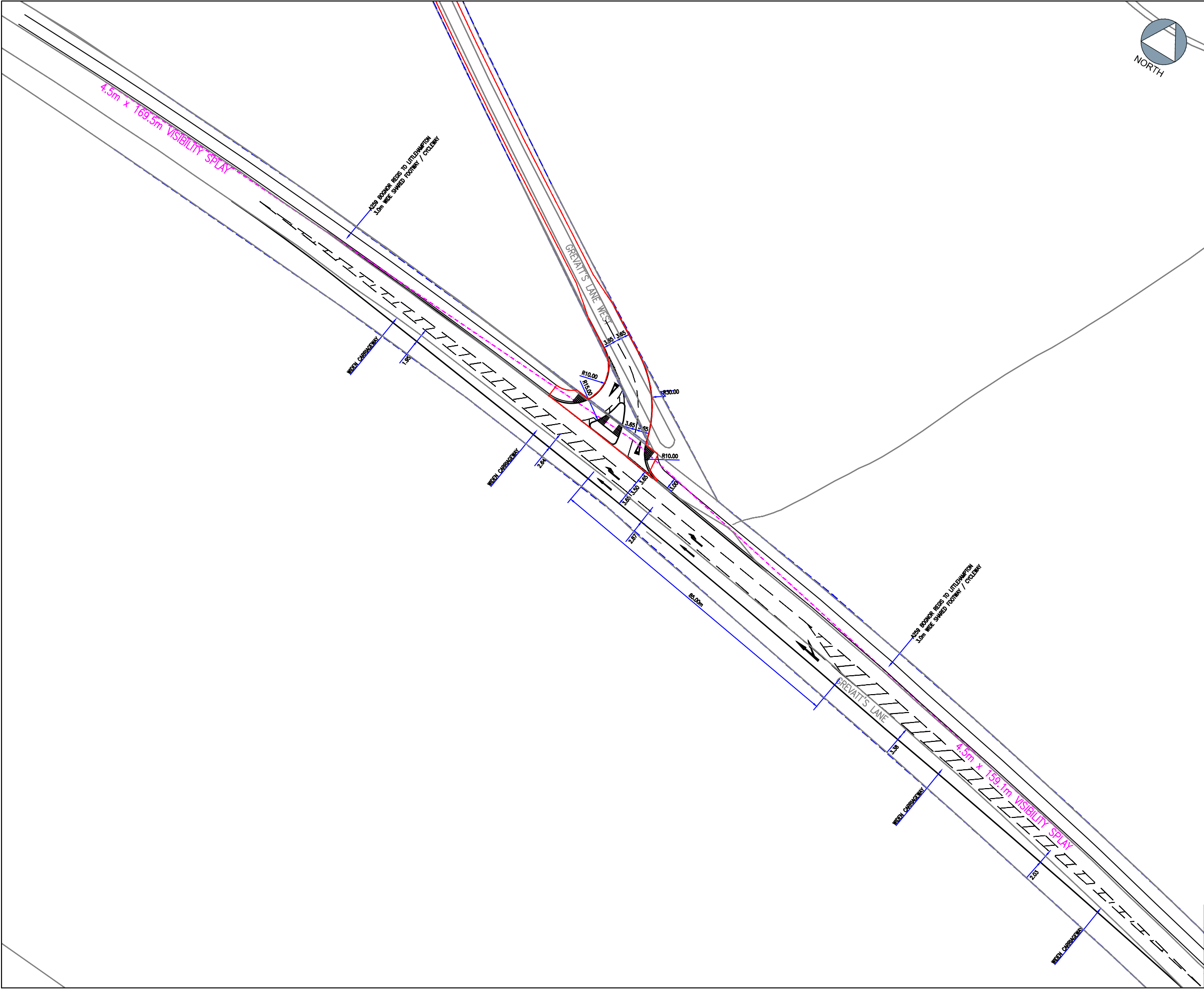
Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
WF	19.12.18	SN	17.12.18

