

Appendix D

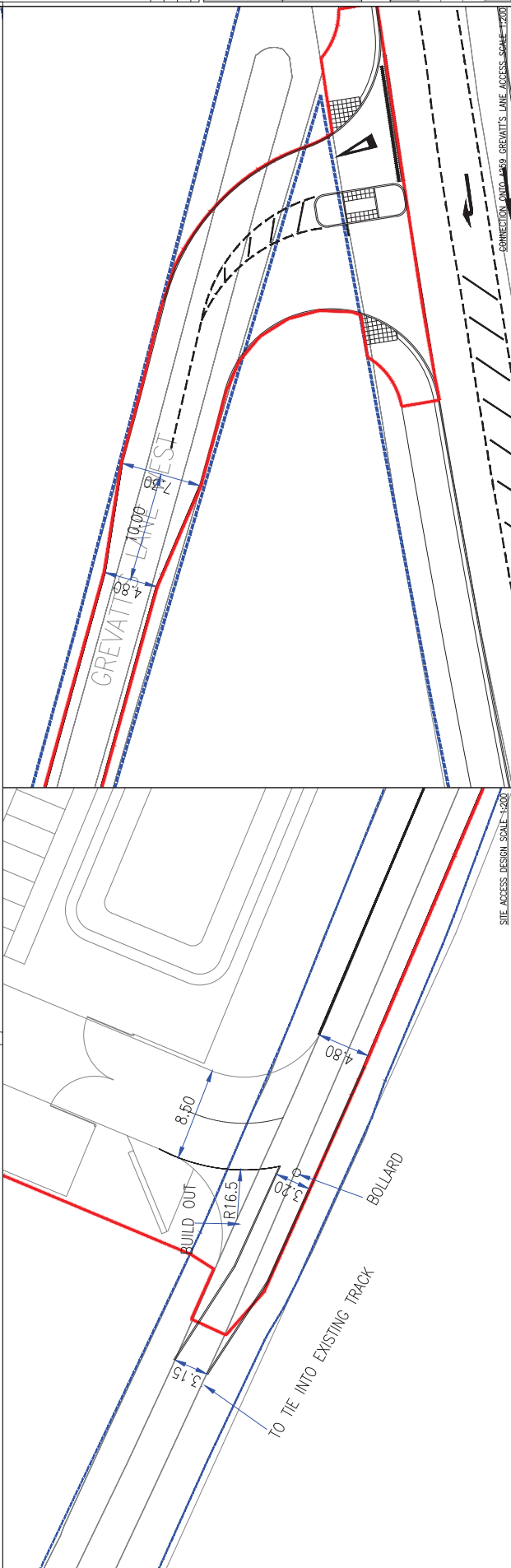
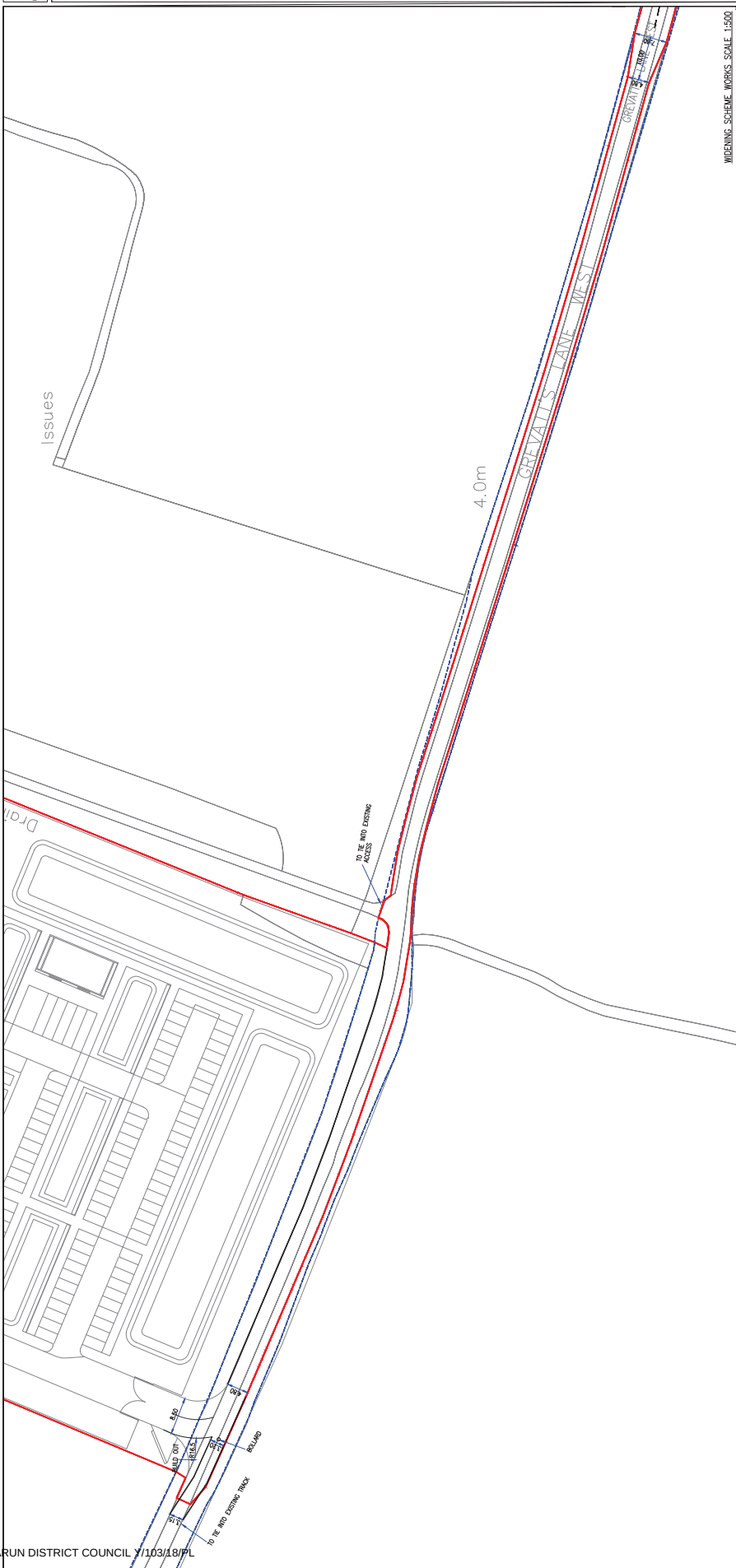
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GENERAL NOTES

1. THE DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. THE DRAWING IS FOR INFORMATION ONLY. IT DOES NOT REPRESENT A CONTRACT. ANY DIMENSIONS OR DETAILS SHOULD BE GIVEN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR THE PROJECT.
3. THE DRAWING ASSUMES ACCESS TO THE SITE FROM THE ROAD. THE ACCURACY OF BACKGROUND INFORMATION PROVIDED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING.
5. THE DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION OF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS CONSTRUCTION WORKS UNDERGOING TO BE COMPLETED. ANY CONSTRUCTION WORKS UNDERGOING TO BE COMPLETED ARE NOT MARKED UNDER THIS PHASE.

