

One Horton Heath – Internal Distributor Road

Transport Statement

For
The One Horton Heath Team on behalf of
Eastleigh Borough Council

Project No.
13888

Date
December 2023

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DOCUMENT HISTORY AND STATUS

Revision	Date	Purpose/ Status	File Ref	Author	Check	Review
P1	07/07/2023	Draft	13888-CRH-XX-XX-RP-D-6002_P1_TS.docx	RG	CDS	RB
P2	21/07/2023	Final	13888-CRH-XX-XX-RP-D-6002_P2_TS.docx	RG	CDS	CDS
P3	10/11/2023	Draft	13888-CRH-XX-XX-RP-D-6002_P3_TS.docx	RG	TH	OW
F1	22/11/2023	Final	13888-CRH-XX-XX-RP-D-6002_F1_TS.docx	RG	TH	CDS
F2	21/12/2023	Final	13888-CRH-XX-XX-RP-D-6002_F2_TS.docx	RG	TH	CDS

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Document Details

Last Saved	21/12/2023 11:18
Author	RG
Project Partner	CDS
Project Number	13888
Project Name	One Horton Heath – Internal Distributor Road
Revision	F2
File Ref	13888-CRH-XX-XX-RP-D-6002_F2_TS.docx

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1.0 INTRODUCTION

1.1 Appointment

- 1.1.1 CampbellReith was appointed by the One Horton Heath team on behalf of Eastleigh Borough Council to prepare this Transport Statement in support of a full planning application in respect of the Internal Distributor Road and associated footpaths, cycleways and SUDS basins at One Horton Heath.

1.2 Background to report

- 1.2.1 The proposed development has been designed in full accordance with the Development Plan and Outline Planning Application (OPA) O/20/89498, which has a resolution to grant consent subject to S106 negotiations relating to education. This application is for full planning consent due to the time for these negotiations to complete. Submitting details of the Secondary Infrastructure Road (SIR) as a full planning application will deliver the SIR in accordance with, and as part of the OPA, but enable commencement more quickly than waiting for the resolution of the OPA S106 and the determination of an application for Reserved Matters Approval of details of the SIR.

- 1.2.2 This application is part of an “infrastructure first” development in order to best meet the needs of existing and future residents. This application relates to the “Construction of an internal distributor road with associated footways, cycleways, lighting, drainage and landscaping at One Horton Heath”.

1.3 Scope of study

- 1.3.1 The elements of highway design have been undertaken by Ridge and CampbellReith’s brief for this work (and therefore the scope of this Transport Statement) is set out as follows:

- Provide qualitative details about the accessibility of the site.
- Provide junction analysis of the Quobleigh Breach junction.
- Provide junction analysis of the School Access.

- 1.3.2 This Transport Statement has been written with reference to the “Guidance on Transport Assessment” published by the Departments for Transport and Communities, and Local Government, as well as the current Planning Practice Guidance web-based resource. In preparing the Transport Statement the following considerations are considered relevant:

- Reducing the need to travel, especially by car where possible;
- The accessibility of the location;
- Measures that may assist in influencing travel behaviour; and
- Managing access to the highway network.

- 1.3.3 With these considerations in mind the Transport Statement has briefly considered each of the key modes of transport that will be used by people travelling to and from the development.

The key elements of the approach to the assessment of each mode are briefly described below.

Walking and Cycling

- 1.3.4 A qualitative assessment has been undertaken of the walking and cycling facilities available and the impact, if any, the development proposal will have on these facilities.

Public Transport

- 1.3.5 The accessibility to and the availability of public transport to site users of the development has also been reviewed.
- 1.3.6 As a result, the remainder of this report is set out as follows:
- Chapter 2 provides summary details of the masterplan layout.
 - Chapter 3 provides greater detail of the Quobleigh Breach and School access junctions, including details of swept paths and design vehicle assumptions.
 - Chapter 4 sets out details of traffic flow assumptions and modelling which has been undertaken.
- 1.3.7 Conclusions are provided at Chapter 5. Figures and tables are numbered throughout the report and appendices are provided at the rear.

2.0 MASTERPLAN

2.1 Road hierarchy

2.1.1 The masterplan layout is provided at Figure 2.1. This shows the highway infrastructure layout within the wider site as identified by Ridge in their Highways Design Report, with the junctions assessed subsequently in this report identified.

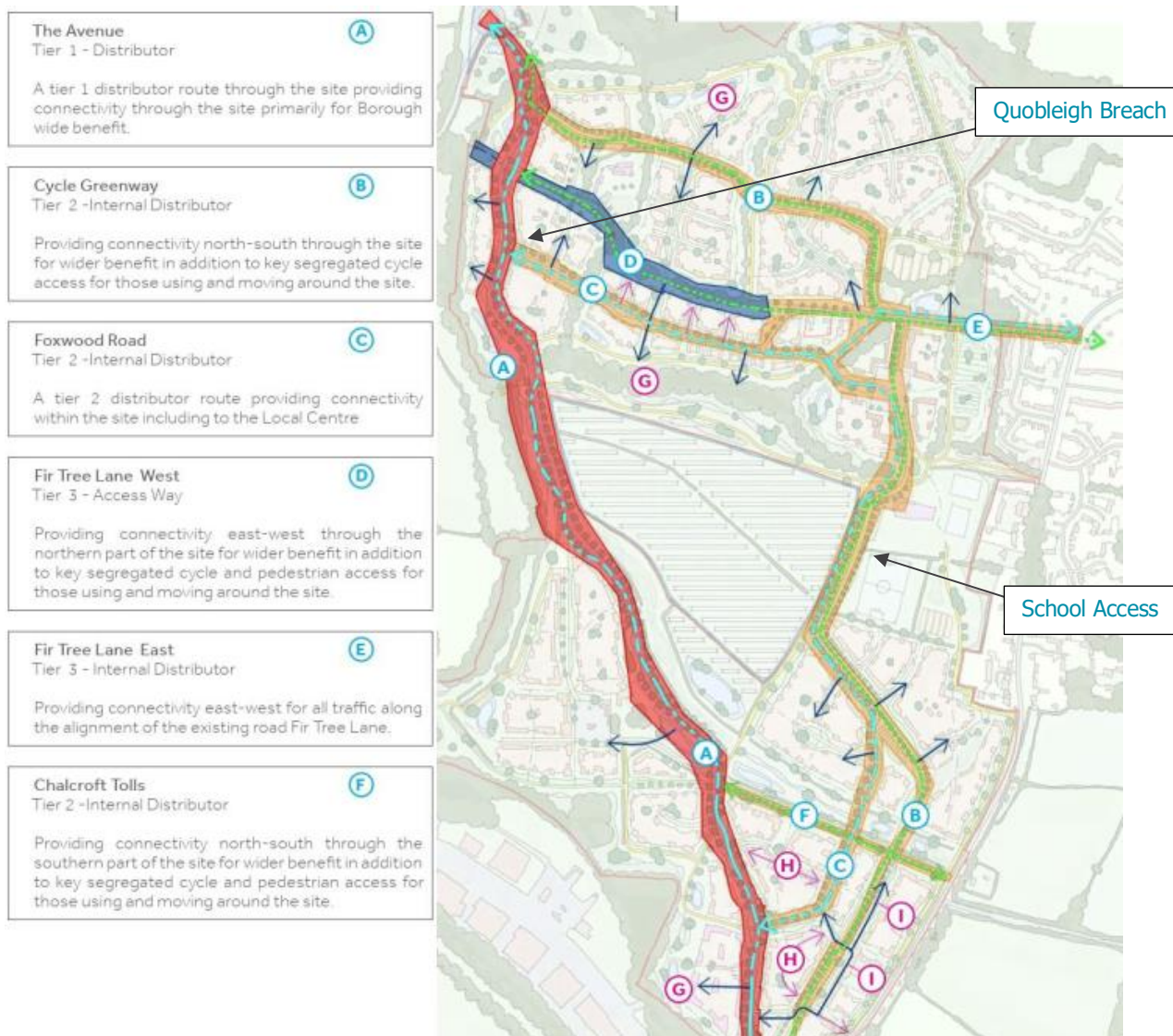


Figure 2.1: Masterplan and road hierarchy.
(Diagram courtesy of Ridge, NTS)

2.1.2 Running (broadly) north to south is The Avenue, which is a Tier 1 Distributor. This provides connectivity through the site from Allington Lane in the north, to Burnetts Lane in the south.

2.1.3 While The Avenue is not the subject of this application, it provides access to the Quobleigh Breach junction, which in turn leads to the School Access via an internal distributor road.

2.1.4 Figure 2.2 shows the application boundary for this application. The full drawing is provided at Appendix 1.

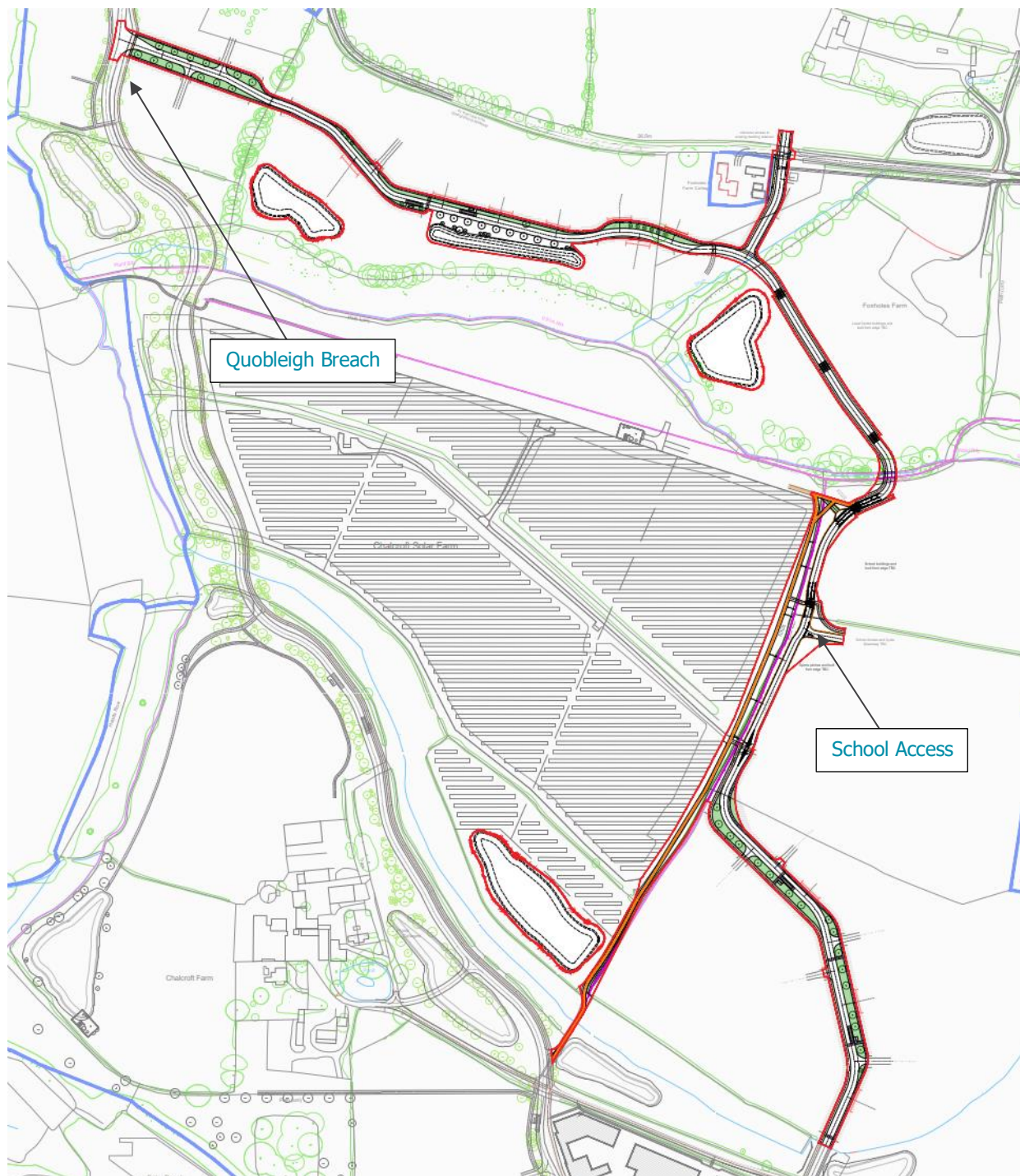


Figure 2.2: Application boundary
(NTS)

2.1.5 The minor arm of the Quobleigh Breach junction is an internal distributor road and heads east, then south, broadly parallel to The Avenue, and passes the School Access. Eventually this internal distributor road rejoins The Avenue further south.

- 2.1.6 Both The Avenue, as well as the internal distributor road passing the school would be subject to a 30mph design speed.
- 2.1.7 The Quobleigh Breach junction and the School Access have been identified as key routes and junctions as these will carry both commuter and school traffic in the peak hours and have been subject to capacity analysis subsequently in this report.
- 2.2 Non-car travel
- 2.2.1 The Internal Distributor Road proposals include footways or shared cycle facilities connecting into the wider site. The footways are to be 2m wide as a minimum and are located immediately adjacent to the road itself where necessary and in other locations there is a grass verge present between the footway and carriageway. Crossing points will either be served with tactile paved dropped kerbs, or raised crossings to allow at-grade pedestrian movements.
- 2.2.2 The wider masterplan has been carefully considered in terms of pedestrian and cycle connectivity. Links to and from the School site, Local centre and adjacent residential parcels are included as part of this proposal to ensure connectivity north (into The Folds), west (via The Holme), south (via The Lower Acre) and east (via Fir Tree Lane and Fair Oak and Horton Heath footpaths 7 and 9).
- 2.2.3 Figure 2.3 shows a larger extract of the plan at Appendix 1. Footways are identified in pink and can be seen running (broadly) east-west along the minor arm, while shared cycle / footways are shown in pale orange and can be seen running north-south on the major arm.