Client Drawing No.	Scale	(AT A1 SIZE)
-	1:500	

PBA Drawing No.	Revision
128.001.007	A

Appendix E



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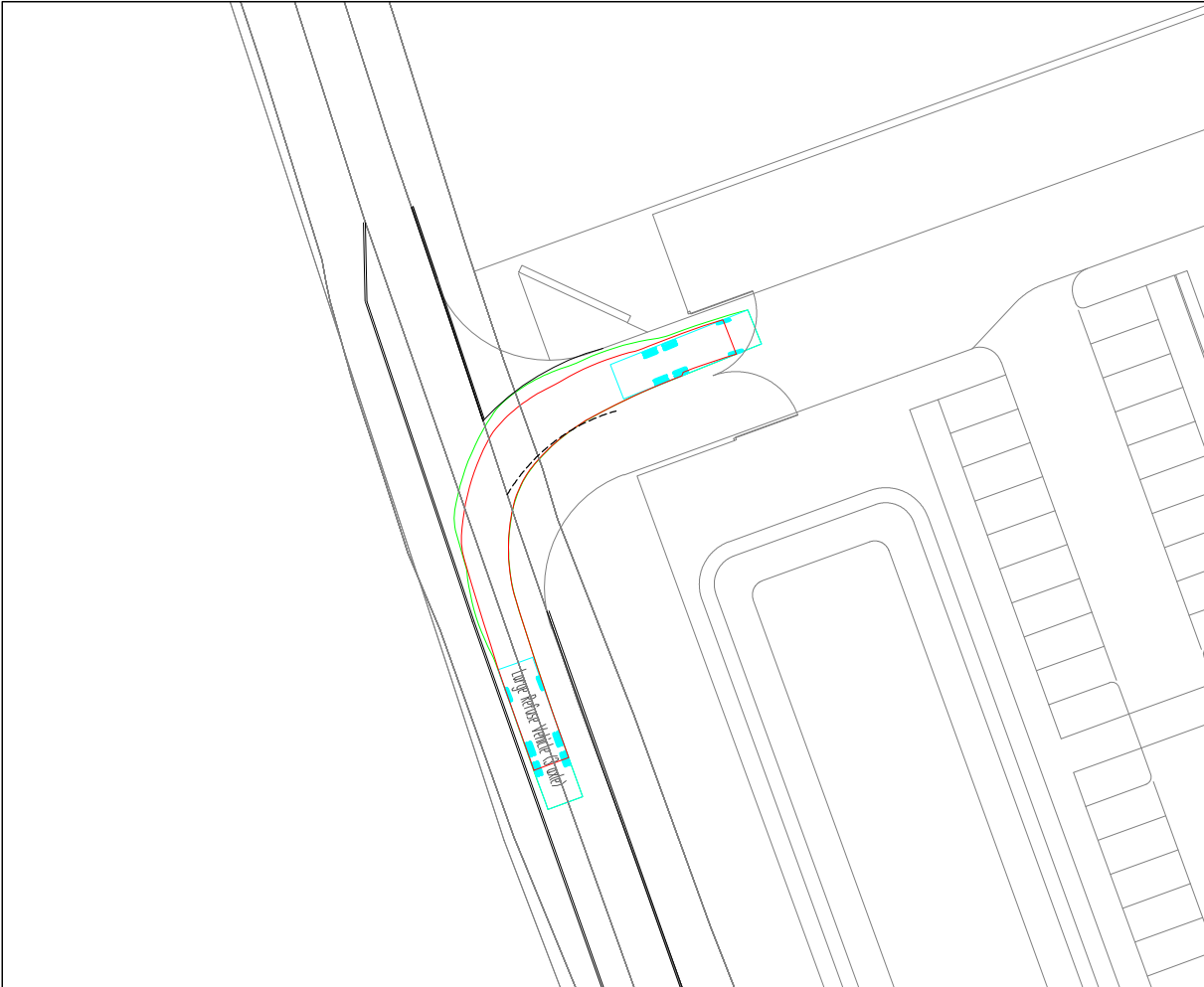
KEY

- VISIBILITY SPLAY
- EXISTING VISIBILITY SPLAY
- HIGHWAY BOUNDARY
- SITE BOUNDARY

C	CLIENT COMMENT	19.12.18	SN	WF
B	REVISED DESIGN	05.12.18	SN	WF
A	REVISED DESIGN	21.09.18	SN	WF
Rev	Description	Date	By	Chk

Project Name GREVATT'S LANE, YAPTON	Title SITE ACCESS WITH RIGHT TURN LANE FROM GREVATT'S LANE	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Walls Road, Fareham, PO15 5TU 01499 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client LANDLINK ESTATES LTD.	Checked By WF	Checked Date 19.06.18	Scale 1:1000 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By CJP	Drawn Date 19.06.18	Client Drawing No. -	PBA Drawing No. 128.0001.001	Revision C

Appendix F



REFUSE VEHICLE ACCESS



REFUSE VEHICLE EGRESS



REFUSE VEHICLE ON-SITE TURN

GENERAL NOTES

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VEHICLE PROFILE

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

NORTH

A	REVISED TRACKING	21.12.18	SN	WF
Rev	Description	Date	By	Chk

Project Name

GREVATT'S LANE, YAPTON

Project Phase

PRELIMINARY

Title

REFUSE VEHICLE TRACKING

Paul Basham Associates Ltd
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Client

LANDLINK ESTATES LTD.

Checked By

SBR

Checked Date

14.12.18

Drawn By

SN

Drawn Date

13.12.18

Scale

1:500

Client Drawing No.

-

PBA Drawing No.