KEY

- SITE BOUNDARY
- INDICATIVE HIGHWAY BOUNDARY



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B	AMENDED DESIGN	28.01.19	BN	BBM
A	CLIENT COMMENT	19.12.18	BN	WVF
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Landlink Estates Ltd.
Vapton

ACCESS ROAD AMENDMENTS

PRELIMINARY

128.001.007

C

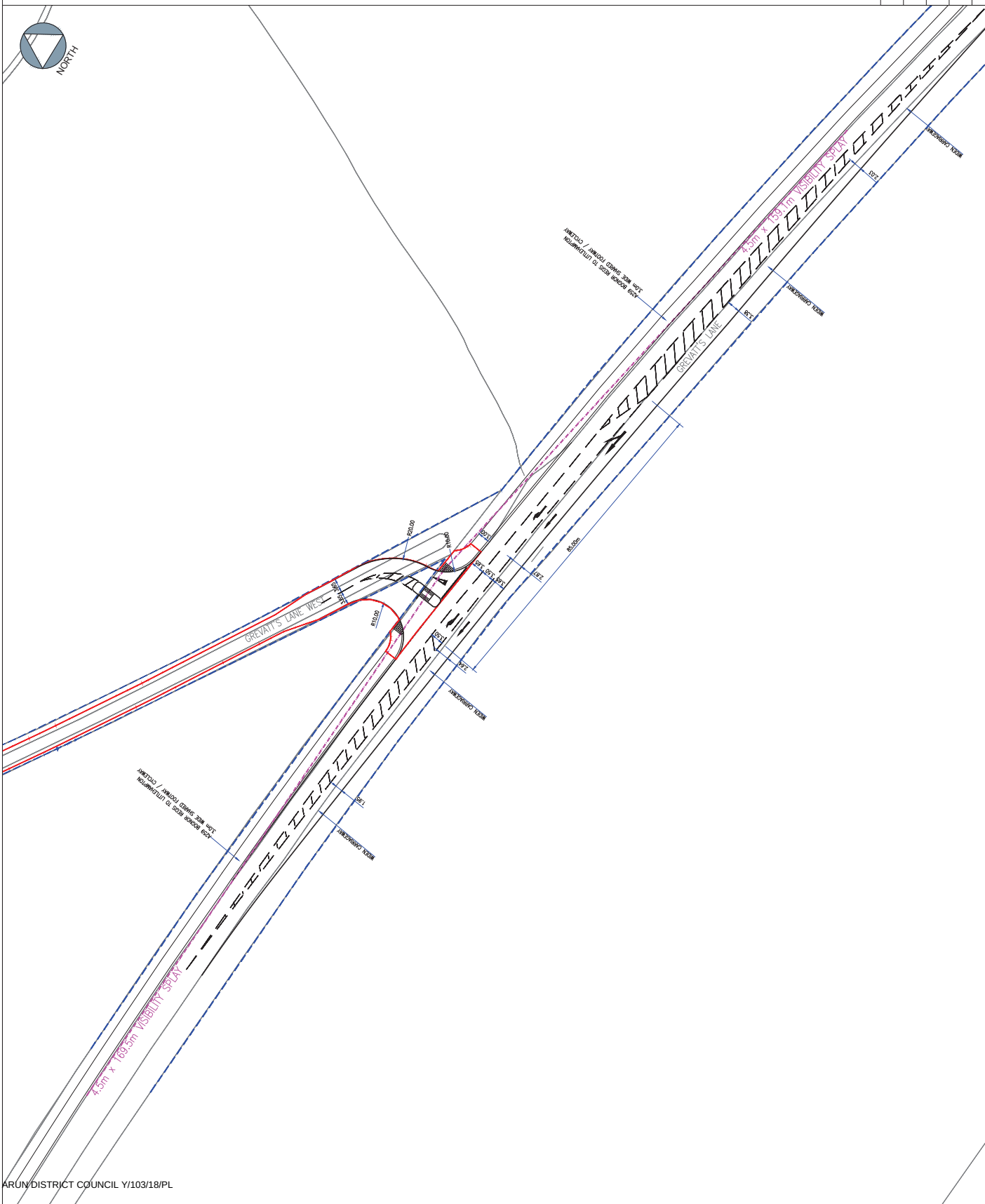
Appendix E



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.

- KEY
- VISIBILITY SPLAY
 - HIGHWAY BOUNDARY
 - SITE BOUNDARY
 - INDICATIVE HIGHWAY BOUNDARY



D	REVISED JUNCTION ARRANGEMENT	07.01.19	CP	SB
C	CLIENT COMMENT	19.12.18	SN	WF
B	REVISED DESIGN	05.12.18	SN	WF
A	REVISED DESIGN	21.08.18	SN	WF
Rev	Description	Date	By	Chkd

Project Name GREVATT'S LANE, YAPTON		Title SITE ACCESS WITH RIGHT TURN LANE FROM GREVATT'S LANE		 Paul Basham Associates Ltd Lancaster Court, 8 Barrow Road, York, YO1 1PU info@paulbashamassociates.com 01430 666103 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 D			

Appendix F

ROAD SAFETY AUDIT BRIEF

Project Number and Name:	128.0001 Grevatts Lane, Yapton
Development Proposal:	Crematorium
Description of highway improvement scheme:	New Access onto A259
Local Highway Authority:	West Sussex Count Council
Audit Stage Requested: (Please delete as appropriate)	1