Figure 2.3: Drawing extract: Quobleigh Breach
(NTS)

- 2.2.4 Figure 2.4 shows a larger extract of plan at Appendix 1, focused on the School Access junction. In addition to the shared cycle / footways shown in pale orange, the junction also includes a zebra crossing facility in order to provide priority for non-motorised users seeking to access the school and associated facilities to the east of the distributor road.

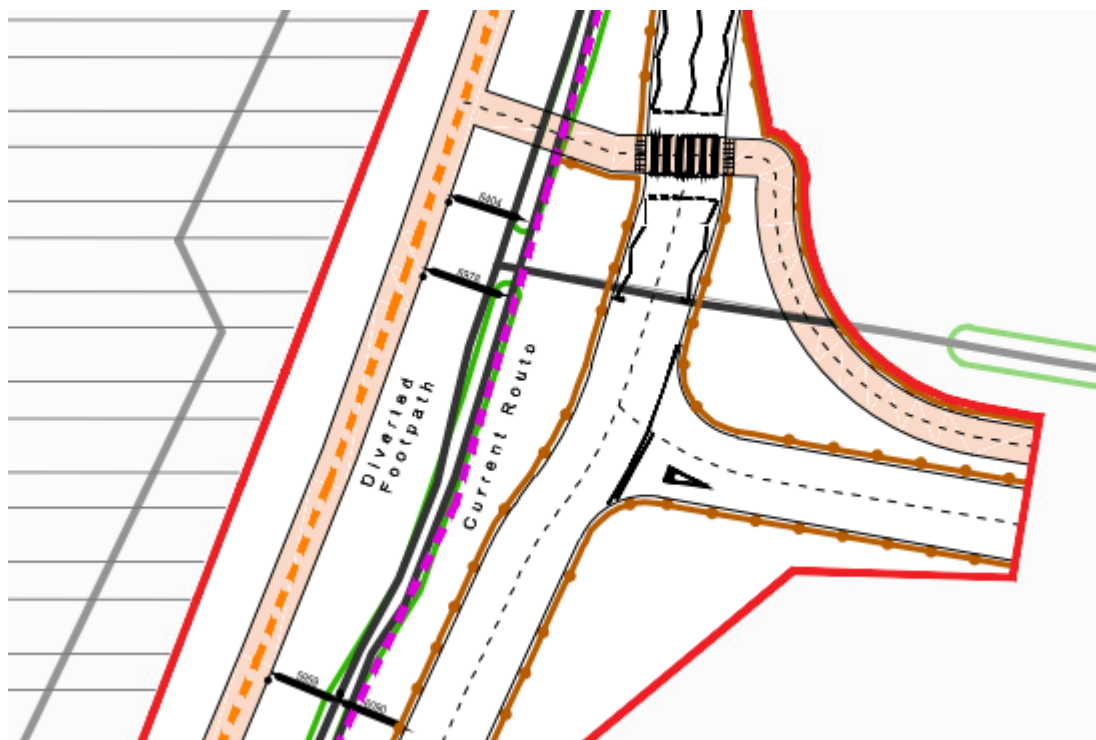


Figure 2.4: Drawing extract: School Access
(NTS)

2.3 Public Right of ways

- 2.3.1 There are a number of existing public rights of ways (PRoWs) which cross the wider development site. These routes are to be retained and improved or diverted in order to allow the wider development scheme to be built out. All existing rights across the site will be retained.
- 2.3.2 As part of the changes to the existing public rights of way across the site, some will be upgraded from Footpath to Bridleway, including surfacing to make them useable by pedestrians, cyclists and equestrians.
- 2.3.3 Therefore, in addition to the infrastructure provided as part of this application, the wider proposals will provide a positive benefit to NMUs and in particular, the surfaced routes would improve accessibility for wheelchair or buggy users.
- 2.3.4 In order to demonstrate the likely existing Public Right of Ways that are affected by this proposal, Figure 2.5 is included below and included as Appendix 2. In addition, the plans submitted in support of the OPA (039.0014.018.L-PROW North and 039.0014.019.M-PROW South) have also been included as Appendix 2 to reinforce the wider commitments to divert and where appropriate, upgrade the PRoW's required through any S106 agreement.



Figure 2.5: Public Right of Way
(NTS)

2.3.5 There have been a number of proposed footpath diversions that have been progressed through the Road 3 planning application process. While these do not directly impact this Internal Distributor Road, it is important to recognise the current status.

2.3.6 The following footpaths received their respective Notice of Confirmation of Public Path Orders under the Town and Country Planning Act 1990, from Eastleigh Borough Council in January 2023:

- FOHH Footpath 085/11/1 (total length of diversion: 112m);
- FOHH Footpath 085/701/1 (total length of diversion: 57.9m);
- FOHH Footpath 085/702/1 (total length of diversion: 18.5m);
- FOHH Footpath 085/703/1 (total length of diversion: 38m).

2.3.7 In addition to the above, it is considered that PROW's (reference FOHH 701 and 702) are likely to require localised diversions as part of the delivery of the Internal Distributor Road. We anticipate these to be conditioned as part of any grant of consent and subsequently delivered through relevant road agreements (S38/S278) with Hampshire County Council as Highway Authority given their proximity to the proposed road (FOHH 702) and the potential for use (FOHH 701).

2.3.8 The interface between the northern end of FOHH 702 and how it links with FOHH 701 and safe crossing facility over the proposed Internal Distributor to link with FOHH 7 and FOHH 8 will require careful consideration at the detail design stage once suitable progress has been made with regard to the Local Centre and School layout arrangements.

2.4 Bus Connectivity

2.4.1 Local bus routes run along Fair Oak Road to the north, and through Horton Heath to the east. Table 2.1 provides a summary of the local bus routes.

2.4.2 The wider proposal site includes bus stops located within the development, of which four (two pairs covering both directions) are within the application boundary. Buses in Urban Developments notes that if a 300m notional catchment radius is marked around stops, then this will result in a maximum walking distance to a bus stop of up to approximately 400 metres.

Table 2.1: Local bus summary

Service	Stop location	Operator	Route	Service level		
				M-F	Sat	Sun
2	Bo, Fa	Bluestar	Fair Oak – Eastleigh – Southampton	Every 15mins	Every 15mins	Every 30mins
3	Bo, Fa	Bluestar	Eastleigh – Hedge End - Southampton	Every 60mins	Every 60mins	Six per day
49	Bu	Stagecoach	Bishops Waltham – Durley – Botley – Hedge End (school service)	Four per day	-	-
407	Fa	Xelabus	Knowle Village – Fair Oak – Barton Peveril College (school service)	Four per day	-	-
408	Bo	Xelabus	Meonstoke – Horton Heath – Barton Peveril College (school service)	Two per day	-	-
502	Bo, Fa	Xelabus	Eastleigh – Bishopstoke – Wyvern School (school service)	Two per day	-	-
X9A	Bo	Xelabus	Fair Oak – Bishops Waltham – Swanmore (school service)	Three per day	-	-

Stop locations: Bu – Burnetts Lane, Bo – Botley Road, Fa – Fair Oak Road

2.4.3 Appendix 3 shows the proposed bus stops marked in red, as well as the existing stops on Burnetts Lane and Botley Road in blue, with 300m radii applied to each. This shows that the majority of the site, and in particular the proposed school, is within a 300m walk of a proposed bus stop.

2.5 Local amenities

2.5.1 Whilst the proposals are will include a new school and other employment uses, the following amenities are located as follows, based on walking routes from a nominal central point within the wider site.

Description	Approximate walking distance
Primary School (Fair Oak Infants and Fair Oak Junior Schools)	1.5km
Secondary School (Wyvern Technology College)	1.5km
Pharmacy (Fair Oak Village Pharmacy)	2.1km
Dentist Surgery (Thurlow Dental)	0.8km
Doctors Surgery (Stokewood Surgery)	2.3km
Convenience Store (Horton Heath Service Station)	0.9km
Horton Heath Community Centre	1.3km
Public House (Brigadier Gerard)	1.6km
Lapstone Playing Fields	1.6km
Fair Oak Village Centre	2.0km
Convenience Store (Tesco Esso Express)	2.0km
Hedge End Train Station	4.3km
Hedge End Retail Park	5.3km
Eastleigh Town Centre	5.6km
Itchen Valley Country Park	4.6km

2.5.2 As a result, in addition to any facilities provided within the wider proposal site, the development is well located in terms of access to local services in the surrounding area.

3.0 JUNCTION DETAILS

3.1 Quobleigh Breach

3.1.1 This has been designed as a simple priority junction and is provided with the following features:

- 3.25m lanes on the major arm
- 3.15m lanes in the minor arm
- Exit flare of one vehicle for left turns out to The Avenue
- Entry radius widened to allow a refuse vehicle to turn in if there are vehicles waiting to exit.

3.1.2 The layout is shown at Appendix 4.

3.1.3 This layout provides a reduction in scale and visual impact from that originally tabled for the outline planning application O/20/89498, which included a short-left turn lane with storage for 5 vehicles turning left.

3.1.4 Swept paths for a commercial sized 11.2m refuse vehicle, are provided at Appendix 5. These show that all four turning movements in and out of the Quobleigh Breach junction can be made without overrun of adjacent or opposing lanes.

3.1.5 This will assist with maintaining free-flow of traffic on the Avenue.

3.2 School access

3.2.1 This is shown at Appendix 6 and is set out as a simple priority junction. The purpose of this access is to provide the main vehicular access into the School itself as well as the adjacent Sports Pitches.

3.2.2 Consideration was given to using a roundabout at this location, however, the land take required to provide the inscribed circle diameter required for even a “compact” type roundabout would have resulted in an over-engineered layout.

3.2.3 This priority junction is provided with 3m wide lanes on both the major and minor arms. There is no flare for left turns out. The corner radii are 6m, reflecting the smaller scale of infrastructure in this location, and to the north of the junction is a zebra crossing to assist pupils crossing to or from the school.

3.2.4 There space between the crossing and the junction is around 20m, or just over three car lengths.

4.0 TRAFFIC FLOWS AND CAPACITY

4.1 Quobleigh Breach

- 4.1.1 The Quobleigh Breach junction has been tested with the 2030 and 2036 base plus outline planning permission flows, as extracted from the approved junction modelling output files in the Transport Assessment submitted for the Phase 3 Road, dated July 2021 (ref: 131.0008/TA/1).
- 4.1.2 There are a number of elements of robustness to the traffic distribution from the TA and this assumed that all trips associated with the following levels of development would exit via the Quobleigh Breach junction:
- 1,050 dwellings
 - 3,200m² of commercial use, all assumed as office
- 4.1.3 If any of the traffic associated with the above uses were to access or leave the site via a different route, then the traffic in and out of the internal distributor road would be reduced.
- 4.1.4 Likewise, if the element of office was to reduce, in lieu of a B2/B8 use, then this would also reduce the traffic generation using the junction as a result of lower trip rates from the non-office uses.
- 4.1.5 Notwithstanding these potential reasons for applying discounts to the traffic flows at the Quobleigh Breach junction, the left turn into the minor arm and the right turn out has been increased by a factor of 1.5, to make an allowance for existing Fir Tree Lane rat-run flows to persist after the development was built out. The traffic flows for assessment are shown in Tables 4.1 – 4.4 inclusively, with the sensitivity testing increases highlighted in colour.

Table 4.1: 2030 AM peak – 150% sensitivity flows

From/to	North	East	South	Total
North	0	113	276	389
East	261	0	141	402
South	337	80	0	417
Total	598	193	417	1208

Table 4.2: 2030 PM peak – 150% sensitivity flows

From/to	North	East	South	Total
North	0	251	330	581
East	161	0	105	266
South	361	136	0	497
Total	522	387	435	1344

Table 4.3: 2036 AM peak – 150% sensitivity flows

From/to	North	East	South	Total
North	0	113	283	396
East	261	0	141	402
South	342	80	0	422
Total	603	193	424	1220

Table 4.4: 2036 PM peak – 150% sensitivity flows

From/to	North	East	South	Total
North	0	251	337	588
East	161	0	105	266
South	370	136	0	506
Total	531	387	442	1360

- 4.1.6 CampbellReith modelled the junction using the PICADY module of the TRL’s “Junctions” software suite. The modelling outputs are provided at Appendix 7.
- 4.1.7 The findings of the modelling exercise showed that the junction should perform well in a range of scenarios, although the traffic distribution within the original outline application provided an over-simplified approach, which resulted design of an over-scaled junction, relative to the intended masterplan approach.
- 4.1.8 Tables 4.5 and 4.6 show the PICADY results for the 2030 and 2036 Sensitivity test flows for the Quobleigh Breach junction layout shown at Appendix 3.

Table 4.5: Quobleigh Breach: 2030 PICADY summary

Arm	Movement	AM peak			PM peak		
		Queue	Delay	RFC	Queue	Delay	RFC
Local distributor (east)	Left out	1.4	33.93	0.57	0.4	13.89	0.29
	Right out	3.9	52.55	0.80	1.3	27.51	0.55
The Avenue (south)	Ahead and right	0.5	6.35	0.21	1.2	8.67	0.40

Queue: Measured in vehicles; Delay: Measured in seconds; RFC: 0-1, lower is better.