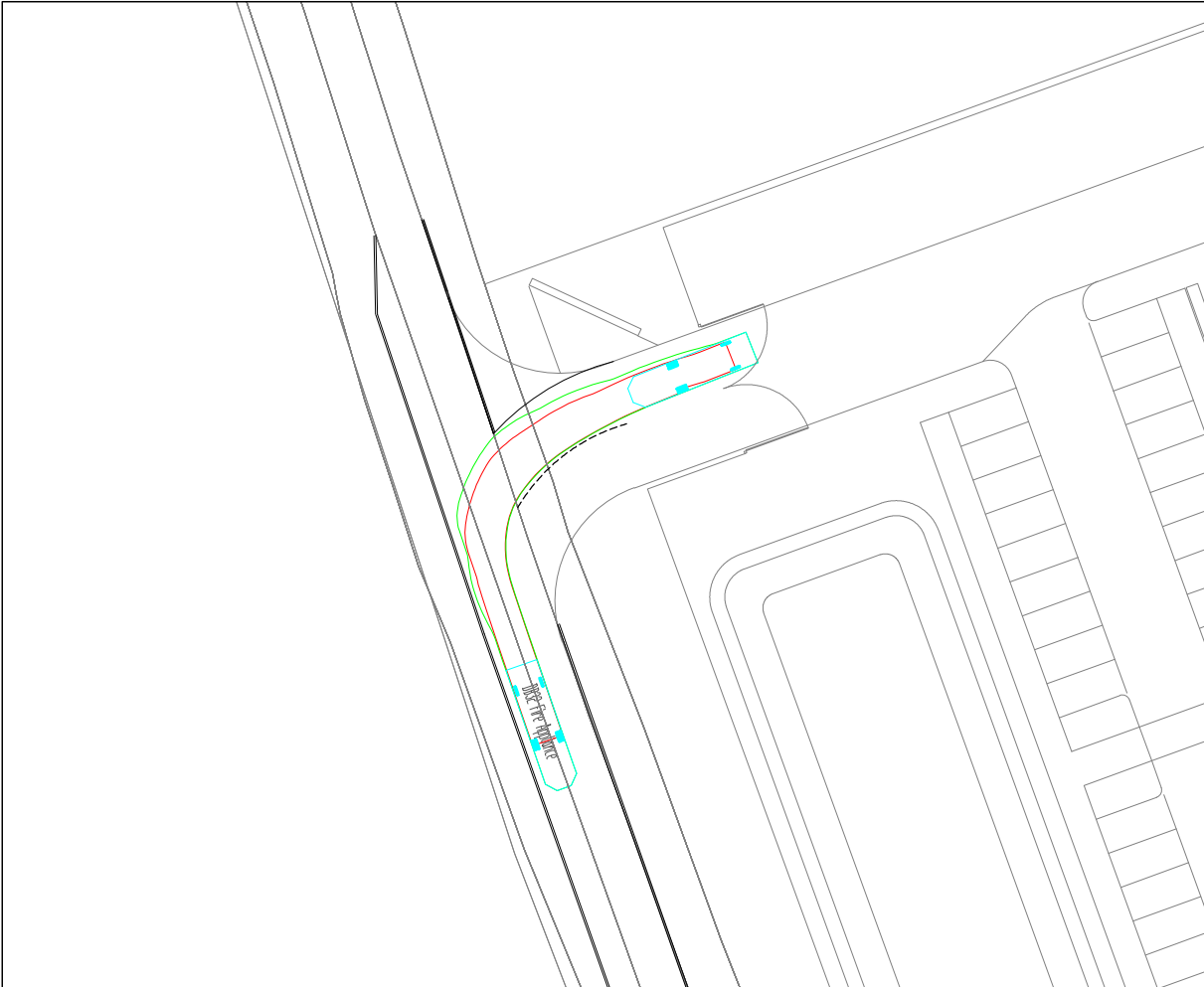
128.0001.003

Revision

A

(AT A3 SIZE)

ARUN DISTRICT COUNCIL Y10318PL



FIRE TENDER ACCESS



FIRE TENDER EGRESS



FIRE TENDER ON-SITE TURN

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VEHICLE PROFILE

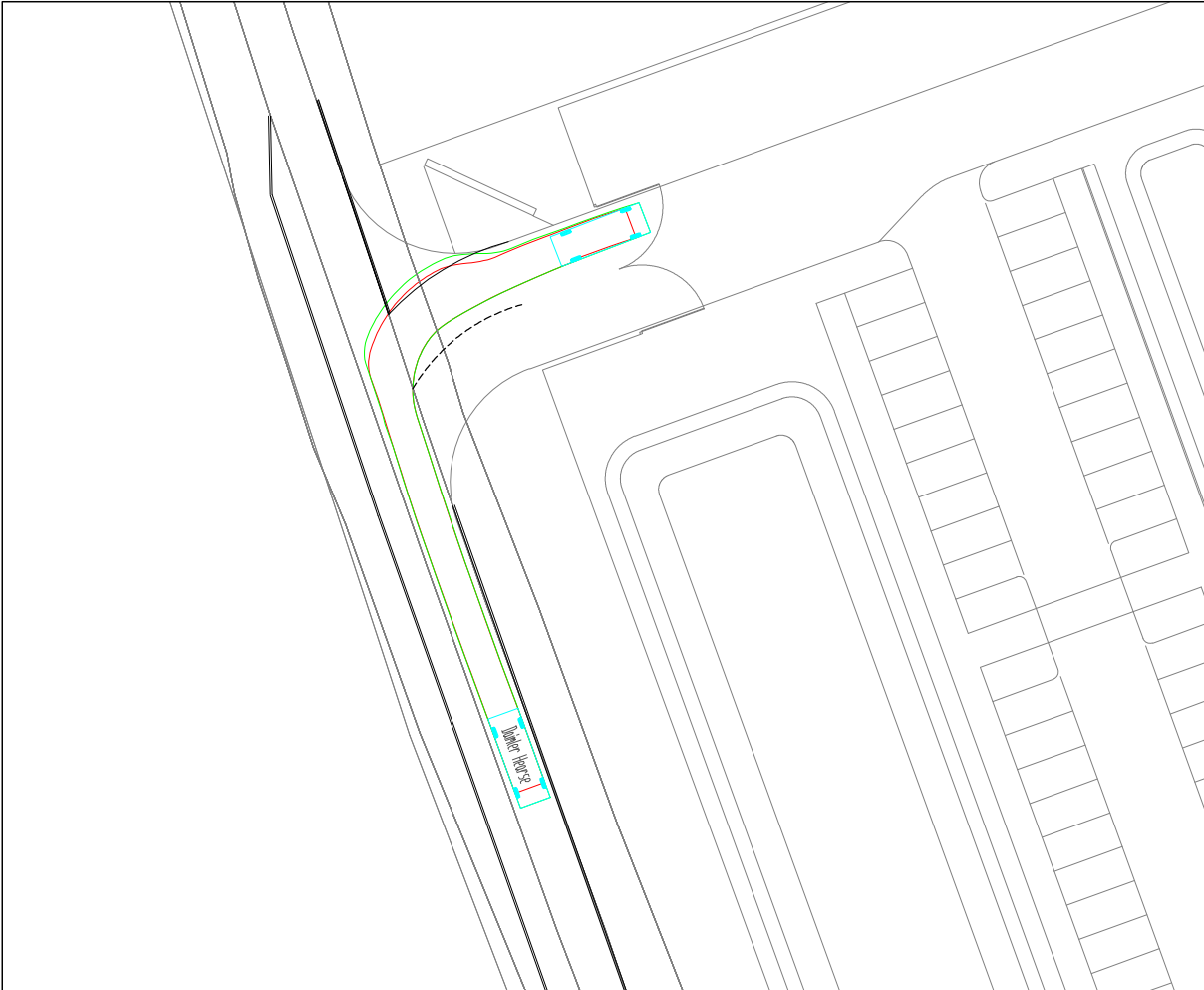
DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NORTH