Design Organisation Contact Details

Name: Shaan Novitzki

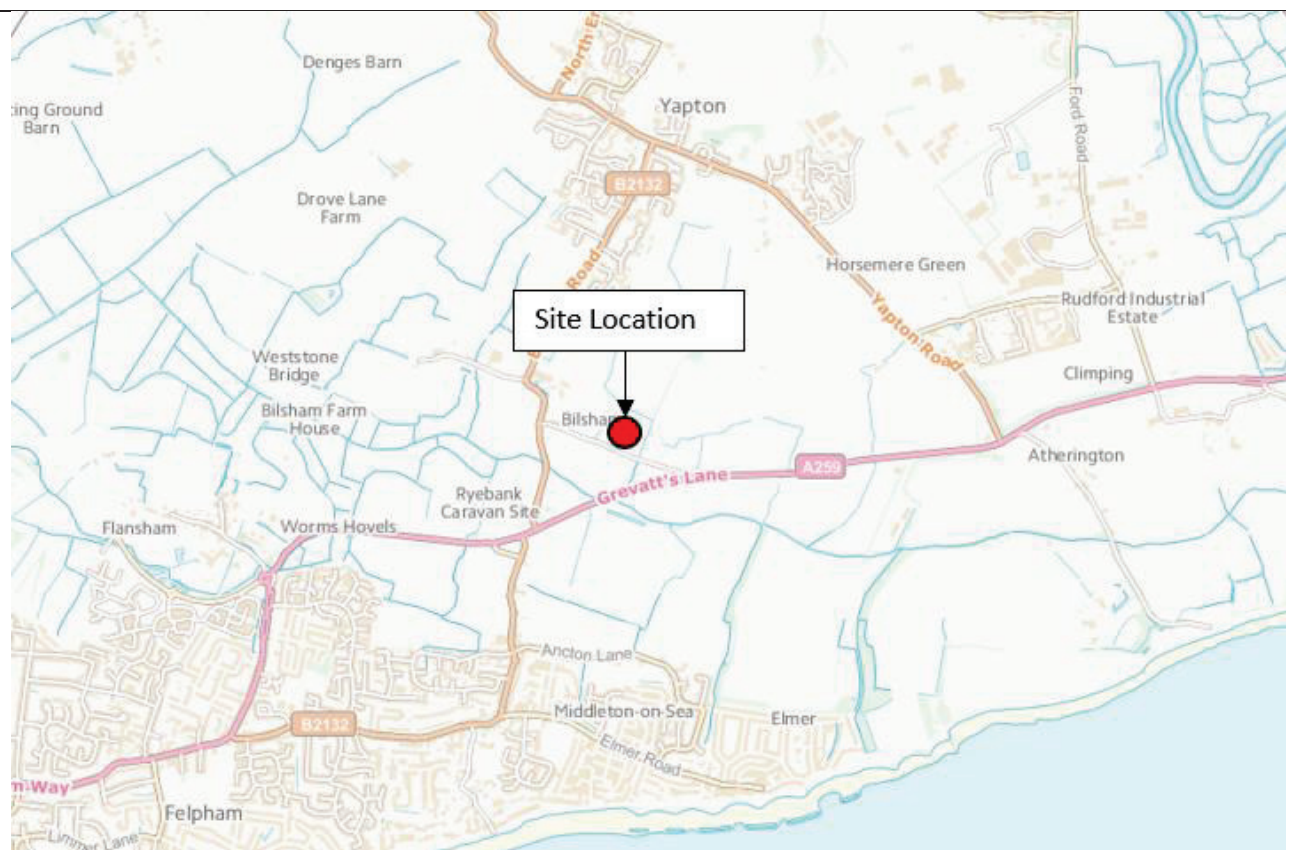
Organisation: Paul Basham Associates

Position: Assistant Transport Planner

Address: Lancaster Court, 8 Barnes Wallis Road, Fareham PO15 5TU

Contact Details: 01489668134

Site Location Plan



ROAD SAFETY AUDIT BRIEF

Drawing Numbers Submitted as part of RSA:

128.0001.001.D

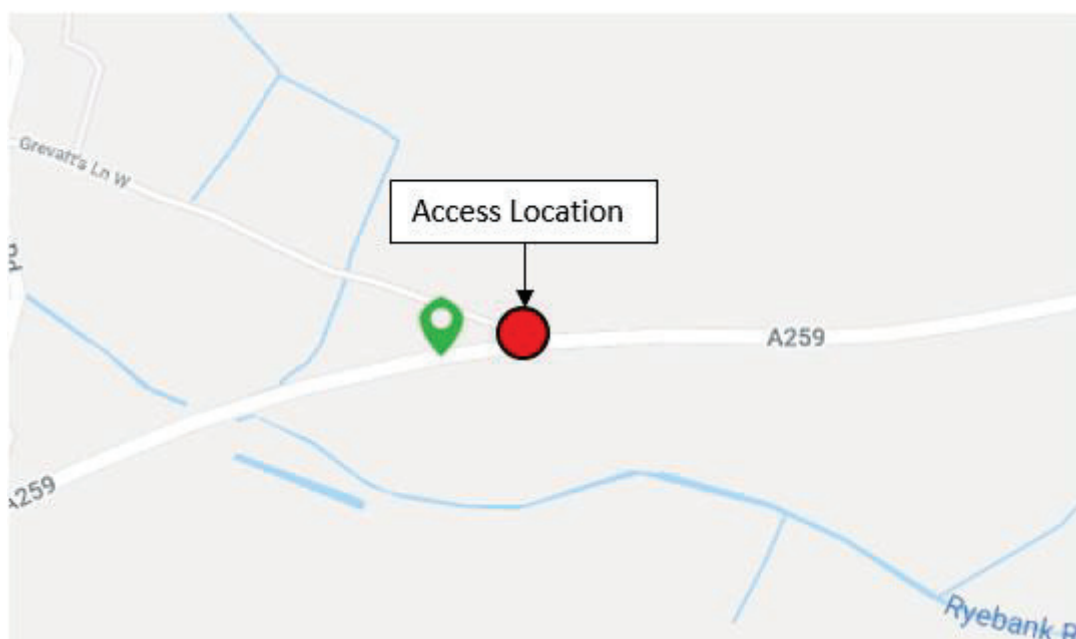
Information on Departures and Relaxations from Standards:

Traffic Flow Information (Volumes, 85th percentile speeds, HGV Percentages):

A 7 day ATC survey was undertaken in the vicinity of the proposed access location. The surveys were undertaken from the 9th–16th September 2018, during school term time. The results confirm 85th percentile speeds of 52mph eastbound and 54mph westbound and 5-day average flows of 18,627 westbound and 10,851 eastbound.

Any known factors which may affect road safety/Specific issues to consider?:

Collision Data:



ROAD SAFETY AUDIT BRIEF

Any additional information provided? (Traffic signal timings, modelling information, TA, Pre-app advice etc):

The site is anticipated to generate 19 trips per service (38 two-way movements), with the site anticipated to have 8 services per day Monday to Friday. The site is therefore anticipated to generate a total of 304 two-way movements per day.

The operation of the proposed right turn lane junction on the A259 has been subject to a junction capacity assessment. This has been undertaken using JUNCTIONS 9 modelling software. In line with guidance, the access onto the A259 has been assessed for the following scenarios, the application year (2018) and 10 years following the year of application. The modelling demonstrates that this junction would operate well under capacity in all scenarios with the highest RFC being 0.06 in the 2028 PM peak for vehicles turning onto Grevatt's Lane. This exercise also indicates that no queueing is anticipated to occur on Grevatt's Lane West or the A259, with sufficient gaps in traffic available for vehicles turning right in/out of the site. Vehicles turning right from the site onto the A259 are anticipated to experience a maximum delay of 9.84 seconds in the 2028 PM peak.

Previous Road Safety Audit Report(s) Details:

Audit Stage(s):	
Audit Report Reference(s):	
Designer's Response included: (please delete as appropriate)	Yes No

**A259 / GREVATTS LANE WEST
YAPTON**

PROPOSED ACCESS ARRANGEMENTS

**ADDENDUM STAGE 1
ROAD SAFETY AUDIT**

JANUARY 2019

GM TRAFFIC CONSULTANTS

Document Ref: GM 18/3045	Prepared by: GM Traffic Consultants (Team Leader)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd		26 January 2019
Designer's Response				
Authority's Response				
Audit Response				

Client:
**Paul Basham
Associates**

Engineer:
**GM
Traffic Consultants Ltd**
33 Riverside Gardens
Romsey
SO51 8HN

Date: 26 January 2019

Addendum Stage 1 Road Safety Audit
A259 / Grevatts Lane West, Yapton
Proposed Access Arrangements

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1.0	INTRODUCTION	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS ADDENDUM STAGE 1 RSA	6
4.0	AUDITOR STATEMENT	7