Table 4.6: Quobleigh Breach: 2036 PICADY summary

Arm	Movement	AM peak			PM peak		
		Queue	Delay	RFC	Queue	Delay	RFC
Local distributor (east)	Left out	1.5	35.89	0.59	0.4	14.12	0.29
	Right out	4.1	54.73	0.81	1.3	28.24	0.56
The Avenue (south)	Ahead and right	0.5	6.34	0.21	1.2	8.67	0.41

4.1.9 As shown in Tables 4.5 and 4.6, under the sensitivity test, which increases the critical right turn out movement from the minor arm, this causes the RFC to approach 0.85 in the 2036 AM peak hour, however, it can be seen that the overall queue is still limited at 5-6 vehicles in total (i.e. sum of left out and right out) during the AM peak period in either the 2030 or 2036 scenarios.

4.2 School access

4.2.1 The School Access priority junction has also been modelled using PICADY. As with Quobleigh Breach, the traffic flows for assessment have been taken from the Phase 3 Road Transport Assessment.

4.2.2 Baseline 2036 + Committed Development + Outline Planning Application. The traffic using "Route to 150 Dwellings + School + Local Centre + 388 Units + 1600sqm of Office" has been used to form the traffic flows with additional consideration given to traffic travelling from south of the School (via the Upper and Lower Acres) and from The Folds located to the north of the School site. Within the Phase 3 Transport Assessment these flows were the same for both the 2030 and 2036 scenarios, due to them only containing development traffic which is not subject to growth factors, unlike background flows.

4.2.3 From the Transport Assessment submitted in support of the Outline Planning Application, it is suggested that during the AM peak, a total of 170 vehicles is assumed to head towards the School Access junction from the north and a further 128 vehicles from the south. In the PM peak there would be 155 from the north and 161 from the south.

4.2.4 It has been assumed that north and southbound traffic past the School Access would include 3% of vehicles as HGVs, in keeping with the levels used for the Air Quality assessment. As this is not a through route, there would be some limited access needed, therefore a 3% level is considered to be reasonable.

4.2.5 For the school access the following assumptions were made:

- Circa 600 students (3FE);
- Of which (at a conservative estimate) 40% are expected to walk or cycle to school. It should be noted that there remains a commitment to ensure that wherever possible, internal travelling within the OHH site is done so in a sustainable manner;
- Up to 50% would either use the "Park & Stride" facility to the north (25%);
- A further 25% arriving from the south by car; and
- The remaining 10% are likely to arrive outside the peak periods (breakfast / afterschool clubs) or via alternative modes of travel (bus / taxi etc).

4.2.6 This results in:

- 240 pupils arriving on foot or cycle,
- 150 pupils arriving by Park & Stride, assumed as 125 cars to allow for a proportion of sibling/friend car share; and,

- 150 arriving by car from the south, assumed as 125 cars to allow for a proportion of sibling/friend car share.
- 4.2.7 An assumption has been made in respect of 30 staff arriving during the AM peak hour and 30 departing in the PM peak hour, although it is expected that most staff will arrive before the 08:00-09:00 peak hour. Likewise, the departure of students in the afternoon is expected to occur before the PM peak hour of 17:00-18:00, however, it has been assessed on this basis for robustness.
- 4.2.8 An allowance has been made for 15% of students travelling from the north who may chose to ignore the park and stride and still turning left into the school access from the north. Finally, all trips are assumed to have the same origin and destination, so trips arriving from the north head back to the north, and those from the south head back to the south.
- 4.2.9 In keeping with the Quobleigh Breach analysis, an increase factor of 1.5 has been applied to the through traffic flows – in this case the north and southbound movements on the major arms.
- 4.2.10 This results in the following turning movements, as shown in Tables 4.7 – 4.10. The increased sensitivity flows are shown in colour, as before.

Table 4.7: 2036 AM peak

From/to	North	School	South	Total
North	0	33	170	203
School	18	0	100	118
South	128	115	0	243
Total	146	148	270	564

Table 4.9: 2036 AM peak – 150% sensitivity flows

From/to	North	School	South	Total
North	0	33	255	288
School	18	0	100	118
South	192	115	0	307
Total	210	148	355	783

Table 4.8: 2036 PM peak

From/to	North	School	South	Total
North	0	18	155	173
School	33	0	115	148
South	161	100	0	261
Total	194	118	270	582

Table 4.10: 2036 PM peak – 150% sensitivity flows

From/to	North	School	South	Total
North	0	18	233	251
School	33	0	115	148
South	242	100	0	342
Total	275	118	348	741

- 4.2.11 The model was based on the layout shown at Appendix 4 and the PICADY model also included modelling the effect of the proposed zebra crossing to the north. As a result, in addition to modelling the queue and delay for the arms which have to Give Way, i.e., vehicles waiting to leave the minor arm, or turn right into the minor arm, the model also provides queue and delay for vehicles approaching from the north, which would have to wait if the zebra crossing

was in use. The crossing has been assigned a demand of 200 pedestrians per hour in order to represent potentially high demand from students travelling to school.

- 4.2.12 The full results are shown at Appendix 8, and Table 4.11 provides a summary of the results, including a 25% increase on through traffic to provide a sensitivity test.

Table 4.11: School Access: 2036 PICADY results summary

Arm	Movement	AM peak			PM peak		
		Queue	Delay	RFC	Queue	Delay	RFC
School Access	Left and right out	0.3	8.50	0.23	0.4	9.49	0.30
Internal distributor road	Northbound and right	0.4	7.23	0.24	0.3	6.64	0.21
	Southbound and left	0.2	2.63	0.14	0.1	2.57	0.12

Queue: Measured in vehicles; Delay: Measured in seconds; RFC: 0-1, lower is better.

Table 4.12: School Access: 2036 PICADY sensitivity analysis results summary

Arm	Movement	AM peak			PM peak		
		Queue	Delay	RFC	Queue	Delay	RFC
School Access	Left and right out	0.3	9.08	0.25	0.5	10.23	0.32
Internal distributor road	Northbound and right	0.5	7.16	0.26	0.4	6.45	0.23
	Southbound and left	0.2	2.82	0.19	0.2	2.74	0.17

- 4.2.13 As can be seen in the results summary, the proposed School Access junction would operate within capacity, with minimal queuing and delay, in both the 2036 and sensitivity analysis scenarios.

5.0 SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 CampbellReith has prepared this report to provide Transport Planning analysis and commentary in relation to the internal junction layouts at the One Horton Heath development.
- 5.1.2 Both Quobleigh Breach and the School Access have been designed as simple priority junctions, however, with differing characteristics to best suit their context and use.
- 5.1.3 The internal distributor road is proposed with footways and shared cycle / footways in order to provide access to all frontages and side road access points. Within the application area, four bus stops (two pairs) are provided and a zebra crossing is provided close to the School Access to cater for demand from pupils travelling to or from school.
- 5.1.4 Capacity analysis has been undertaken for both junctions using PICADY software. This has shown that both would operate within capacity in the 2036 future year scenario, including a sensitivity analysis to increase flows above the calculated levels.

5.2 Conclusion

- 5.2.1 In conclusion therefore, the proposed internal distributor road at One Horton Heath will provide a route suitable for all road users, in particular providing foot and cycleways for residents and visitors to travel easily between places of home, work, education and public transport nodes.
- 5.2.2 The key junctions within the application area have been assessed and shown to operate within capacity and as a result, it is considered that there are no reasons to refuse planning permission for the internal distributor road on highways and transportation grounds.

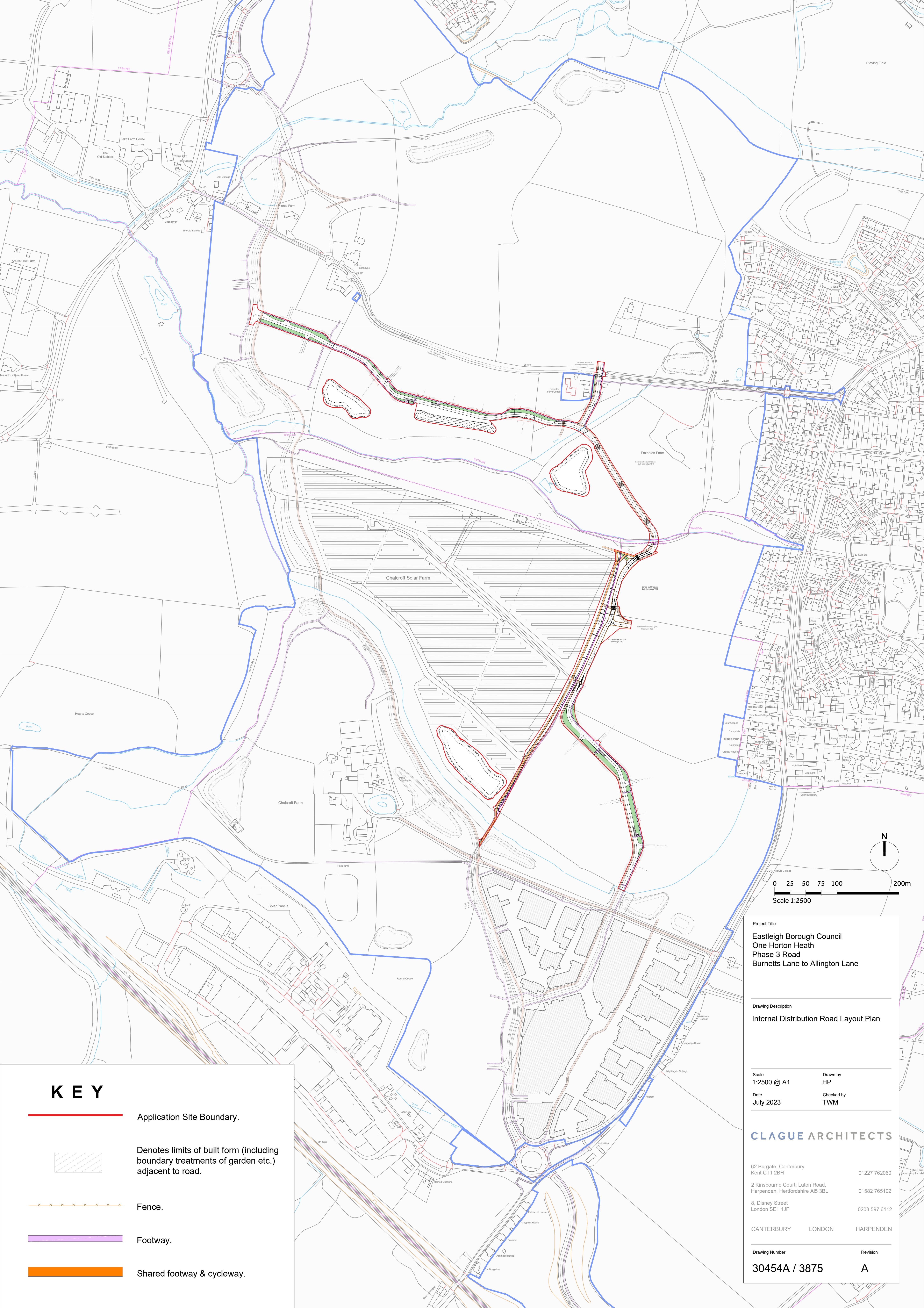


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Appendix 1

Application boundary

Clague Architects 30454A/3875 A



KEY

Application Site Boundary.



Denotes limits of built form (including boundary treatments of garden etc.) adjacent to road.



Fence.



Footway.



Shared footway & cycleway.

Project Title
Eastleigh Borough Council
One Horton Heath
Phase 3 Road
Burnetts Lane to Allington Lane

Drawing Description
Internal Distribution Road Layout Plan

Scale
1:2500 @ A1
Date
July 2023

Drawn by
HP
Checked by
TWM

CLAGUE ARCHITECTS

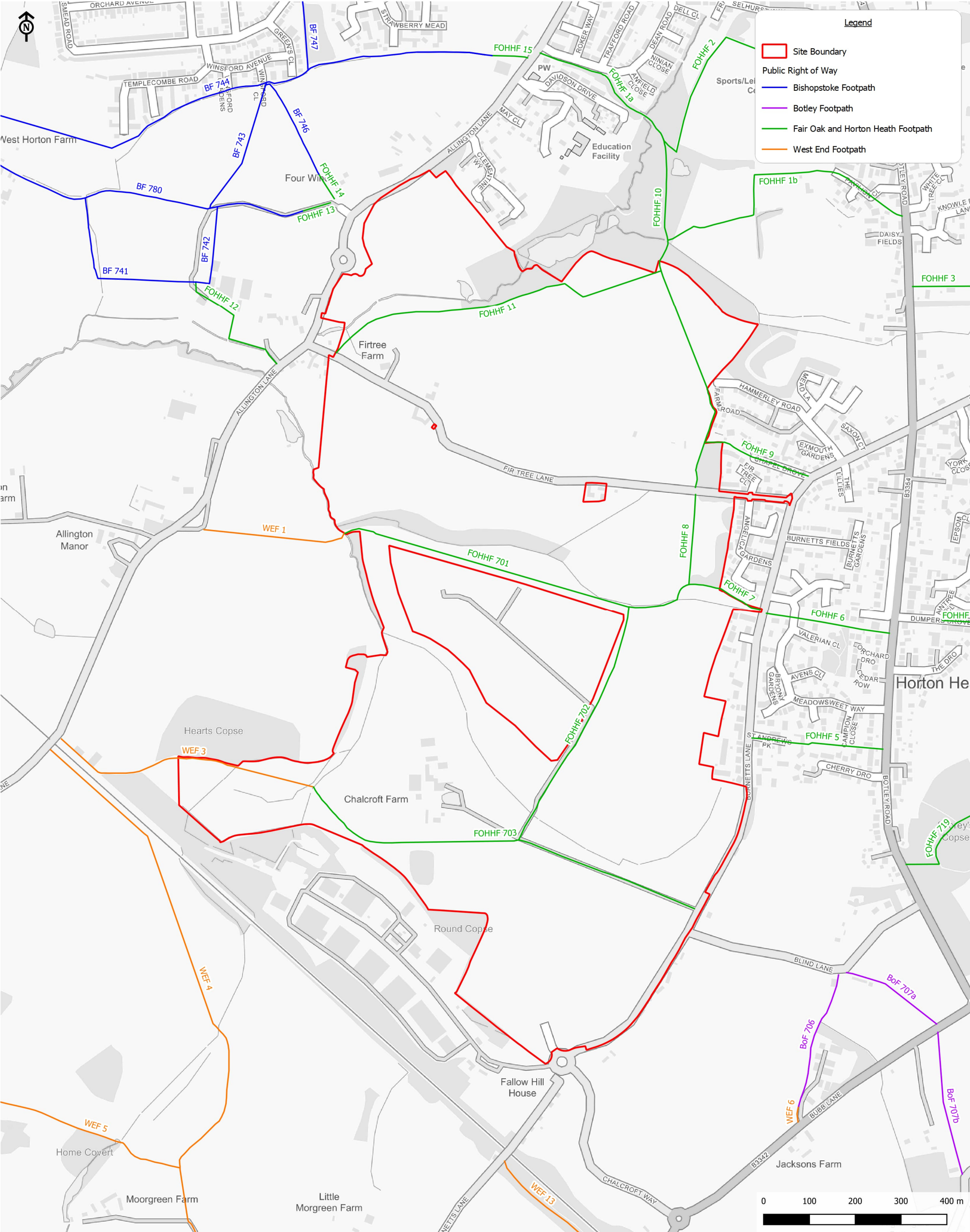
62 Burgate, Canterbury
Kent CT1 2BH 01227 762060
2 Kinsbourne Court, Luton Road,
Harpenden, Hertfordshire AL5 3BL 01582 765102
8, Disney Street
London SE1 1JF 0203 597 6112
CANTERBURY LONDON HARPENDEN