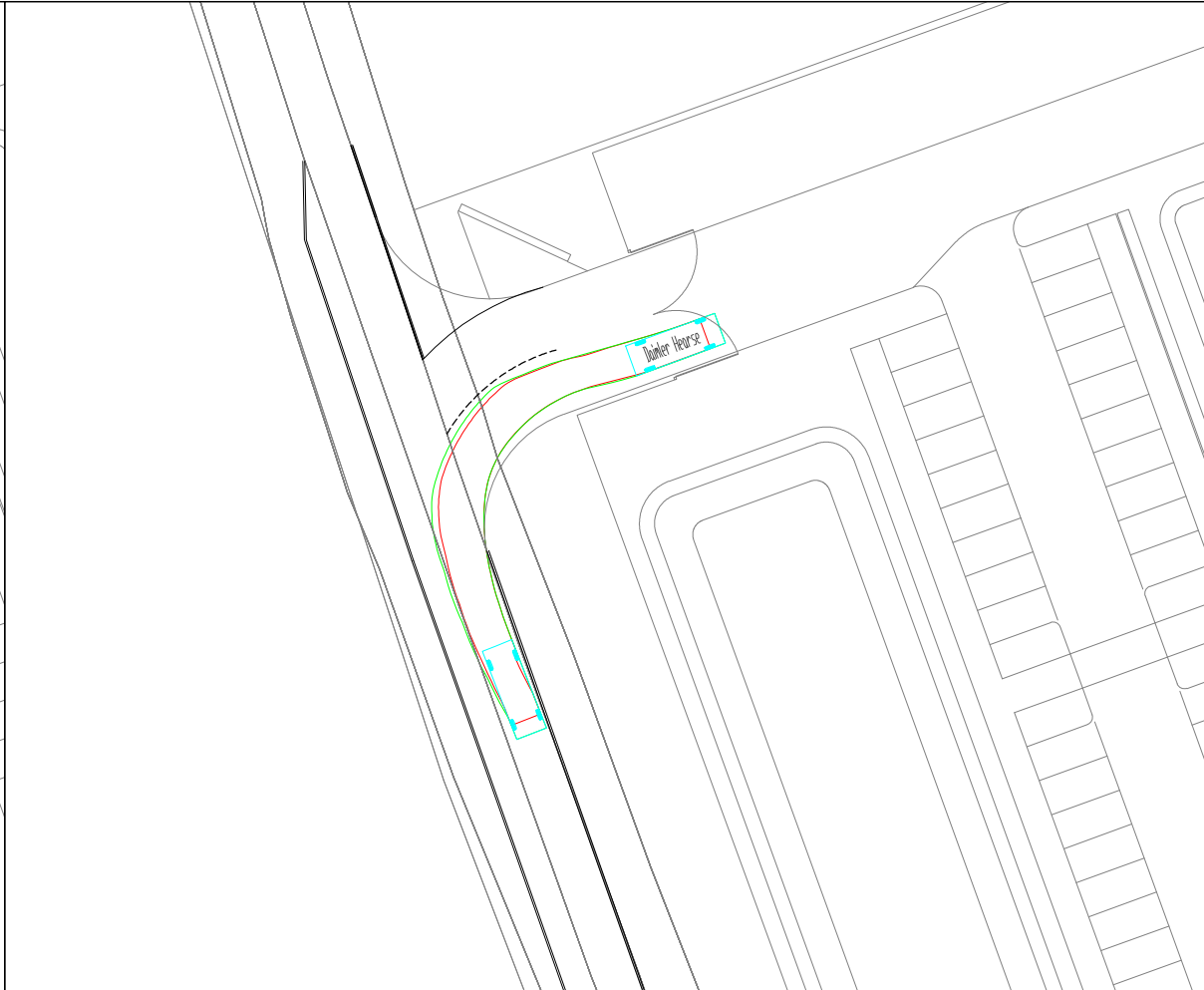
A	REVISED TRACKING	21.12.18	SN	WF
Rev	Description	Date	By	Chk

Project Name	Title	Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
Project Phase							Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY	FIRE TENDER TRACKING		LANDLINK ESTATES LTD.	SBR	14.12.18	1:500	-	128.0001.004	A