APPENDIX A Location Plan

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from an Addendum Stage 1 Road Safety Audit (RSA) carried out on the access arrangements associated with a new crematorium off the A259 at Grevatts Lane West in Yapton.
- 1.1.2 The access will take the form of a ghost right turn lane junction on the north side of the A259. Visibility splays of 4.5m x 169.5m to the right and 4.5m x 159.1m to the left will be provided. Traffic arriving from the west and turning left in to the access road will be required to give way to traffic that have turned right from the east. The site is anticipated to generate 19 trips per service (38 two-way movements), with the site anticipated to have 8 services per day Monday to Friday. The site is therefore anticipated to generate a total of 304 two-way movements per day.
- 1.1.3 The RSA was carried out at the request of Paul Basham Associates (Design Organisation). The Overseeing Organisation is West Sussex County Council.
- 1.1.4 GM Traffic Consultants Ltd carried out the Audit on 26th January 2019. The Auditors were:
- Mark Barrett Highways England Cert. of Comp
Ian Medd MCIHT FSoRSA
- 1.1.5 The Audit Team are independent of the project design and undertook a Stage 1 RSA on an alternative design in December 2019. They have not been involved with the design of the project.
- 1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) GG119.
- 1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.8 The Audit consisted of a desktop study only as a site visit was carried out on Friday 28th December 2018 at 09:30 as part of the original RSA process. Traffic flows were light and the weather cloudy and dry.
- 1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

Addendum Stage 1 Road Safety Audit
A259 / Grevatts Lane West, Yapton
Proposed Access Arrangements

- 1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
128.0001.001	D	Site Access with Right Turn Lane from Grevatt's Lane

- 2.2 The Audit Team have not been informed of any Departure from Standards.

3.0 MATTERS ARISING FROM THIS ADDENDUM STAGE 1 RSA

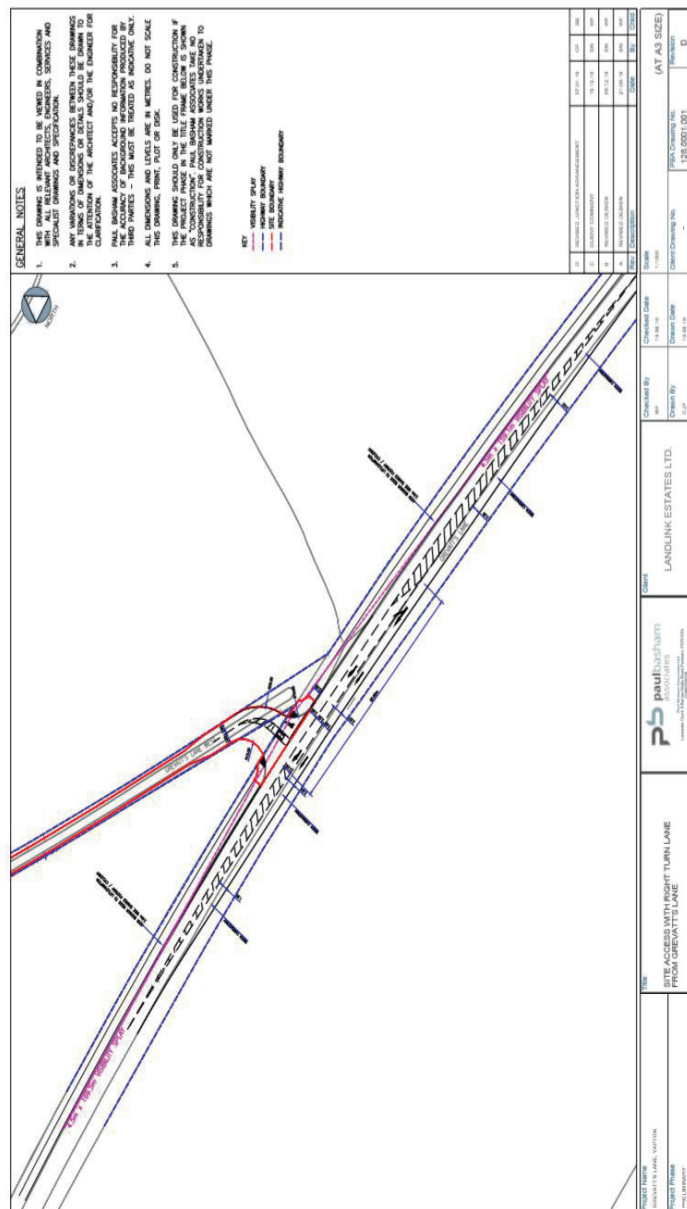
3.1 No issues have been raised.

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in compliance with GG119.

AUDIT TEAM LEADER	
NAME	Mark Barrett
SIGNATURE	
POSITION	Director
ORGANISATION	GM Traffic Consultants
DATE	26 January 2019
CONTACT DETAILS	TEL: 07787 158834 EMAIL: markbarrett3@yahoo.co.uk
AUDIT TEAM MEMBER	
NAME	Ian Medd
SIGNATURE	
POSITION	Road Safety Consultant
ORGANISATION	GM Traffic Consultants
DATE	26 January 2019
PROJECT TITLE	A259/Grevatts Lane West, Yapton Proposed Access Arrangements Addendum Stage 1 RSA
DOC REF	GM 18/3045

APPENDIX A: LOCATION PLAN



Addendum Stage 1 Road Safety Audit
 A259 / Grevatts Lane West, Yapton
 Proposed Access Arrangements

**GREVATTS LANE WEST
YAPTON**

**PROPOSED CREMATORIUM
ACCESS & ACCESS ROAD**

**ADDENDUM STAGE 1
ROAD SAFETY AUDIT**

FEBRUARY 2019

GM TRAFFIC CONSULTANTS

Document Ref: GM 18/3116A	Prepared by: GM Traffic Consultants (Team Leader)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
	Mark Barrett	Ian Medd		21 February 2019
Designer's Response				
Authority's Response				
Audit Response				

Client:
**Paul Basham
Associates**

Engineer:
**GM
Traffic Consultants Ltd**
33 Riverside Gardens
Romsey
SO51 8HN

Date: 21 February 2019

Addendum Stage 1 Road Safety Audit
Grevatts Lane West, Yapton
Crematorium Access & Access Road

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4.0	AUDITOR STATEMENT	7

APPENDIX A Location Plan

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from an Addendum Stage 1 Road Safety Audit (RSA) carried out on the access and access road associated with a new crematorium off the A259 on Grevatts Lane West in Yapton. Grevatt's Lane West links to Bilsham Road (B2132) at its western end and continues 400m to the east where it terminates. The access to the A259 is currently informally closed by a gate.
- 1.1.2 The access road will run from the A259 to the crematorium access. The access road will be 4.8m wide and widen to 7.3m as it approaches the junction with the A259. A build-out on the east side of the crematorium access will be provided and to prevent vehicles turning right from the crematorium.
- 1.1.3 The RSA was carried out at the request of Paul Basham Associates (Design Organisation). The Overseeing Organisation is West Sussex County Council.
- 1.1.4 GM Traffic Consultants Ltd carried out the Audit on 21st February 2019. The Auditors were:
- Mark Barrett Highways England Cert. of Comp
Ian Medd MCIHT FSoRSA
- 1.1.5 The Audit Team are independent of the project design and have undertaken a Stage 1 RSA on the access arrangements with the A259 and a modified design for the access road and crematorium access. They have not been involved with the design of the project.
- 1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) GG119.
- 1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.8 The Audit consisted of a desktop study only as a site visit which was carried out on Saturday 2nd February 2019 at 10:30. Traffic flows were light and the weather sunny.
- 1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

Addendum Stage 1 Road Safety Audit
Grevatts Lane West, Yapton
Crematorium Access & Access Road

- 1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
128.001.007	C	Access Road Amendments

- 2.2 The Audit Team have not been informed of any Departure from Standards.