Drawing Number
30454A / 3875
Revision
A

Appendix 2

Public Right of Way Map

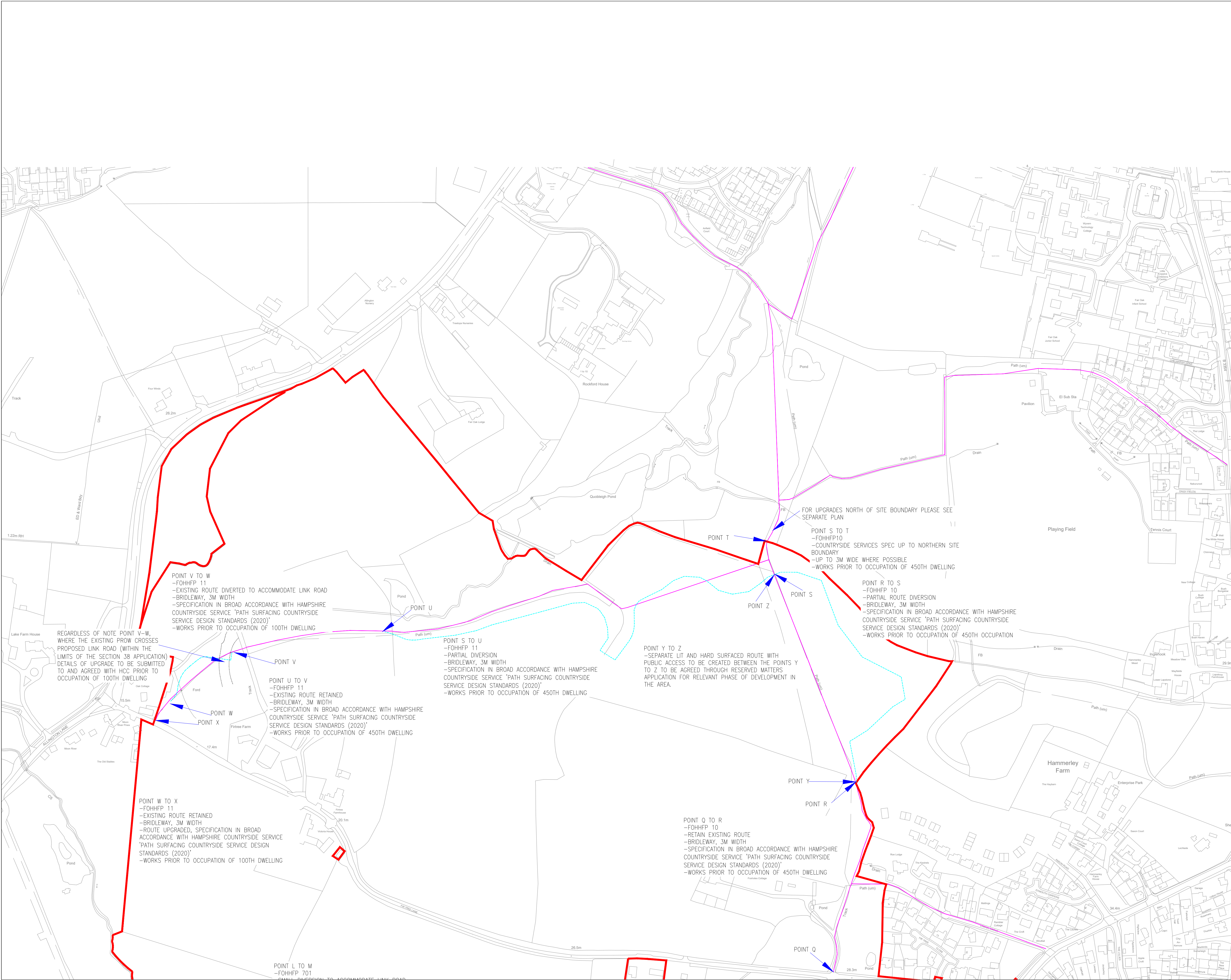
13888-CRH-XX-XX-DR-D-7000-P1,
039.0014.018.L-PROW North and
039.0014.019.M-PROW South



One Horton Heath

Client: Eastleigh Borough Council

Public Rights of Way



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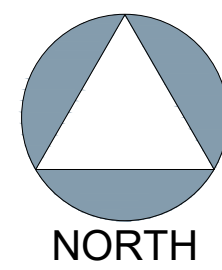
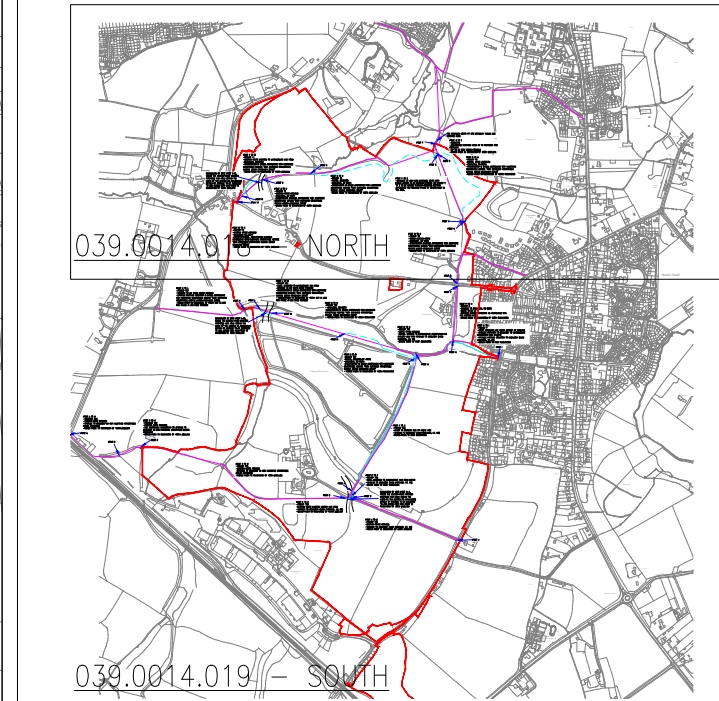
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KEY:

- OPEN LINE BOUNDARY
- EXISTING PUBLIC FOOTPATH ROUTE AS PER HCC DEFINITIVE MAP
- PROPOSED DIVERSION ROUTE
- INDICATIVE ROUTE OF PROPOSED LINK ROAD (PLOTTED AS APPROVED ON REF: F/21/91185)

INSET PLAN:



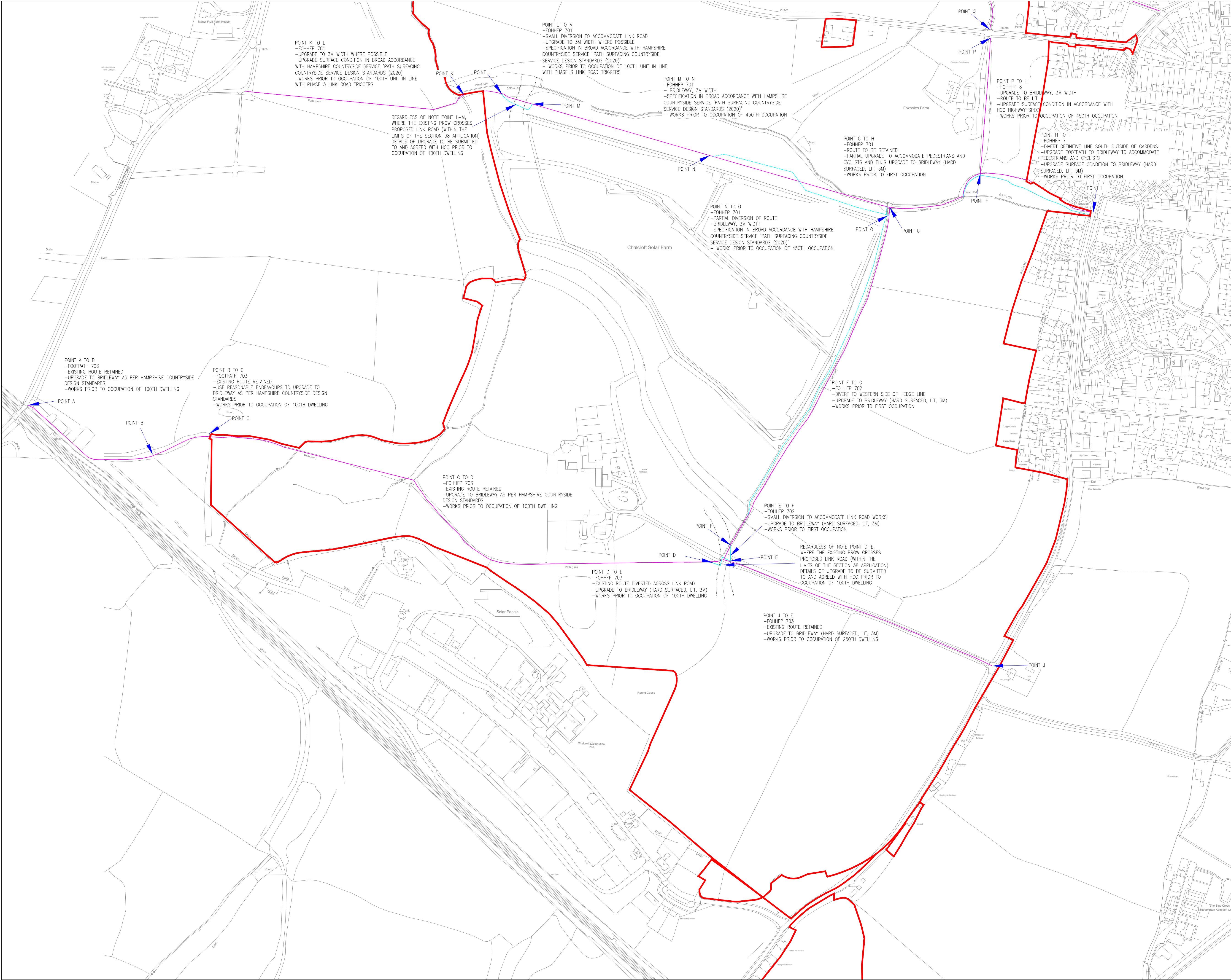
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K	UPDATES TO REFLECT COMMENTS	01.06.23	JM	MS
J	UPDATES TO REFLECT COMMENTS	25.04.23	JM	MS
I	UPDATES TO REFLECT COMMENTS	21.04.23	JM	MS
H	UPDATES TO REFLECT COMMENTS	20.03.23	SB	MS
G	UPDATES TO REFLECT COMMENTS	13.03.23	SB	MS
F	UPDATES TO REFLECT CLIENT COMMENTS	10.02.23	JM	MS
E	UPDATES TO REFLECT CLIENT COMMENTS	09.02.23	JM	MS
D	UPDATES TO REFLECT CLIENT COMMENTS	30.01.23	JM	MS
C	UPDATES TO REFLECT CLIENT COMMENTS	17.01.23	JM	MS
B	UPDATES TO REFLECT COUNTRYSIDE SERVICES COMMENTS	01.11.22	JM	MS
A	UPDATES FOLLOWING MEETING WITH HCC, EBC AND COUNTRYSIDE SERVICES	23.05.22	JL	MS
Rev	Description	Date	By	Chkd



Paul Basham Associates Ltd
The Botley, Camo Hall Estate, Fareham, PO16 8UT
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info@paulbashamassociates.com www.paulbashamassociates.com



Project Name LAND AT HORTON HEATH EASTLEIGH			
Title SUMMARY OF ON-SITE PROW WORKS NORTH			
Project Phase PRELIMINARY			
Checked By MS	Checked Date 30.03.22	Drawn By JL	Drawn Date 29.03.22
Client Drawing No. -	Scale NOT TO SCALE		Revision L
PBA Drawing No. 039.0014.018			



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KEY:

- OPA RED LINE BOUNDARY
- EXISTING PUBLIC FOOTPATH ROUTE AS PER HCC DEFINITIVE MAP
- PROPOSED DIVERSION ROUTE
- INDICATE ROUTE OF PROPOSED LINK ROAD (PLOTTED AS APPROVED ON REF: F/21/91185)

INSET PLAN:

M	UPDATES TO REFLECT COMMENTS	02.06.23	JM	MS
L	UPDATES TO REFLECT COMMENTS	01.06.23	JM	MS
K	UPDATES TO REFLECT COMMENTS	21.04.23	JM	MS
J	UPDATES TO REFLECT COMMENTS	21.03.23	JM	MS
I	UPDATES TO REFLECT COMMENTS	20.03.23	SB	MS
H	UPDATES TO REFLECT COMMENTS	13.03.23	SB	MS
G	UPDATES TO REFLECT CLIENT COMMENTS	10.02.23	JM	MS
F	UPDATES TO REFLECT CLIENT COMMENTS	09.02.23	JM	MS
E	UPDATES TO REFLECT CLIENT COMMENTS	31.01.23	JM	MS
D	UPDATES TO REFLECT CLIENT COMMENTS	30.01.23	JM	MS
C	UPDATES TO REFLECT CLIENT COMMENTS	17.01.23	JM	MS
B	UPDATES TO REFLECT COUNTRYSIDE SERVICES COMMENTS	01.11.22	JM	MS
A	UPDATES FOLLOWING MEETING WITH HCC, EBC AND COUNTRYSIDE SERVICES	23.05.22	JL	MS
Rev	Description	Date	By	Chkd

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info@paulbashamassociates.com www.paulbashamassociates.com

Client

Project Name

LAND AT HORTON HEATH
EASTLEIGH

Title

SUMMARY OF ON-SITE PROW WORKS
SOUTH

Project Phase

PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
MS	30.03.22	JL	29.03.22

Client Drawing No.	Scale
-	NOT TO SCALE

PBA Drawing No.	Revision
039.0014.019	M



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Appendix 3

Bus Stop Catchments

300m radii

13888-CRH-XX-XX-DR-D-6200-P1

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 6. Drawing status:
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- 300m proposed radius
- 300m existing radius
- Proposed bus stop
- Existing bus stop

P1	Issued for information	26.10.22	AJM
Rev	Description	Date	By

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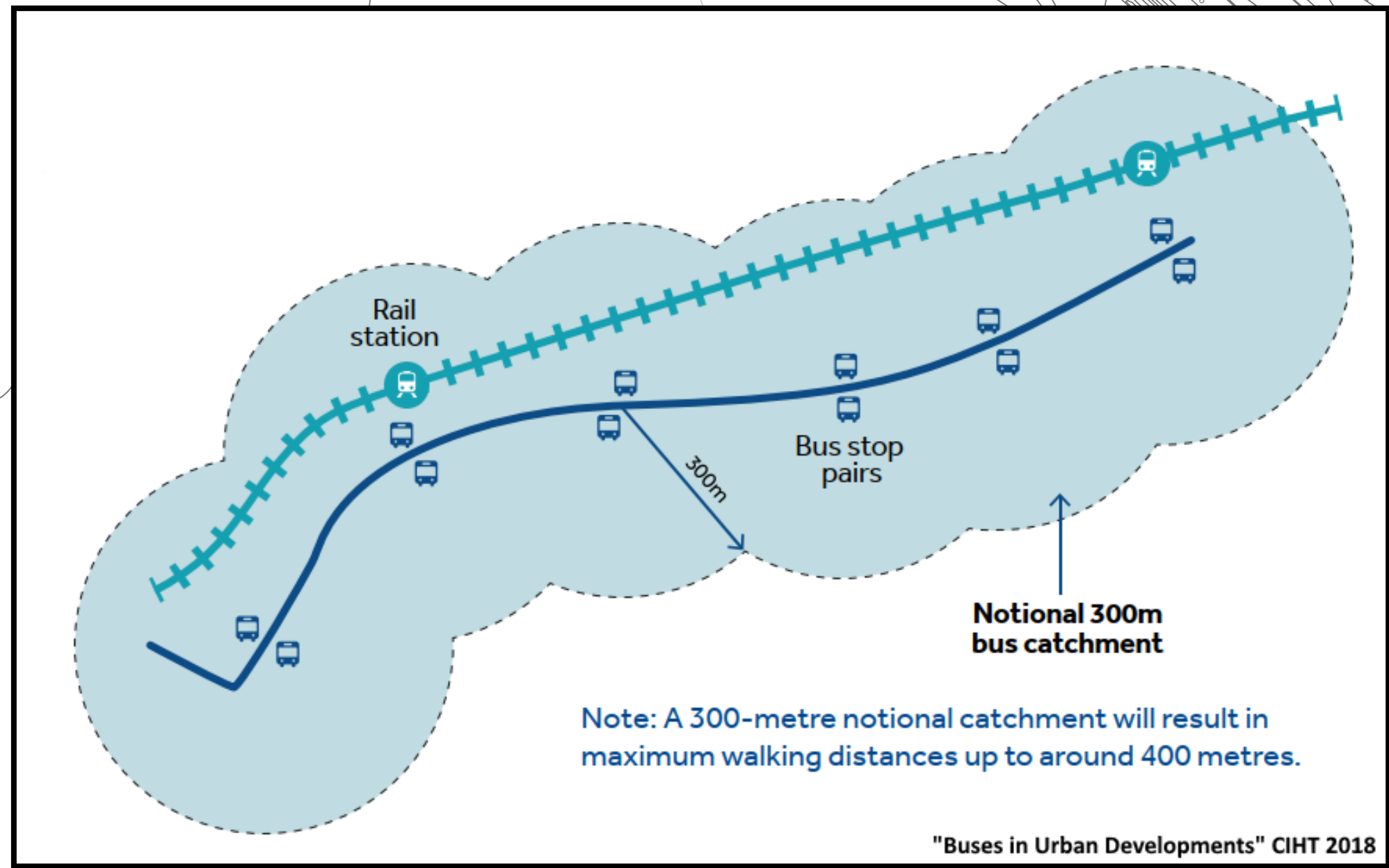
London 020 7340 1700 Manchester 0161 819 3060
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Job Title
One Horton Heath
Client
Eastleigh Borough Council

Bus Stop Catchments
300m Radius

Drawn by
AJM
Date made
26.10.12
Scale @ A0
1:2000
Checked by
S2
Suitability
S2
CR Project
13888

Project No
13888
Originator
CRH
Volume
XX
Lvl/Loc
XX
Type
DR
Role
D
Number
6200
Rev
P1





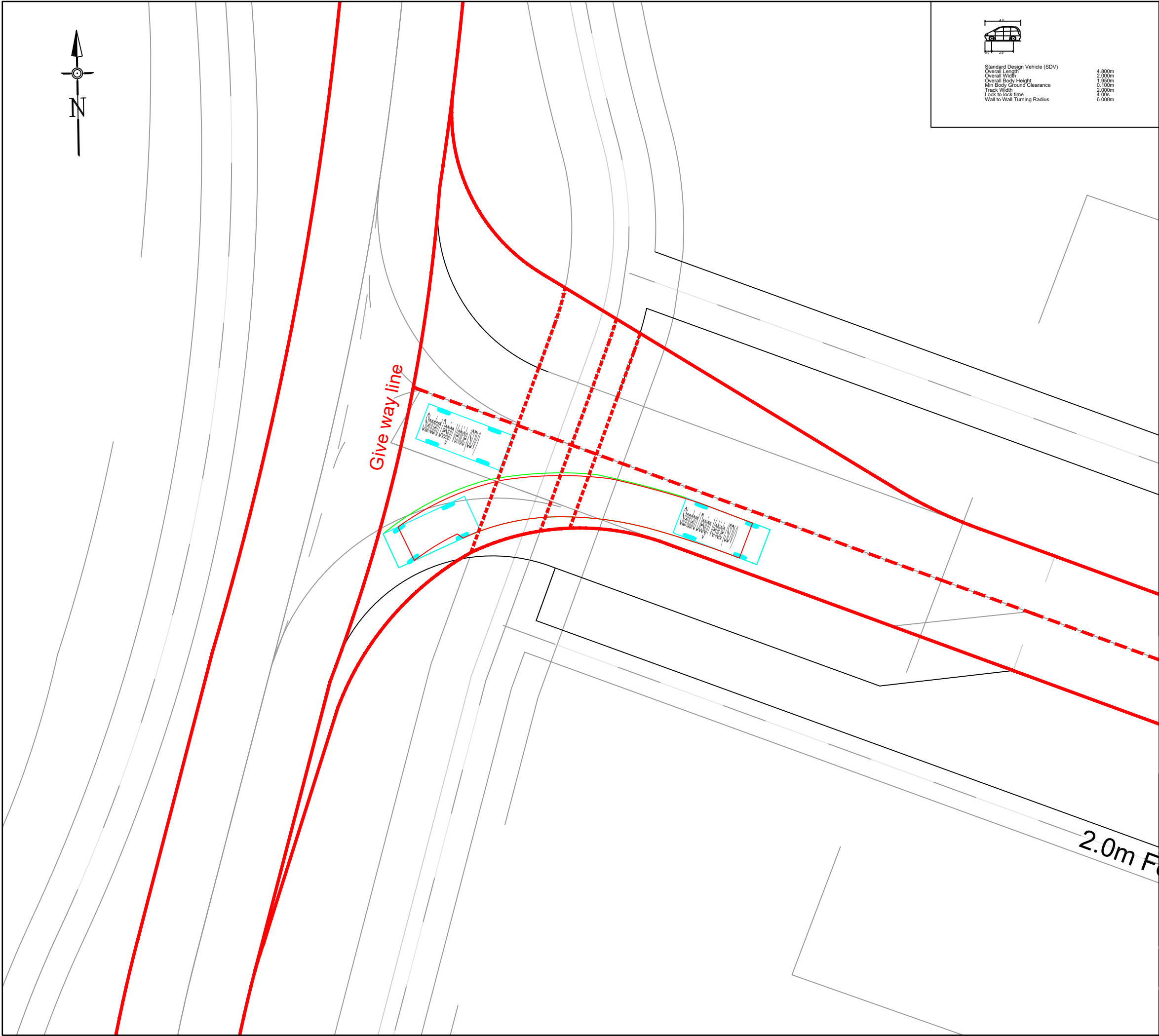
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Appendix 4

Quobleigh Breach

Priority junction layout

13888-CRH-XX-XX-DR-D-6178-P1



Standard Design Vehicle (SDV)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

4.800m
2.000m
1.950m
0.100m
2.000m
4.00s
6.000m

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C: Contractual Drawings authorized and approved for stage completion i.e. Stage-Tender or Stage 5-Construction.
- Drawing status:
Work in progress
S0 - Initial status
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S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
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A1, An etc - Authorised and accepted ('n' relates to work stages)
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CR - As constructed record document (Final Construction ONLY. Any deviations to that which is on site is not the liability of CampbellReith)
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Rev	Description	Date	By

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Job Title
One Horton Heath

Client
Eastleigh Borough Council

Redesigned Junction
with indicative tracking

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
AJM	10.11.22	1:200		S2	13888

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
13888	CRH	XX	XX	DR	D	6178	P1