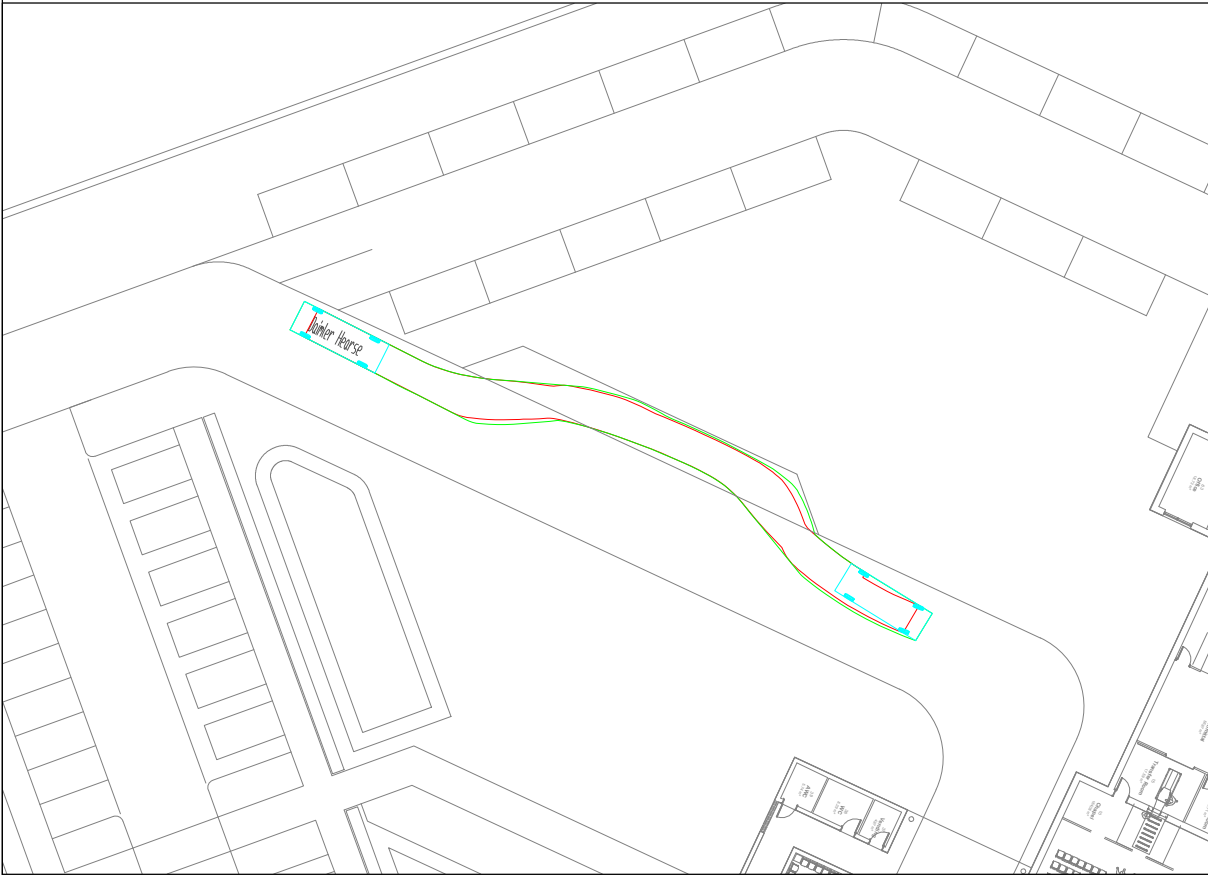
ARUN DISTRICT COUNCIL Y10318PL



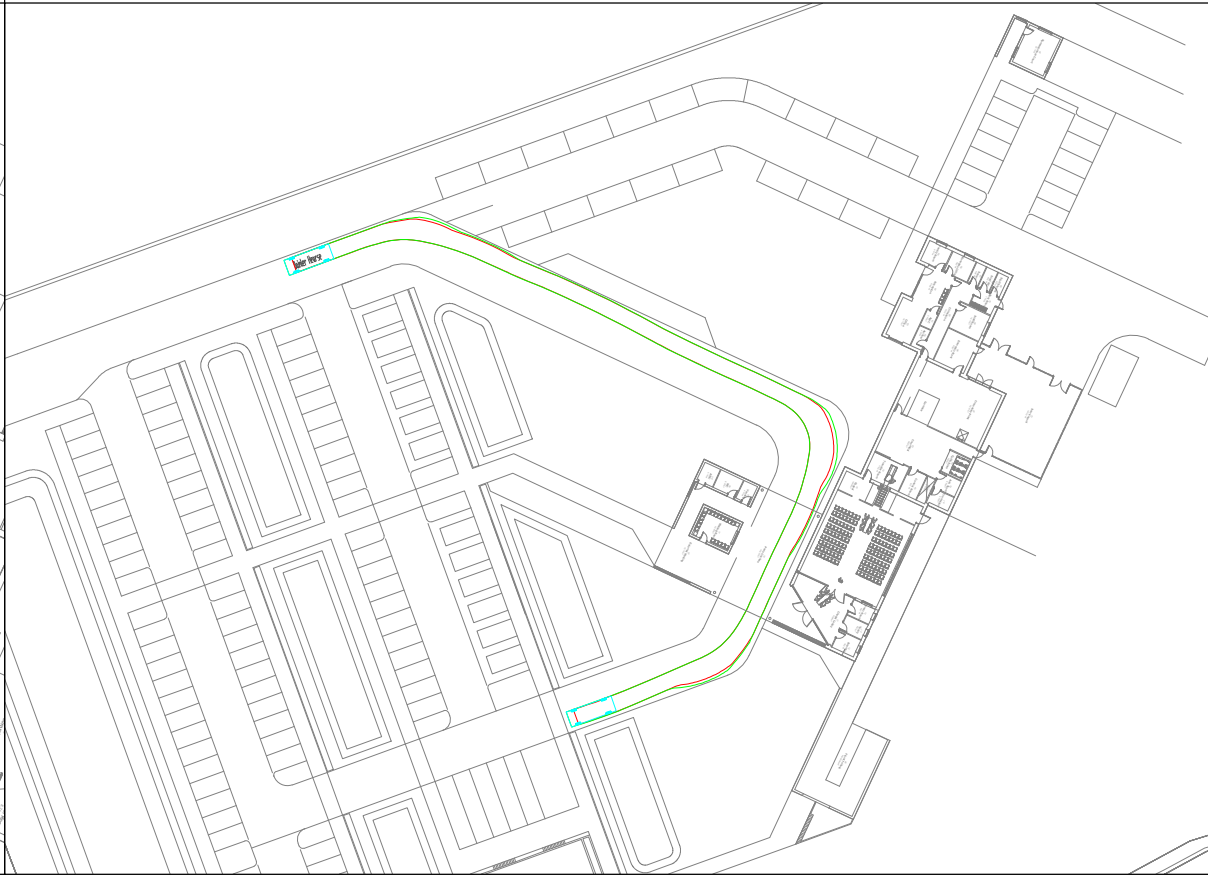
HEARSE ACCESS (1:500)