3.0 MATTERS ARISING FROM THIS ADDENDUM STAGE 1 RSA

3.1 No issues have been raised.

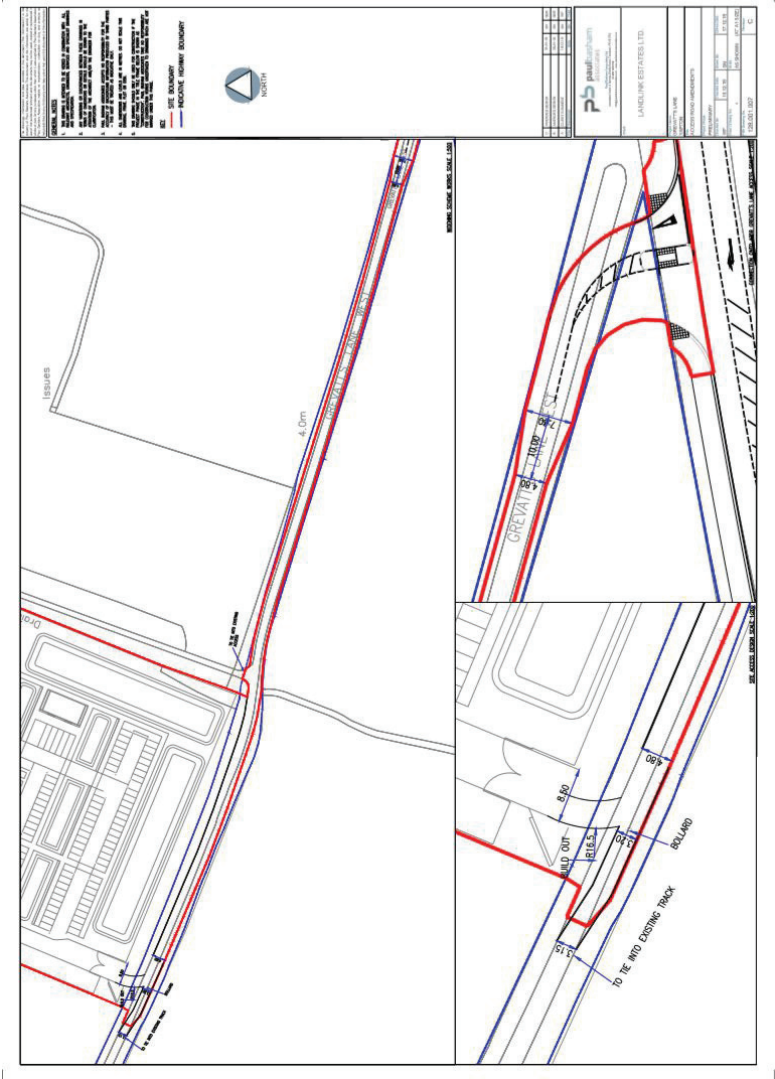
4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in compliance with GG119.

AUDIT TEAM LEADER	
NAME	Mark Barrett
SIGNATURE	
POSITION	Director
ORGANISATION	GM Traffic Consultants
DATE	21 February 2019
CONTACT DETAILS	TEL: 07787 158834 EMAIL: markbarrett3@yahoo.co.uk
AUDIT TEAM MEMBER	
NAME	Ian Medd
SIGNATURE	
POSITION	Road Safety Consultant
ORGANISATION	GM Traffic Consultants
DATE	21 February 2019
PROJECT TITLE	Grevatts Lane West, Yapton Crematorium Access & Access Road Addendum Stage 1 RSA
DOC REF	GM 18/3116a

Addendum Stage 1 Road Safety Audit
Grevatts Lane West, Yapton
Crematorium Access & Access Road

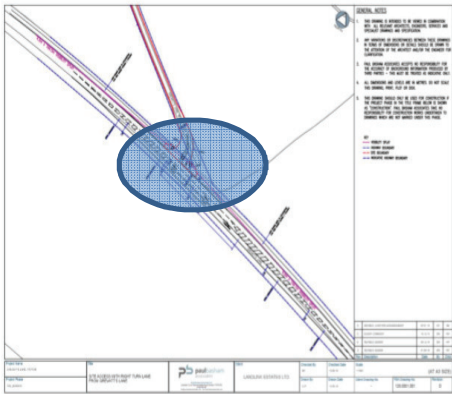
APPENDIX A: LOCATION PLAN



Addendum Stage 1 Road Safety Audit
Grevatts Lane West, Yapton
Crematorium Access & Access Road

Appendix G

A259 GREVATTS LANE
10th FEB AND 5th FEB 2019
TRAFFIC SURVEY
SITE MAP



PEDESTRIAN SURVEY

A259 GREVATTS LANE
SUN 10th FEB 2019
 USERS OF SHARED FACILITY

	WEST TO EAST (TOWARDS LITTLEHAMPTON)					EAST TO WEST (TOWARDS BOGNOR)				
	PEDESTRIANS	JOGGERS	CYCLISTS ON PATH	CYCLISTS ON ROAD	TOTAL MOVEMENTS	PEDESTRIANS	JOGGERS	CYCLISTS ON PATH	CYCLISTS ON ROAD	TOTAL MOVEMENTS
TIME										
08:00 - 08:15				1	1		1			1
08:15 - 08:30			2	1	3		1	2		3
08:30 - 08:45			1		1					0
08:45 - 09:00		1	1		2			1		1
					7					5
09:00 - 09:15			2		2		1	2		3
09:15 - 09:30					0		1			1
09:30 - 09:45			2		2			1		1
09:45 - 10:00		1	1		2					0
					6					5
10:00 - 10:15		2	1		3		1	1		2
10:15 - 10:30		1	1		2			2		2
10:30 - 10:45					0		1	2		3
10:45 - 11:00			1		1			1		1
					6					8
11:00 - 11:15		1			1			1		1
11:15 - 11:30			2		2			4		4
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					2					1
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A259 GREVATTS LANE
TUES 5th FEB 2019
 USERS OF SHARED FACILITY