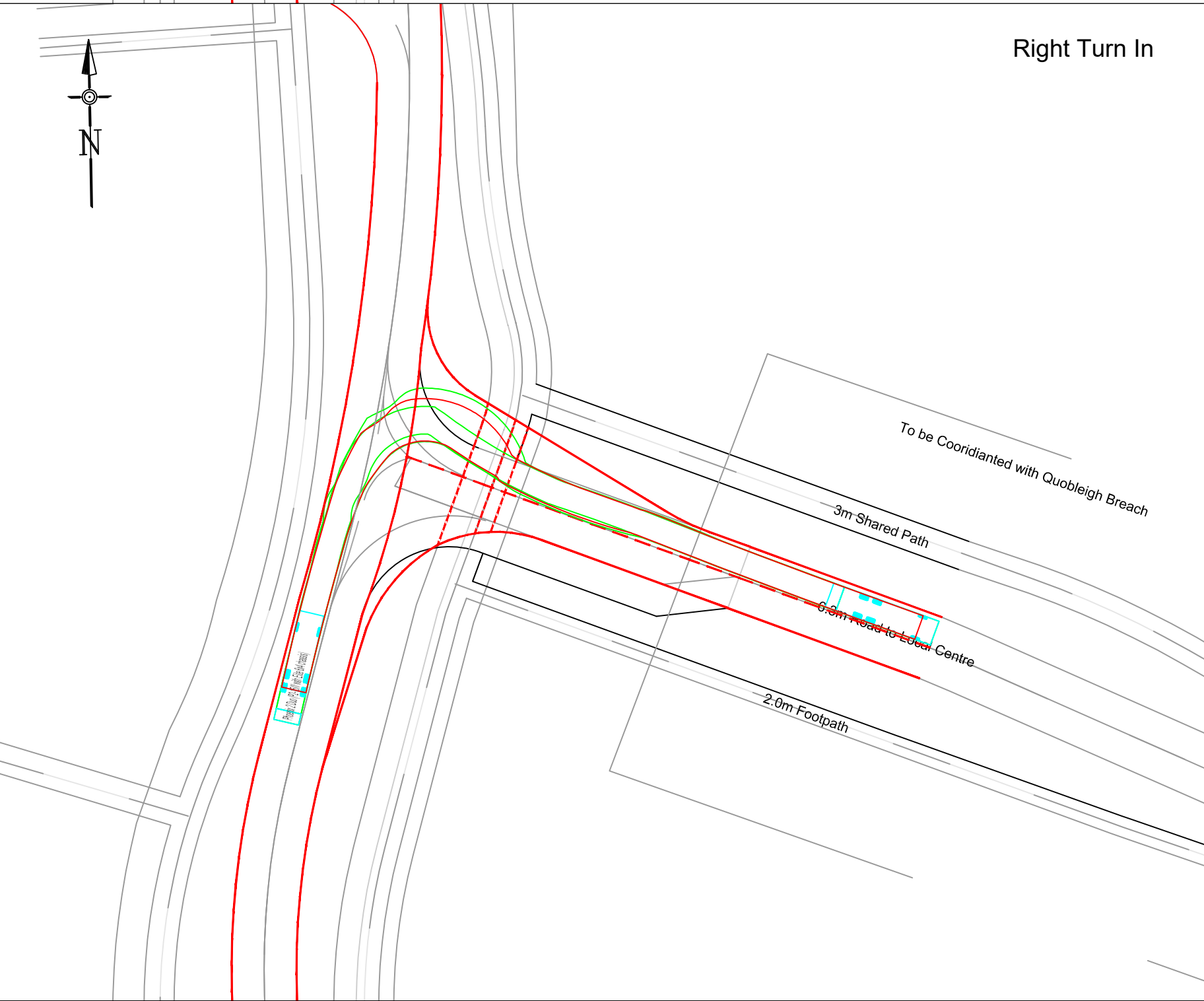
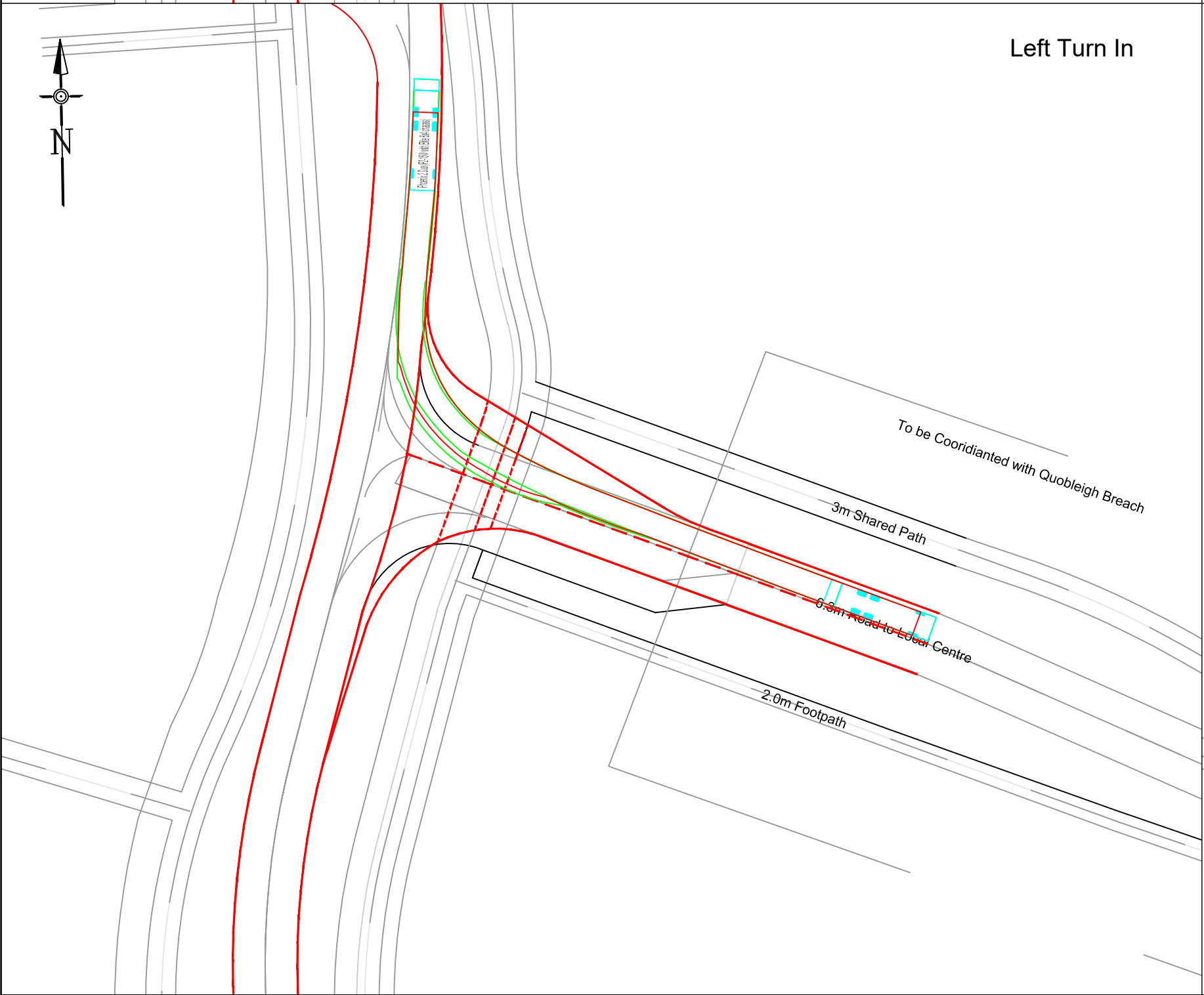
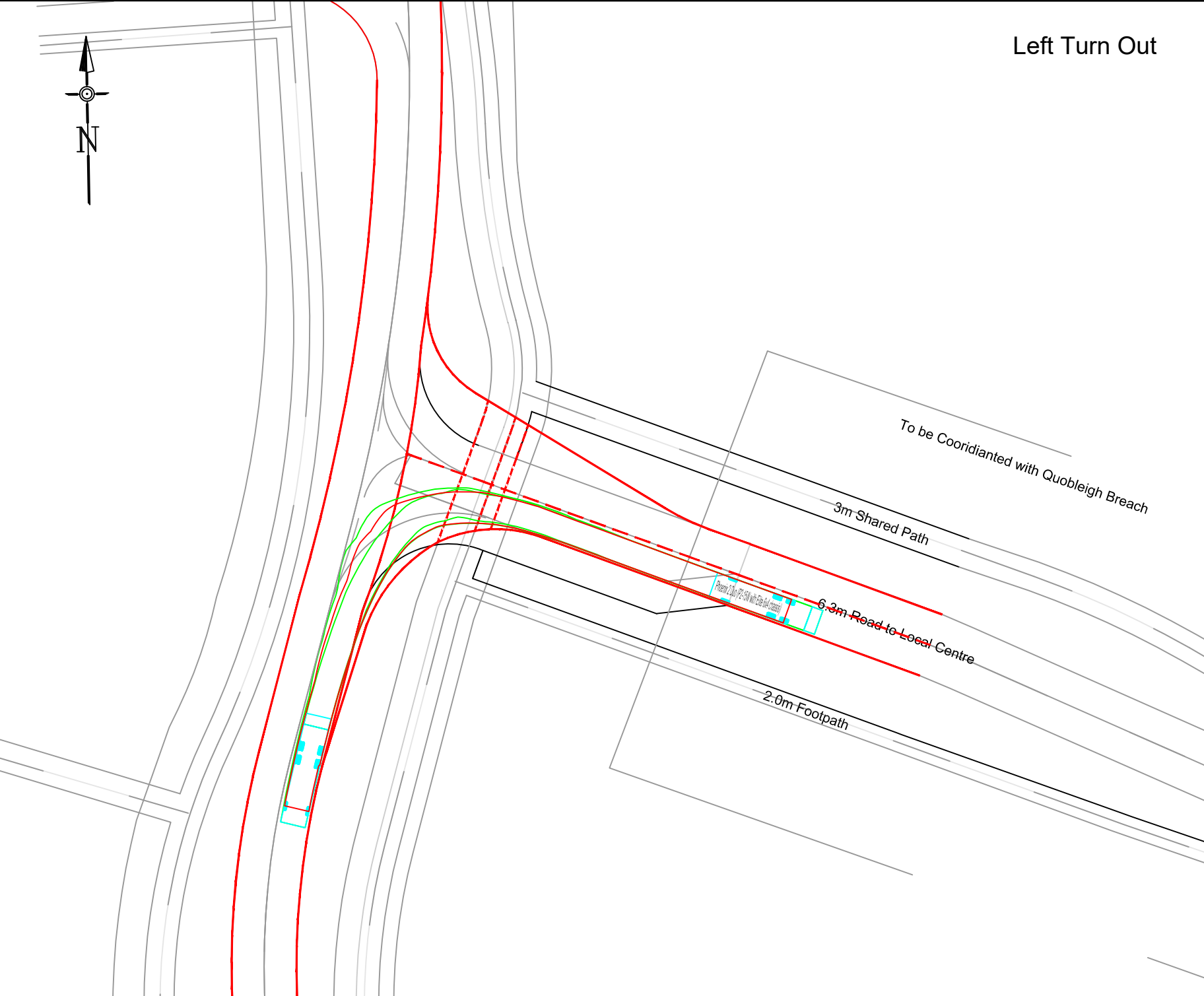
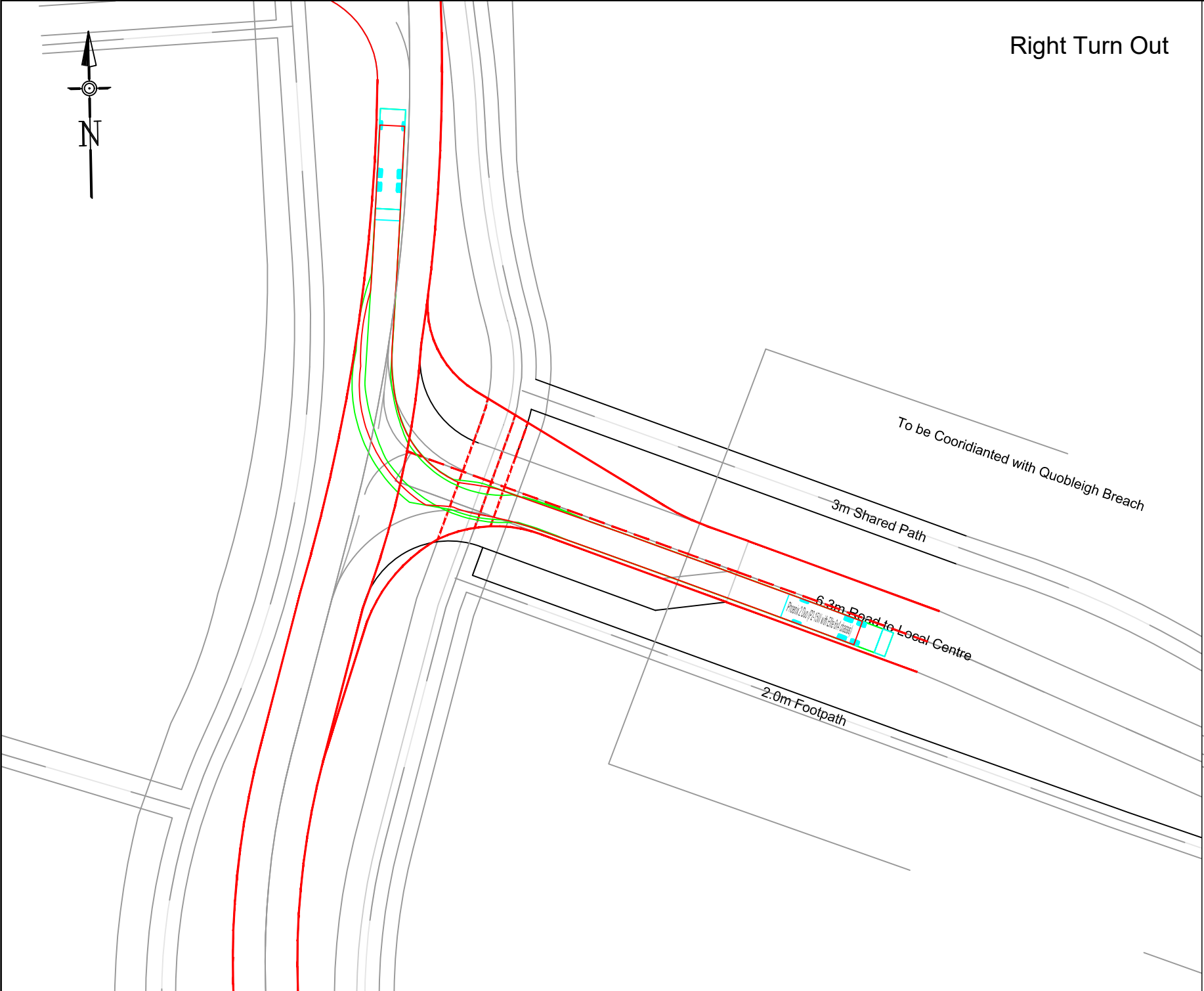
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Appendix 5

Swept Paths

11.2m refuse truck

13888-CRH-XX-XX-DR-D-6179-P1

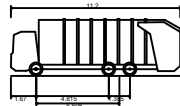


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7. Work Stages:
- 2** - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover

8. Only drawings with revision **Cn** and status **A5** to be used for Construction.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length 11.200m

Overall Width 2.500m

Overall Body Height 3.700m

Min Body Ground Clearance 0.200m

Track Width 2.500m

Lock to Side Step 4.000m

Kerb to Kerb Turning Radius 9.500m

P1	Issued for Information	10.11.22	AJM
Rev	Description	Date	By

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Surrey 01737 784 500 ☐ Birmingham 01675 467 484

Bristol 0117 916 1066 ☒ Dubai 00 971 4345 7088

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Job Title

One Horton Heath

Client

Eastleigh Borough Council

Swept Path Analysis

for a 11.2m Refuse Vehicle

Drawn by	Date made	Scale @ A2	Checked by	Suitability	CR Project
AJM	10.11.22	1:500		S2	13888