HEARSE EGRESS (1:500)



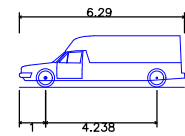
CORTEGE WAITING AREA (1:500)



PORTE COCHERE TRACKING (1:1000)

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VEHICLE PROFILE



Daimler Hearse	6.290m
Overall Length	2.108m
Overall Width	1.950m
Overall Body Height	0.251m
Min Body Ground Clearance	2.100m
Track Width	6.00s
Lock to lock time	7.450m
Wall to Wall Turning Radius	



CORTEGE WAITING AREA (1:500)				PORTE COCHERE TRACKING (1:1000)				A		REVISED TRACKING		21.12.18		SN		WF	
								Rev		Description		Date		By		Chg	
Project Name		Title		 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01499 668134 info@paulbashamassociates.com www.paulbashamassociates.com		Client		Checked By		Checked Date		Scale					
GREVATT'S LANE, YAPTON		HEARSE VEHICLE TRACKING				LANDLINK ESTATES LTD.		SBR		14.12.18		AS SHOWN (AT A3 SIZE)					
Project Phase								Drawn By		Drawn Date		Client Drawing No.		PBA Drawing No.		Revision	
PRELIMINARY								SN		13.12.18		-		128.0001.005		A	



SOUTHERN PARKING AREA BAY 1 SOUTHERN PARKING AREA BAY 2 SOUTHERN PARKING AREA BAY 3 SOUTHERN PARKING AREA BAY 4



SOUTHERN PARKING AREA BAY 5 SOUTHERN PARKING AREA BAY 6 PARALLEL PARKING BAY 1 PARALLEL PARKING BAY 2



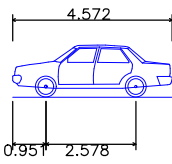
STAFF PARKING BAY 1 STAFF PARKING BAY 2 STAFF PARKING BAY 3 STAFF PARKING BAY 4

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VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.458m
Min Body ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



A	REVISED TRACKING	21.12.18	SN	WF
Rev	Description	Date	By	Chkd



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Client

LANDLINK ESTATES LTD.

Project Name
GREVATT'S LANE
YAPTON

Title
CAR PARK TRACKING

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
SBR	14.12.18	SN	13.12.18
Client Drawing No.		Scale	
		1:250	(AT A1 SIZE)

PBA Drawing No.	Revision
128.001.006	A

Appendix G



Project Name: Grevatts Lane, Yapton

Project Number: 128.0001

Drawn By: SN

Approved By: WF

Scenario: Distribution

AM	PM
50%	50%
50%	50%

A diagram showing a table with three rows and two columns. The first row contains 'AM' and 'PM'. The second and third rows each contain '50%' in both columns. To the right of the table, there are two arrows: one pointing upwards from the top row and one pointing downwards from the bottom row.

AM	50%	
PM	50%	

A diagram showing a table with two rows and three columns. The first row contains 'AM', '50%', and an empty cell. The second row contains 'PM', '50%', and an empty cell. To the right of the table, there are two arrows: one pointing left from the top row and one pointing down from the bottom row.

AM	50%	
PM	50%	

A diagram showing a table with two rows and three columns. The first row contains 'AM', '50%', and an empty cell. The second row contains 'PM', '50%', and an empty cell. To the left of the table, there are two arrows: one pointing left from the top row and one pointing up from the bottom row.



Project Name: Grevatts Lane, Yapton
Project Number: 128.0001
Drawn By: SN
Approved By: WF

Scenario: Development Trips

AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
19.00	19.00	19	19

AM	PM	
10	10	↑
10	10	↓

AM	10	
PM	10	

← ↓

← ↑

AM	10	
PM	10	



Project Name: Grevatts Lane, Yapton

Project Number: 128.0001

Drawn By: SN

Approved By: WF

Scenario: Baseline 2018

AM	PM



AM	0	697
PM	0	1052



AM	0.00	632
PM	0.00	530





Project Name: Grevatts Lane, Yapton

Project Number: 128.0001

Drawn By: SN

Approved By: WF

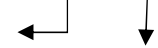
Scenario: Baseline 2028

TEMPPro	
AM	1.1411
PM	1.1423

AM	PM



AM	0	795
PM	0	1202



AM	0.00	721
PM	0.00	605





Project Name: Grevatts Lane, Yapton

Project Number: 128.0001

Drawn By: SN

Approved By: WF

Scenario: Baseline 2018 Plus Development

AM	PM	
10	10	
10	10	



AM	10	697
PM	10	1052



AM	10	632
PM	10	530





Project Name: Grevatts Lane, Yapton

Project Number: 128.0001

Drawn By: SN

Approved By: WF

Scenario: Baseline 2028 Plus Development

AM	PM	
10	10	
10	10	



AM	10	795
PM	10	1202



AM	10	721
PM	10	605



Appendix H

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: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk							
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Filename: 126.0001 Site Access Modelling.j9
Path: C:\Users\Cad PC\Desktop\Grevatts Lane Modelling
Report generation date: 20/12/2018 14:30:54

- »Baseline 2018 Plus Dev, AM
- »Baseline 2018 Plus Dev, PM
- »Baseline 2028 Plus Dev, AM
- »Baseline 2028 Plus Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Baseline 2018 Plus Dev								
Stream B-AC	0.0	8.16	0.05	A	0.1	8.61	0.05	A
Stream C-AB	0.0	7.08	0.02	A	0.0	6.74	0.02	A
Baseline 2028 Plus Dev								
Stream B-AC	0.1	9.07	0.05	A	0.1	9.84	0.06	A
Stream C-AB	0.0	7.40	0.02	A	0.0	6.99	0.02	A