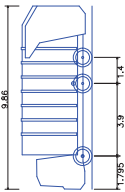
		WEST TO EAST (TOWARDS LITTLEHAMPTON)					EAST TO WEST (TOWARDS BOGNOR)				
		PEDESTRIANS	JOGGERS	CYCLISTS ON PATH	CYCLISTS ON ROAD	TOTAL MOVEMENTS	PEDESTRIANS	JOGGERS	CYCLISTS ON PATH	CYCLISTS ON ROAD	TOTAL MOVEMENTS
TIME											
08:00 -	08:15					0					0
08:15 -	08:30			3		3					0
08:30 -	08:45					0					0
08:45 -	09:00					0					0
						3					0
09:00 -	09:15					0			1		1
09:15 -	09:30			1	1	2			1		1
09:30 -	09:45					0					0
09:45 -	10:00			1	1	2	1				1
						4					3
10:00 -	10:15					0					0
10:15 -	10:30			1		1			3		3
10:30 -	10:45					0			1		1
10:45 -	11:00					0			3		3
						1					7
11:00 -	11:15			1		1					0
11:15 -	11:30			2		2					0
11:30 -	11:45			1		1					0
11:45 -	12:00		1	1	1	3		1	1		2
						7					2
12:00 -	12:15					0					0
12:15 -	12:30					0					0
12:30 -	12:45			2		2			2		2
12:45 -	13:00					0			1		1
						2					3
13:00 -	13:15	1		1		2					0
13:15 -	13:30					0			3		3
13:30 -	13:45					0			1		1
13:45 -	14:00			2		2					0
						4					4
14:00 -	14:15					0					0
14:15 -	14:30					0					0
14:30 -	14:45					0			1		1
14:45 -	15:00	1				1					0
						1					1
15:00 -	15:15					0			3		3
15:15 -	15:30					0			1		1
15:30 -	15:45			1		1					0
15:45 -	16:00			1		1			1		1
						2					5
16:00 -	16:15					0					0
16:15 -	16:30					0			1		1
16:30 -	16:45			5		5					0
16:45 -	17:00					0			2		2
						5					3
17:00 -	17:15			2		2					0
17:15 -	17:30					0			1		1
17:30 -	17:45			3		3			2		2
17:45 -	18:00					0					0
						5					3
Total		2	1	28	3	34	1	1	29	0	31

Appendix H

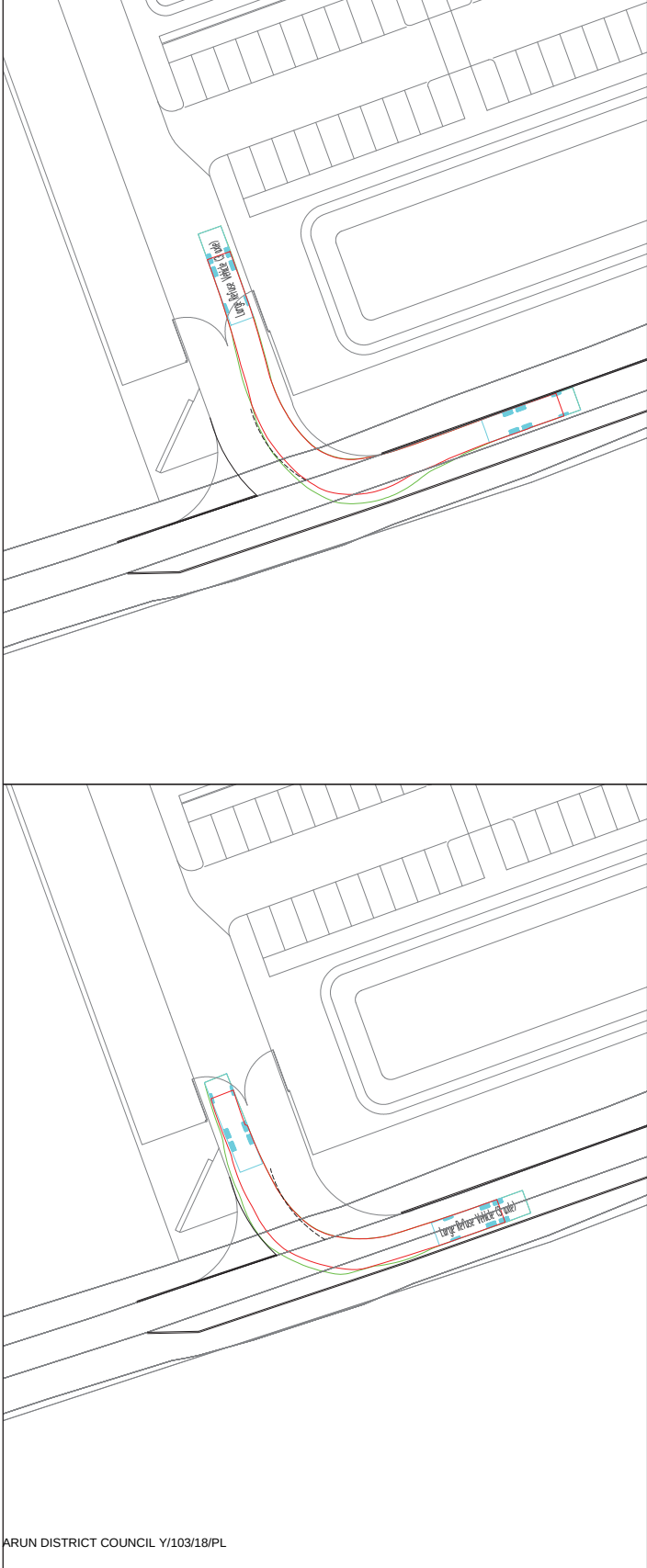
GENERAL NOTES

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VEHICLE PROFILE



Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Height 3.84m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to kerb turning Radius 9.500m



REFUSE VEHICLE ACCESS

REFUSE VEHICLE EGRESS



REFUSE VEHICLE ON-SITE TURN

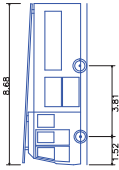
REVISED TRACKING		21.12.18	SN	WF
Rev	Description	Date	By	Chkd
A				
Scale		1:500		
Checked By		SBR		
Checked Date		14.12.18		
Drawn By		SN		
Drawn Date		13.12.18		
Client		LANDLINK ESTATES LTD.		
Project Name		GREVATT'S LANE, YAPTON		
Project Phase		PRELIMINARY		
Title		REFUSE VEHICLE TRACKING		
PBA Drawing No.		128.0001.003		
Revision		A		

(AT A3 SIZE)