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
13888	CRH	XX	XX	DR	C	6179	P1



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Appendix 6

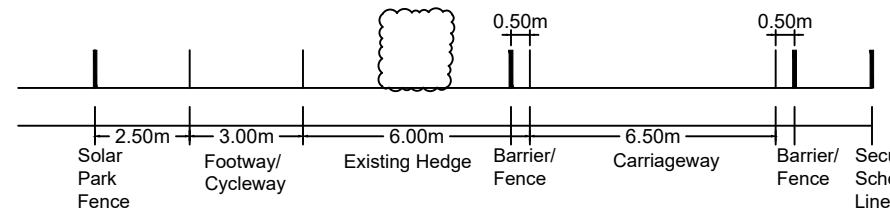
School Access

Priority junction layout

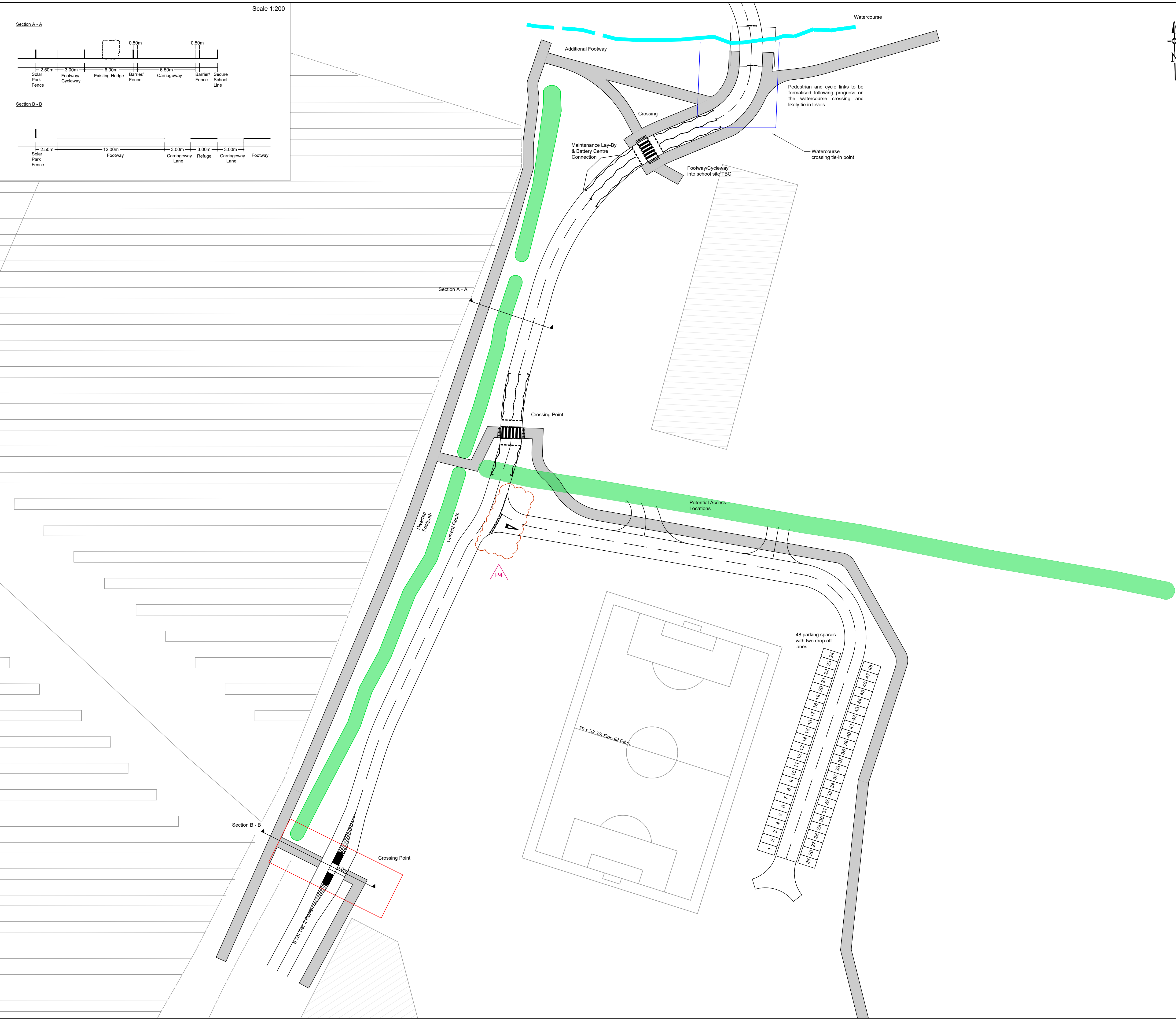
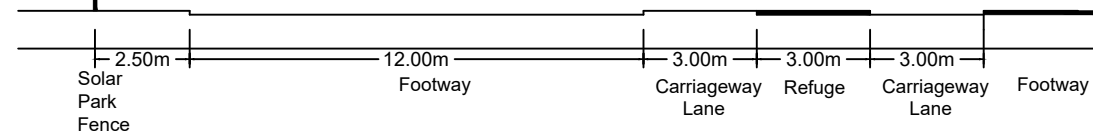
13888-CRH-XX-XX-DR-D-6182-P4

Scale 1:200

Section A - A



Section B - B



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6. Drawing status:

Work in progress
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7. Work Stages:

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8. Only drawings with **revision Cn** and **status A5** to be used for Construction.

P4	Kerb radii updated to be 6m	22.06.23	AN
P3	Updated to a junction	15.06.23	AJM
P2	Updated with comments	04.04.23	AJM
P1	Issued for Information	30.03.23	AJM
Rev	Description	Date	By

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Bristol	0117 916 1066	☒	☐ Dubai	00 971 4345 7088
www.campbellreith.com				

Job Title	One Horton Heath
Client	Eastleigh Borough Council

School Access Road

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
AJM	30.03.23	1:500		S2	13888

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
13888	CRH	XX	XX	DR	D	6182	P4



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Appendix 7

PICADY: Quobleigh Breach Junction

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896 © Copyright TRL Limited, 2018							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 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: 13888_Quobleigh_Flare_P1.j9

Path: \\red-data1\jobs\13750-13999\13888 - One Horton Heath\Docs\CR Docs\Reports\Transport\Quobleigh junction PICADY

Report generation date: 06/02/2023 11:24:50

- »TA flows - 2030, AM
- »TA flows - 2030, PM
- »TA flows - 2036, AM
- »TA flows - 2036, PM
- »Sensitivity test - 2030 50%, AM
- »Sensitivity test - 2030 50%, PM
- »Sensitivity test - 2036 50%, AM
- »Sensitivity test - 2036 50%, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
TA flows - 2030								
Stream B-C	0.6	13.22	0.34	B	0.3	10.19	0.23	B
Stream B-A	1.2	22.28	0.52	C	0.6	19.31	0.37	C
Stream C-AB	0.5	6.26	0.21	A	1.1	8.22	0.39	A
TA flows - 2036								
Stream B-C	0.6	13.38	0.34	B	0.3	10.27	0.23	B
Stream B-A	1.2	22.66	0.52	C	0.6	19.65	0.37	C
Stream C-AB	0.5	6.25	0.21	A	1.1	8.22	0.39	A

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Sensitivity test - 2030 50%								
Stream B-C	1.4	33.93	0.57	D	0.4	13.89	0.29	B
Stream B-A	3.9	52.55	0.80	F	1.3	27.51	0.55	D
Stream C-AB	0.5	6.35	0.21	A	1.2	8.67	0.40	A
Sensitivity test - 2036 50%								
Stream B-C	1.5	35.89	0.59	E	0.4	14.12	0.29	B
Stream B-A	4.1	54.73	0.81	F	1.3	28.24	0.56	D
Stream C-AB	0.5	6.34	0.21	A	1.2	8.67	0.41	A

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

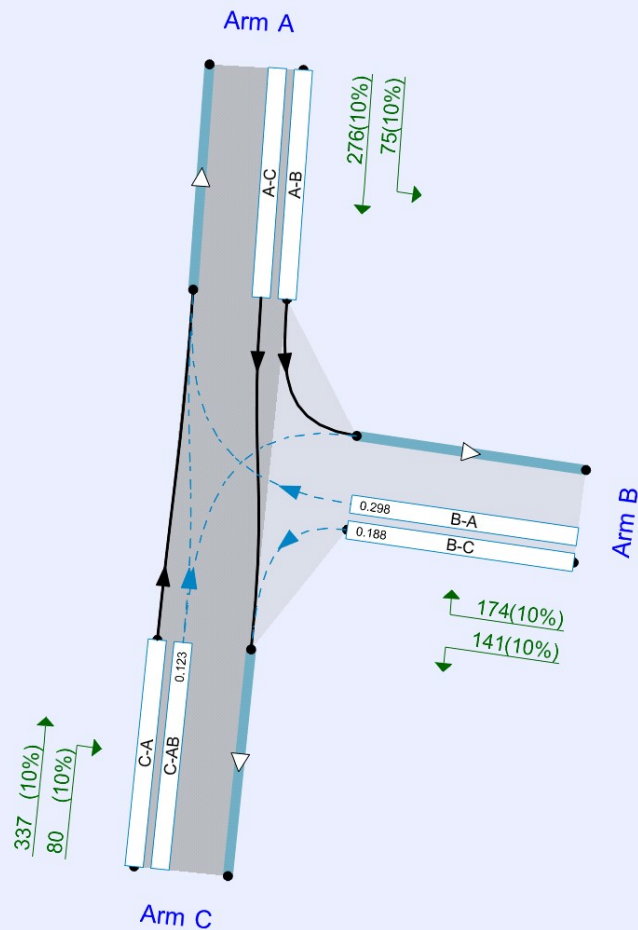
File summary

File Description

Title	
Location	
Site number	
Date	24/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAMPBELLREITH\robg
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2030	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030	PM	ONE HOUR	08:00	09:30	15	✓
D3	2036	AM	ONE HOUR	08:00	09:30	15	✓
D4	2036	PM	ONE HOUR	08:00	09:30	15	✓
D9	2030 50%	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030 50%	PM	ONE HOUR	08:00	09:30	15	✓
D11	2036 50%	AM	ONE HOUR	08:00	09:30	15	✓
D12	2036 50%	PM	ONE HOUR	08:00	09:30	15	✓

TA flows - 2030, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	TA flows	✓	✓	D1,D2,D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		6.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.101	0.255	0.160	0.364
1	B-C	689	0.103	0.261	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D1	2030	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	351	100.000
B		ONE HOUR	✓	315	100.000
C		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	75	276
	B	174	0	141
	C	337	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	13.22	0.6	B	129	194
B-A	0.52	22.28	1.2	C	160	239
C-AB	0.21	6.26	0.5	A	126	188
C-A					257	386
A-B					69	103
A-C					253	380

TA flows - 2030, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	TA flows	✓	✓	D1,D2,D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555	0.099	0.250	0.157	0.357
1	B-C	702	0.105	0.266	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D2	2030	PM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	497	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	167	330
	B	107	0	105
	C	361	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	10.19	0.3	B	96	145
B-A	0.37	19.31	0.6	C	98	147
C-AB	0.39	8.22	1.1	A	228	342
C-A					228	342
A-B					153	230
A-C					303	454

TA flows - 2036, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	TA flows	✓	✓	D1,D2,D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		6.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.101	0.255	0.160	0.364
1	B-C	689	0.103	0.261	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D3	2036	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	358	100.000
B		ONE HOUR	✓	315	100.000
C		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	75	283
	B	174	0	141
	C	342	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	13.38	0.6	B	129	194
B-A	0.52	22.66	1.2	C	160	239
C-AB	0.21	6.25	0.5	A	127	190
C-A					261	391
A-B					69	103
A-C					260	390

TA flows - 2036, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	TA flows	✓	✓	D1,D2,D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555	0.099	0.250	0.157	0.357
1	B-C	702	0.105	0.266	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D4	2036	PM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	504	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	167	337
	B	107	0	105
	C	370	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	10.27	0.3	B	96	145
B-A	0.37	19.65	0.6	C	98	147
C-AB	0.39	8.22	1.1	A	231	347
C-A					233	349
A-B					153	230
A-C					309	464

Sensitivity test - 2030 50%, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity test	✓	✓	D9,D10,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		16.04	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580	0.103	0.261	0.164	0.373
1	B-C	671	0.101	0.254	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D9	2030 50%	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	389	100.000
B		ONE HOUR	✓	402	100.000
C		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	113	276
	B	261	0	141
	C	337	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.57	33.93	1.4	D	129	194
B-A	0.80	52.55	3.9	F	239	359
C-AB	0.21	6.35	0.5	A	126	190
C-A					256	384
A-B					104	156
A-C					253	380

Sensitivity test - 2030 50%, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity test	✓	✓	D9,D10,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		6.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	576	0.103	0.260	0.163	0.371
1	B-C	675	0.101	0.256	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D10	2030 50%	PM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	581	100.000
B		ONE HOUR	✓	266	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	251	330
	B	161	0	105
	C	361	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	13.89	0.4	B	96	145
B-A	0.55	27.51	1.3	D	148	222
C-AB	0.40	8.67	1.2	A	232	348
C-A					224	336
A-B					230	345
A-C					303	454

Sensitivity test - 2036 50%, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity test	✓	✓	D9,D10,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		16.58	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580	0.103	0.261	0.164	0.373
1	B-C	671	0.101	0.254	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D11	2036 50%	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	396	100.000
B		ONE HOUR	✓	402	100.000
C		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	113	283
	B	261	0	141
	C	342	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.59	35.89	1.5	E	129	194
B-A	0.81	54.73	4.1	F	239	359
C-AB	0.21	6.34	0.5	A	127	191
C-A					260	390
A-B					104	156
A-C					260	390