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

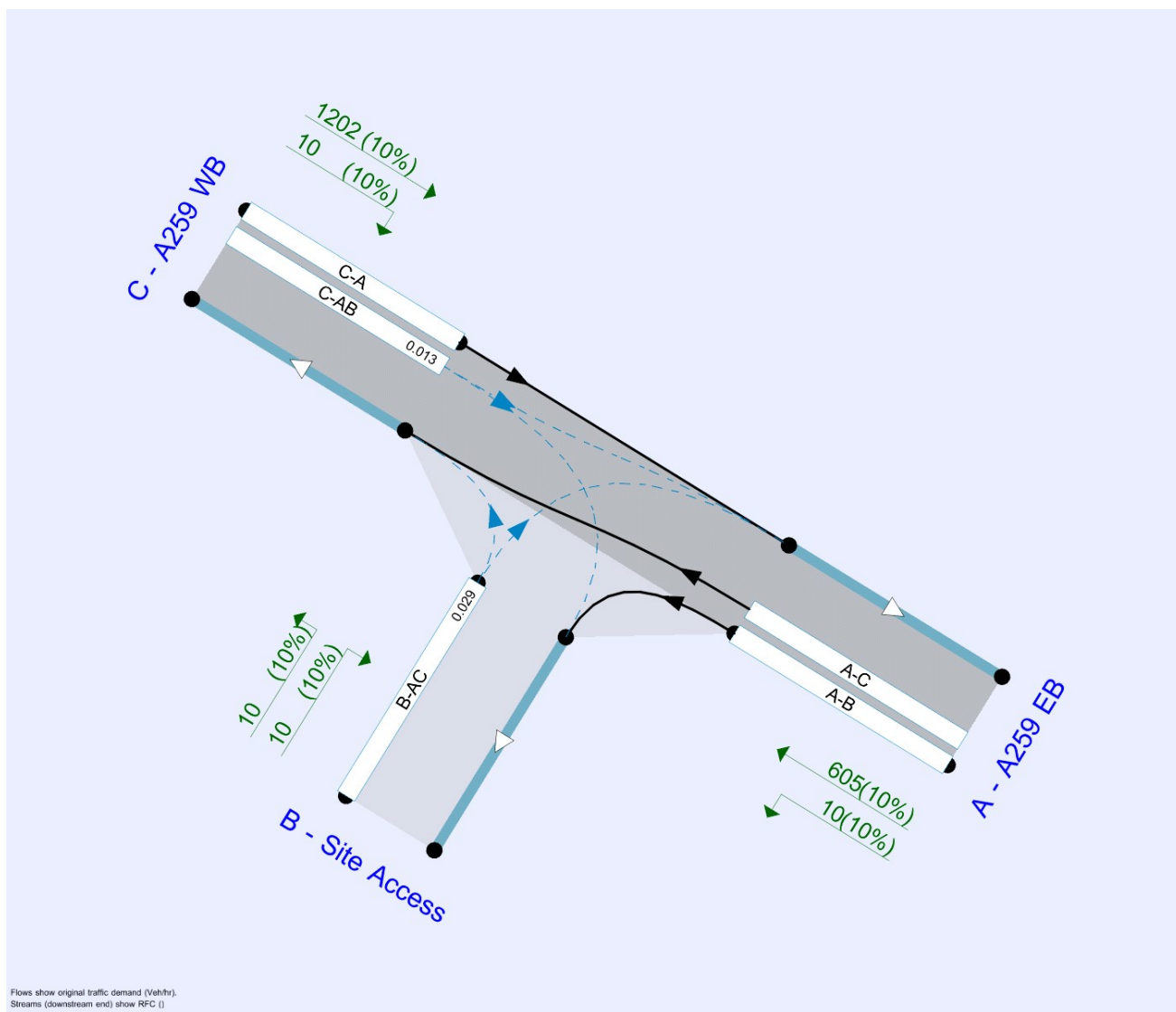
File summary

File Description

Title	Site Access/A259
Location	Grevatt's Lane, Yapton
Site number	
Date	19/12/2018
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	126.0001
Enumerator	PC-PBASH-MODEL\Cad PC
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	Baseline 2018 Plus Dev	AM	ONE HOUR	07:45	09:15	15
D2	Baseline 2018 Plus Dev	PM	ONE HOUR	17:45	19:15	15
D3	Baseline 2028 Plus Dev	AM	ONE HOUR	07:45	09:15	15
D4	Baseline 2028 Plus Dev	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2018 Plus 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	Site Access/A259	T-Junction	Two-way	0.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 EB		Major
B	Site Access		Minor
C	A259 WB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 WB	11.00		✓	3.50	140.0	✓	12.00

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	5.00	200	190

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	774	0.110	0.279	0.175	0.398
1	B-C	892	0.107	0.271	-	-
1	C-B	748	0.227	0.227	-	-