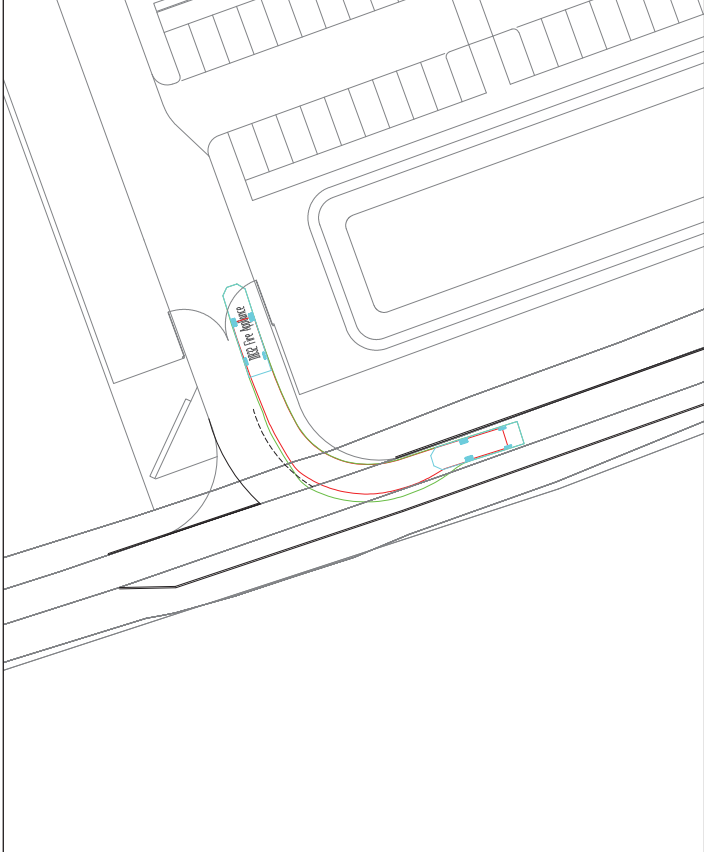
GENERAL NOTES

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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.
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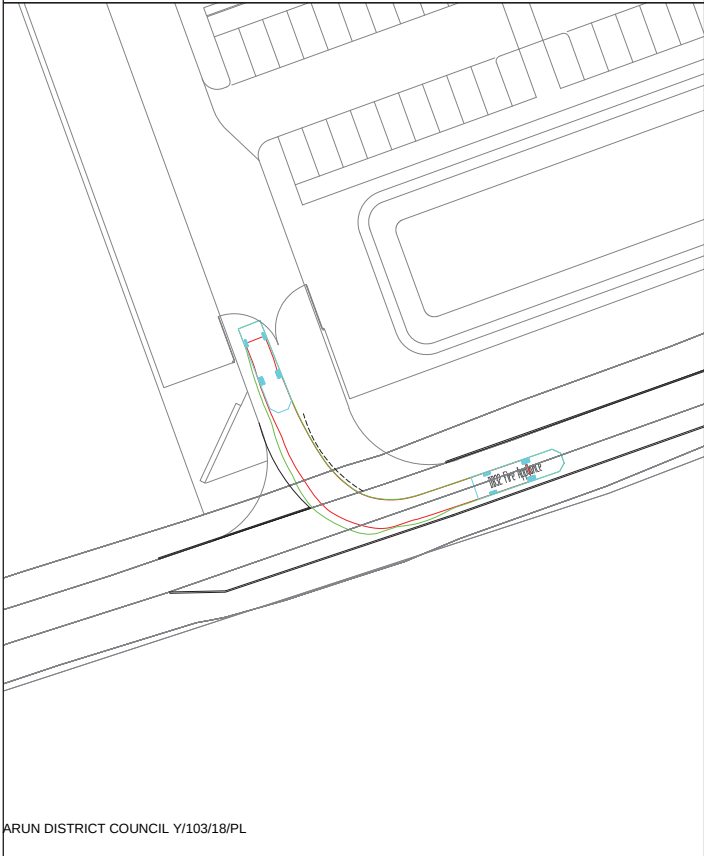
VEHICLE PROFILE



DB32 Fire Appliance
Overall Width
3.452m
Overall Body Height
2.980m
Min Body Ground Clearance
0.337m
Lock to lock time
6.006s
Kerb to Kerb Turning Radius
7.910m



FIRE TENDER ACCESS



FIRE TENDER EGRESS



FIRE TENDER ON-SITE TURN

FIRE TENDER ON-SITE TURN									
Project Name		Grevatts Lane, YAPTON		Title		FIRE TENDER TRACKING		Project Phase	
PRELIMINARY									
 paul basham associates PBS Associates Ltd Lancaster Court, 8 Bishopthorpe Road, York, YO1 1SU Tel: 01904 485134 info@paulbashamassociates.com www.paulbashamassociates.com Client LANDLINK ESTATES LTD.				Checked By		Checked Date		Scale	
				SBR		14.12.18		1:500	
				Drawn By		Drawn Date		Client Drawing No.	
				SN		13.12.18		-	
								PBA Drawing No.	
								128.0001.004	
								Revision	
								A	
								(AT A3 SIZE)	

paul basham
associates
Paul Basham Associates Ltd
Lancaster Court, 8 Barrow Valley Road, Farnham, PO18 8TU
info@paulbashamassociates.com www.paulbashamassociates.com

LANDLINK ESTATES LTD.

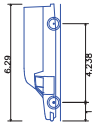
FIRE TENDER TRACKING

(AT A3 SIZE)

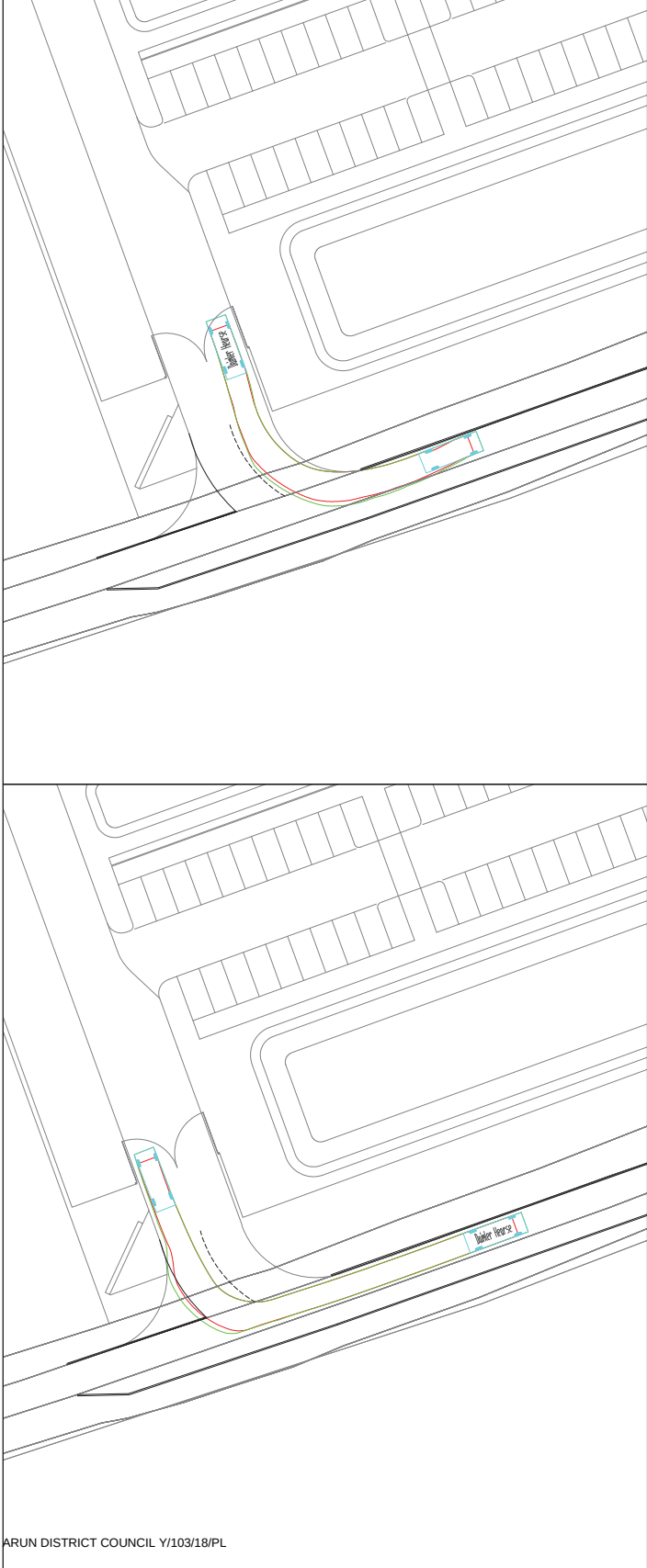
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VEHICLE PROFILE