Sensitivity test - 2036 50%, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity test	✓	✓	D9,D10,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Quobleigh	T-Junction	Two-way		6.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Major north		Major
B	Local centre		Minor
C	Major south		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.31	4.41	3.19	3.15		1.00	43	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	576	0.103	0.260	0.163	0.371
1	B-C	675	0.101	0.256	-	-
1	C-B	632	0.240	0.240	-	-

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)	Run automatically
D12	2036 50%	PM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	588	100.000
B		ONE HOUR	✓	266	100.000
C		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	251	337
	B	161	0	105
	C	370	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	14.12	0.4	B	96	145
B-A	0.56	28.24	1.3	D	148	222
C-AB	0.41	8.67	1.2	A	236	354
C-A					229	343
A-B					230	345
A-C					309	464



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Appendix 8

PICADY: School Access

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896							
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Filename: 13888_School_access_P4_ped-xing.j9

Path: \\lo-data1\jobs\13750-13999\13888 - One Horton Heath\Docs\CR Docs\Reports\Transport\School access PICADY

Report generation date: 07/07/2023 15:20:36

»2030 CD+OPA, AM

»2030 CD+OPA, PM

»2030 CD+OPA NS+25%, AM

»2030 CD+OPA NS+25%, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2030 CD+OPA								
Stream B-AC	0.3	8.50	0.23	A	0.4	9.49	0.30	A
Stream C-AB	0.4	7.23	0.24	A	0.3	6.64	0.21	A
Stream A-BC	0.2	2.63	0.14	A	0.1	2.57	0.12	A
2030 CD+OPA NS+25%								
Stream B-AC	0.3	9.08	0.25	A	0.5	10.23	0.32	B
Stream C-AB	0.5	7.16	0.26	A	0.4	6.45	0.23	A
Stream A-BC	0.2	2.82	0.19	A	0.2	2.74	0.17	A

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

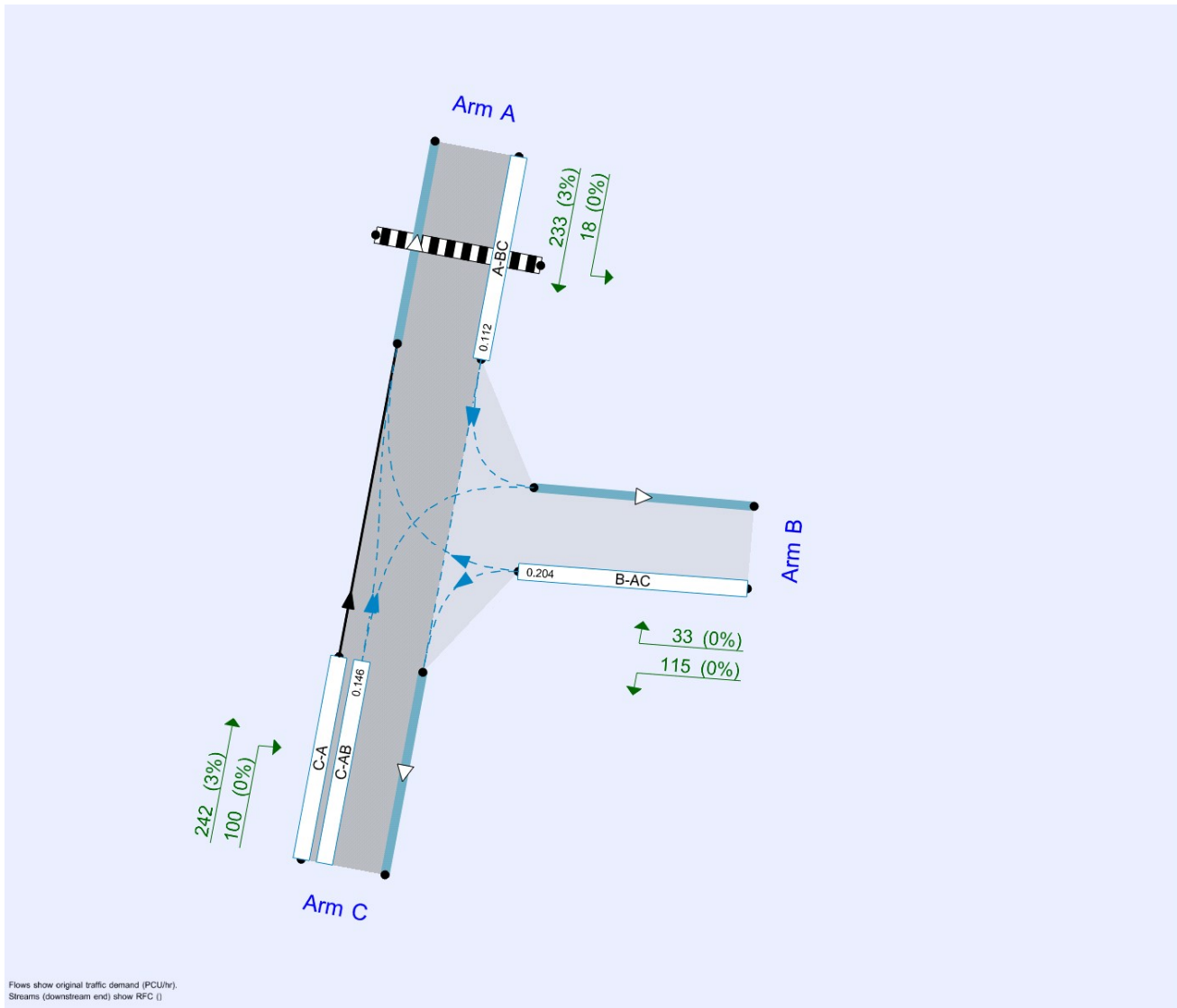
File summary

File Description

Title	
Location	
Site number	
Date	15/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAMPBELLREITH\robg
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2030 CD+OPA	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030 CD+OPA	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030 CD+OPA NS+25%	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 CD+OPA NS+25%	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2030 CD+OPA, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North approach		Major
B	School access		Minor
C	South approach		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	6.00			79.0	✓	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	One lane	3.00	56	33

Zebra Crossings

Arm	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
A	3.00		Distance	6.00	4.29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	512	0.093	0.236	0.148	0.337
1	B-C	645	0.099	0.250	-	-
1	C-B	620	0.240	0.240	-	-

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)	Run automatically
D1	2030 CD+OPA	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	243	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	200.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	33	170
	B	18	0	100
	C	128	115	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	8.50	0.3	A	108	162
C-AB	0.24	7.23	0.4	A	130	194
C-A					93	140
A-BC	0.14	2.63	0.2	A	186	279

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		575	0.154	88	0.0	0.2	7.380	A
C-AB	102	25		648	0.157	101	0.0	0.2	6.600	A
C-A	81	20				81				
A-BC	153	38	150.57	1691	0.090	152	0.0	0.1	2.398	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27		566	0.187	106	0.2	0.2	7.819	A
C-AB	126	31		654	0.192	125	0.2	0.3	6.842	A
C-A	93	23				93				
A-BC	182	46	179.80	1664	0.110	182	0.1	0.1	2.489	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32		553	0.235	130	0.2	0.3	8.488	A
C-AB	161	40		663	0.243	161	0.3	0.4	7.213	A
C-A	106	27				106				
A-BC	224	56	220.20	1629	0.137	223	0.1	0.2	2.625	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32		553	0.235	130	0.3	0.3	8.501	A
C-AB	161	40		663	0.243	161	0.4	0.4	7.228	A
C-A	106	27				106				
A-BC	224	56	220.20	1629	0.137	224	0.2	0.2	2.625	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27		566	0.187	106	0.3	0.2	7.837	A
C-AB	126	31		654	0.192	126	0.4	0.3	6.866	A
C-A	93	23				93				
A-BC	182	46	179.80	1664	0.110	183	0.2	0.1	2.492	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		575	0.154	89	0.2	0.2	7.409	A
C-AB	102	25		648	0.157	102	0.3	0.2	6.633	A
C-A	81	20				81				
A-BC	153	38	150.57	1691	0.090	153	0.1	0.1	2.398	A

2030 CD+OPA, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.65	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)	Run automatically
D2	2030 CD+OPA	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	173	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	261	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	200.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	155
	B	33	0	115
From	C	161	100	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	3
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	9.49	0.4	A	136	204
C-AB	0.21	6.64	0.3	A	118	177
C-A					121	182
A-BC	0.12	2.57	0.1	A	159	238

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28		564	0.197	110	0.0	0.2	7.915	A
C-AB	92	23		670	0.137	91	0.0	0.2	6.247	A
C-A	105	26				105				
A-BC	130	33	150.57	1691	0.077	130	0.0	0.1	2.367	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33		555	0.240	133	0.2	0.3	8.519	A
C-AB	114	29		680	0.168	114	0.2	0.3	6.397	A
C-A	120	30				120				
A-BC	156	39	179.80	1664	0.093	155	0.1	0.1	2.449	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41		542	0.300	163	0.3	0.4	9.466	A
C-AB	148	37		695	0.213	148	0.3	0.3	6.629	A
C-A	139	35				139				
A-BC	190	48	220.20	1629	0.117	190	0.1	0.1	2.569	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41		542	0.301	163	0.4	0.4	9.490	A
C-AB	148	37		695	0.213	148	0.3	0.3	6.643	A
C-A	139	35				139				
A-BC	190	48	220.20	1629	0.117	190	0.1	0.1	2.569	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33		555	0.240	133	0.4	0.3	8.550	A
C-AB	114	29		680	0.168	115	0.3	0.3	6.421	A
C-A	120	30				120				
A-BC	156	39	179.80	1664	0.093	156	0.1	0.1	2.449	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28		564	0.198	112	0.3	0.2	7.963	A
C-AB	92	23		670	0.137	92	0.3	0.2	6.275	A
C-A	104	26				104				
A-BC	130	33	150.57	1691	0.077	130	0.1	0.1	2.368	A

2030 CD+OPA NS+25%, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.22	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)	Run automatically
D3	2030 CD+OPA NS+25%	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	288	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	307	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	200.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	0	33	255	From
	18	0	100	
	192	115	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	3
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	9.08	0.3	A	108	162
C-AB	0.26	7.16	0.5	A	144	216
C-A					137	206
A-BC	0.19	2.82	0.2	A	264	396

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		557	0.159	88	0.0	0.2	7.661	A
C-AB	111	28		667	0.166	110	0.0	0.2	6.496	A
C-A	121	30				121				
A-BC	217	54	150.57	1691	0.128	216	0.0	0.2	2.504	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27		544	0.195	106	0.2	0.2	8.207	A
C-AB	139	35		677	0.206	139	0.2	0.3	6.741	A
C-A	137	34				137				
A-BC	259	65	179.80	1664	0.156	259	0.2	0.2	2.628	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32		527	0.247	130	0.2	0.3	9.062	A
C-AB	183	46		691	0.265	182	0.3	0.5	7.136	A
C-A	155	39				155				
A-BC	317	79	220.20	1629	0.195	317	0.2	0.2	2.817	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32		526	0.247	130	0.3	0.3	9.079	A
C-AB	183	46		691	0.265	183	0.5	0.5	7.158	A
C-A	155	39				155				
A-BC	317	79	220.20	1629	0.195	317	0.2	0.2	2.817	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27		544	0.195	106	0.3	0.2	8.228	A
C-AB	139	35		677	0.206	140	0.5	0.3	6.774	A
C-A	137	34				137				
A-BC	259	65	179.80	1664	0.156	259	0.2	0.2	2.629	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		557	0.160	89	0.2	0.2	7.697	A
C-AB	111	28		667	0.166	111	0.3	0.3	6.537	A
C-A	120	30				120				
A-BC	217	54	150.57	1691	0.128	217	0.2	0.2	2.506	A

2030 CD+OPA NS+25%, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.25	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)	Run automatically
D4	2030 CD+OPA NS+25%	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	251	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	342	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	200.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	233
	B	33	0	115
From	C	242	100	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	3
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	10.23	0.5	B	136	204
C-AB	0.23	6.45	0.4	A	135	202
C-A					179	268
A-BC	0.17	2.74	0.2	A	230	345

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28		546	0.204	110	0.0	0.3	8.241	A
C-AB	102	25		698	0.146	101	0.0	0.2	6.068	A
C-A	156	39				156				
A-BC	189	47	150.57	1691	0.112	188	0.0	0.1	2.462	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33		533	0.250	133	0.3	0.3	8.983	A
C-AB	130	32		715	0.181	129	0.2	0.3	6.204	A
C-A	178	44				178				
A-BC	226	56	179.80	1664	0.136	226	0.1	0.2	2.571	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41		515	0.316	162	0.3	0.5	10.193	B
C-AB	173	43		738	0.234	172	0.3	0.4	6.430	A
C-A	204	51				204				
A-BC	276	69	220.20	1629	0.170	276	0.2	0.2	2.735	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41		515	0.316	163	0.5	0.5	10.226	B
C-AB	173	43		738	0.234	173	0.4	0.4	6.451	A
C-A	204	51				204				
A-BC	276	69	220.20	1629	0.170	276	0.2	0.2	2.735	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33		533	0.250	134	0.5	0.3	9.023	A
C-AB	130	32		715	0.181	130	0.4	0.3	6.233	A
C-A	178	44				178				
A-BC	226	56	179.80	1664	0.136	226	0.2	0.2	2.572	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28		546	0.204	112	0.3	0.3	8.298	A
C-AB	102	26		699	0.146	102	0.3	0.2	6.099	A
C-A	155	39				155				
A-BC	189	47	150.57	1691	0.112	189	0.2	0.1	2.463	A

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