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	Baseline 2018 Plus Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 - A259 EB		✓	642	100.000
B - Site Access		✓	20	100.000
C - A259 WB		✓	707	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	0	10	632
	B - Site Access	10	0	10
	C - A259 WB	697	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	10	10	10
	B - Site Access	10	10	10
	C - A259 WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	8.16	0.0	A
C-AB	0.02	7.08	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	15	560	0.027	15	0.0	6.605	A
C-AB	8	570	0.013	7	0.0	6.397	A
C-A	525			525			
A-B	8			8			
A-C	476			476			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	520	0.035	18	0.0	7.169	A
C-AB	9	549	0.016	9	0.0	6.666	A
C-A	627			627			
A-B	9			9			
A-C	568			568			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	463	0.048	22	0.0	8.155	A
C-AB	11	520	0.021	11	0.0	7.078	A
C-A	767			767			
A-B	11			11			
A-C	696			696			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	463	0.048	22	0.0	8.157	A
C-AB	11	520	0.021	11	0.0	7.078	A
C-A	767			767			
A-B	11			11			
A-C	696			696			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	520	0.035	18	0.0	7.171	A
C-AB	9	549	0.016	9	0.0	6.667	A
C-A	627			627			
A-B	9			9			
A-C	568			568			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	560	0.027	15	0.0	6.611	A
C-AB	8	570	0.013	8	0.0	6.400	A
C-A	525			525			
A-B	8			8			
A-C	476			476			

Baseline 2018 Plus 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	Site Access/A259	T-Junction	Two-way	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Baseline 2018 Plus Dev	PM	ONE HOUR	17:45	19:15	15

Default vehicle mix	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 - A259 EB		✓	540	100.000
B - Site Access		✓	20	100.000
C - A259 WB		✓	1062	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A259 EB	B - Site Access	C - A259 WB
	A - A259 EB	0	10	530
	B - Site Access	10	0	10
	C - A259 WB	1052	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A259 EB	B - Site Access	C - A259 WB
	A - A259 EB	10	10	10
	B - Site Access	10	10	10
	C - A259 WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	8.61	0.1	A
C-AB	0.02	6.74	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	548	0.027	15	0.0	6.749	A
C-AB	8	588	0.013	7	0.0	6.205	A
C-A	792			792			
A-B	8			8			
A-C	399			399			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	504	0.036	18	0.0	7.403	A
C-AB	9	570	0.016	9	0.0	6.419	A
C-A	946			946			
A-B	9			9			
A-C	476			476			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	440	0.050	22	0.1	8.610	A
C-AB	11	545	0.020	11	0.0	6.741	A
C-A	1158			1158			
A-B	11			11			
A-C	584			584			

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	440	0.050	22	0.1	8.612	A
C-AB	11	545	0.020	11	0.0	6.741	A
C-A	1158			1158			
A-B	11			11			
A-C	584			584			

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	504	0.036	18	0.0	7.408	A
C-AB	9	570	0.016	9	0.0	6.420	A
C-A	946			946			
A-B	9			9			
A-C	476			476			

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	548	0.027	15	0.0	6.755	A
C-AB	8	588	0.013	8	0.0	6.208	A
C-A	792			792			
A-B	8			8			
A-C	399			399			

Baseline 2028 Plus 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	Site Access/A259	T-Junction	Two-way	0.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Baseline 2028 Plus Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 - A259 EB		✓	731	100.000
B - Site Access		✓	20	100.000
C - A259 WB		✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	0	10	721
	B - Site Access	10	0	10
	C - A259 WB	795	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	10	10	10
	B - Site Access	10	10	10
	C - A259 WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	9.07	0.1	A
C-AB	0.02	7.40	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	15	532	0.028	15	0.0	6.967	A
C-AB	8	555	0.014	7	0.0	6.575	A
C-A	599			599			
A-B	8			8			
A-C	543			543			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	485	0.037	18	0.0	7.702	A
C-AB	9	531	0.017	9	0.0	6.898	A
C-A	715			715			
A-B	9			9			
A-C	648			648			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	419	0.053	22	0.1	9.071	A
C-AB	11	497	0.022	11	0.0	7.402	A
C-A	875			875			
A-B	11			11			
A-C	794			794			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	419	0.053	22	0.1	9.073	A
C-AB	11	497	0.022	11	0.0	7.402	A
C-A	875			875			
A-B	11			11			
A-C	794			794			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	485	0.037	18	0.0	7.705	A
C-AB	9	531	0.017	9	0.0	6.901	A
C-A	715			715			
A-B	9			9			
A-C	648			648			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	531	0.028	15	0.0	6.973	A
C-AB	8	555	0.014	8	0.0	6.575	A
C-A	599			599			
A-B	8			8			
A-C	543			543			

Baseline 2028 Plus 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	Site Access/A259	T-Junction	Two-way	0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Baseline 2028 Plus Dev	PM	ONE HOUR	17:45	19:15	15

Default vehicle mix	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 - A259 EB		✓	615	100.000
B - Site Access		✓	20	100.000
C - A259 WB		✓	1212	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	0	10	605
	B - Site Access	10	0	10
	C - A259 WB	1202	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	10	10	10
	B - Site Access	10	10	10
	C - A259 WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	9.84	0.1	A
C-AB	0.02	6.99	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	517	0.029	15	0.0	7.173	A
C-AB	8	575	0.013	7	0.0	6.345	A
C-A	905			905			
A-B	8			8			
A-C	455			455			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	465	0.039	18	0.0	8.058	A
C-AB	9	554	0.016	9	0.0	6.599	A
C-A	1081			1081			
A-B	9			9			
A-C	544			544			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	388	0.057	22	0.1	9.840	A
C-AB	11	526	0.021	11	0.0	6.986	A
C-A	1323			1323			
A-B	11			11			
A-C	666			666			

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	388	0.057	22	0.1	9.844	A
C-AB	11	526	0.021	11	0.0	6.986	A
C-A	1323			1323			
A-B	11			11			
A-C	666			666			

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	465	0.039	18	0.0	8.061	A
C-AB	9	554	0.016	9	0.0	6.600	A
C-A	1081			1081			
A-B	9			9			
A-C	544			544			

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	517	0.029	15	0.0	7.180	A
C-AB	8	575	0.013	8	0.0	6.345	A
C-A	905			905			
A-B	8			8			
A-C	455			455			