Daimler Hearse
Overall Length 6.290m
Overall Width 2.100m
Overall Height 2.900m
Min Body Ground Clearance 0.251m
Track Width 2.100m
Lock to Lock time 9.45s
Wait to Wait Turning Radius 7.450m



HEARSE ACCESS (1:500)

HEARSE EGRESS (1:500)



HEARSE EGRESS (1:500)

CORTEGE WAITING AREA (1:500)

PORTE COCHERE TRACKING (1:1000)

Rev	Description	Date	SN	WF	Chkd
A	REVISED TRACKING	21.12.18			

Project Name GREVATT'S LANE, YAPTON		Title HEARSE VEHICLE TRACKING		Client LANDLINK ESTATES LTD.		Scale AS SHOWN	
Project Phase PRELIMINARY		Checked By SBR		Checked Date 14.12.18		Client Drawing No. -	
		Drawn By SN		Drawn Date 13.12.18		PBA Drawing No. 128.0001.005	
						Revision A	

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5. ALL DIMENSIONS AND DETAILS ARE IN METERS. DO NOT SCALE THIS DRAWING, PRINT, PLANT OR ESK.

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A diagram showing a car on a platform. The car is represented by a simple outline. Below the car, there is a horizontal line representing the ground or a platform. The distance from the bottom of the car to the platform is labeled as 4.572. The distance from the platform to the top of the car is labeled as 2.578.

Skoda Octavia	4.572m
Overall Length	1.760m
Overall Width	1.800m
Overall Body Height	0.900m
Max Track Width	1.413m
Min Body Ground Clearance	0.09m
Lock to lock time	5.100m
Kerb to kerb turning Radius	

[illegible]

Appendix I



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	

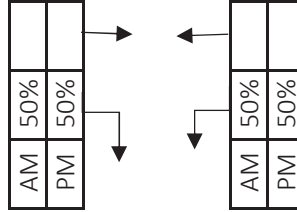
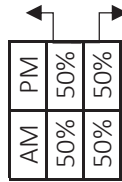
↙ ↘

AM	10	
PM	10	

↙ ↘



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





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 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

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 2028 Plus Development

AM	PM
10	10
10	10

AM	10	795
PM	10	1202

AM	10	721
PM	10	605

Appendix J

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							
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: 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.

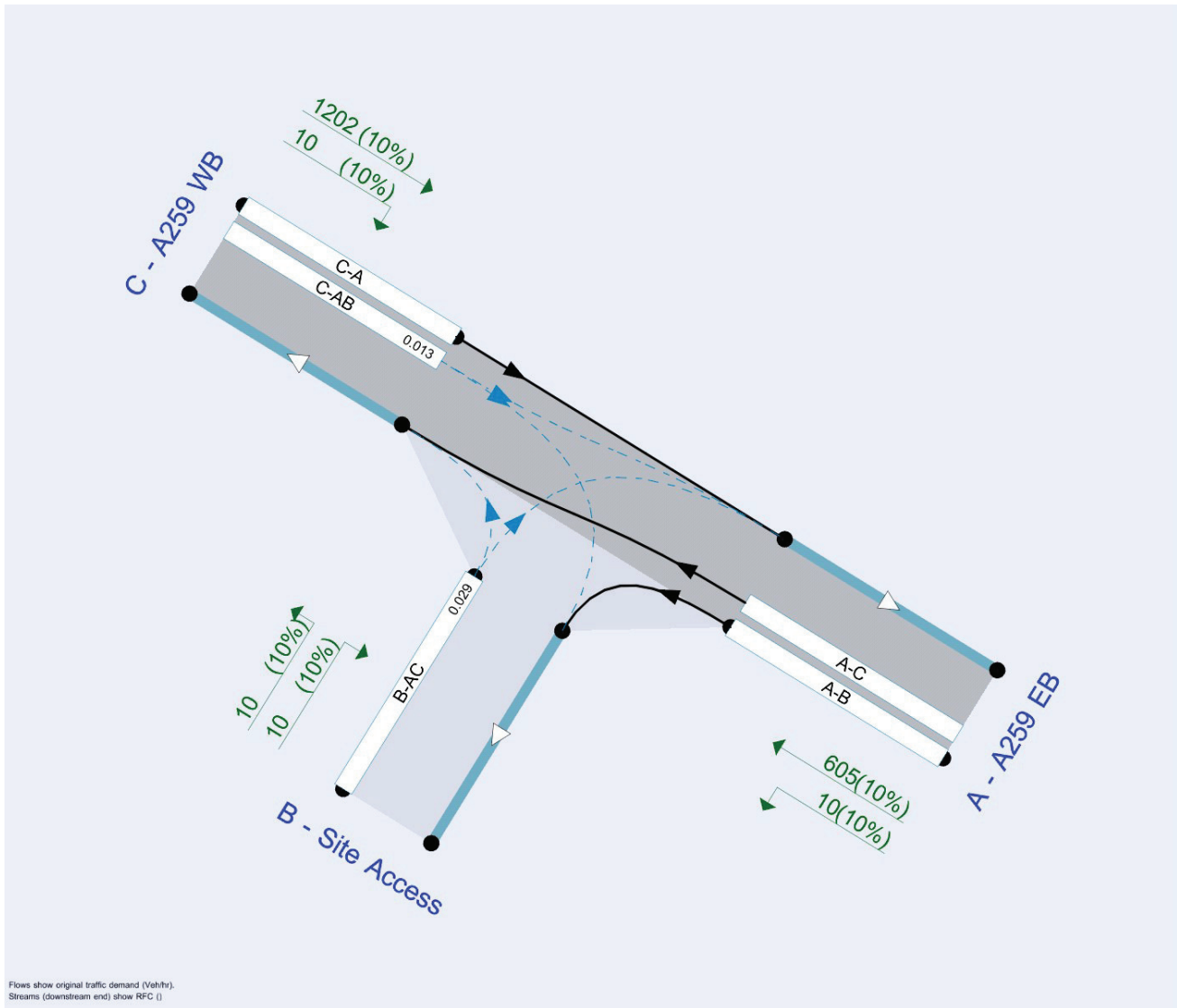
File summary

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			
From		A - A259 EB	B - Site Access	C - A259 WB
	A - A259 EB	0	10	632
	B - Site Access	10	0	10
	C - A259 WB	697	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	8.16	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			
		A - A259 EB	B - Site Access	C - A259 WB
From	A - A259 EB	0	10	530
	B - Site Access	10	0	10
	C - A259 WB	1052	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	8.61	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			
From		A - A259 EB	B - Site Access	C - A259 WB
	A - A259 EB	0	10	605
	B - Site Access	10	0	10
	C - A259 WB	1202	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	0.06	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			