

The Holme and The Homestal

Transport Assessment

December 2025

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Transport Assessment

The Holme and Homestal, One Horton Heath

December 2025

Prepared for:
Eastleigh Borough Council (One Horton Heath Team)

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1 Introduction

1.1 Overview

1.1.1 Stantec UK Ltd have been commissioned by Eastleigh Borough Council (EBC) (One Horton Heath Team) to support the Reserved Matters Application (RMA) for The Holme and Homestal at One Horton Heath, Land west of Burnetts Lane, Eastleigh, SO30 2HH.

1.1.2 One Horton Heath is a major mixed-use development, located within the administrative area of Eastleigh Borough Council (EBC), which was granted Outline Planning Permission (LPA ref no. O/20/89498) in October 2025 for up to 2,500 homes, a local centre, a primary school and commercial floorspace. This RMA Application will be submitted pursuant to Condition 4 of the Outline Planning Permission (OPP) which states that:

> *"4. The permission hereby granted is an outline permission and an application for the approval by the Local Planning Authority of the following reserved matters (for at least the first phase of residential development) shall be made no later than the expiration of 18 months beginning with the date of this permission:*
>
> *a) layout*
>
> *b) scale*
>
> *c) appearance*
>
> *d) landscaping of the site*
>
> *The development shall accord with the approved details."*

1.1.3 Within the OPP, all matters were reserved except the access arrangements. This RMA relates to the erection of 357 dwellings within Phases 12A and 14 (named The Holme and Homestal) of the OPP.

1.1.4 This Transport Assessment (TA) details the following reserved transport and highways matters for The Holme and Homestal:

- Accommodation schedule;
- Parking strategy;
- Road layout, design and hierarchy;
- Site connectivity and crossing point design;
- Refuse strategy; and
- Internal junction design and assessment.

1.2 The Holme and Homestal

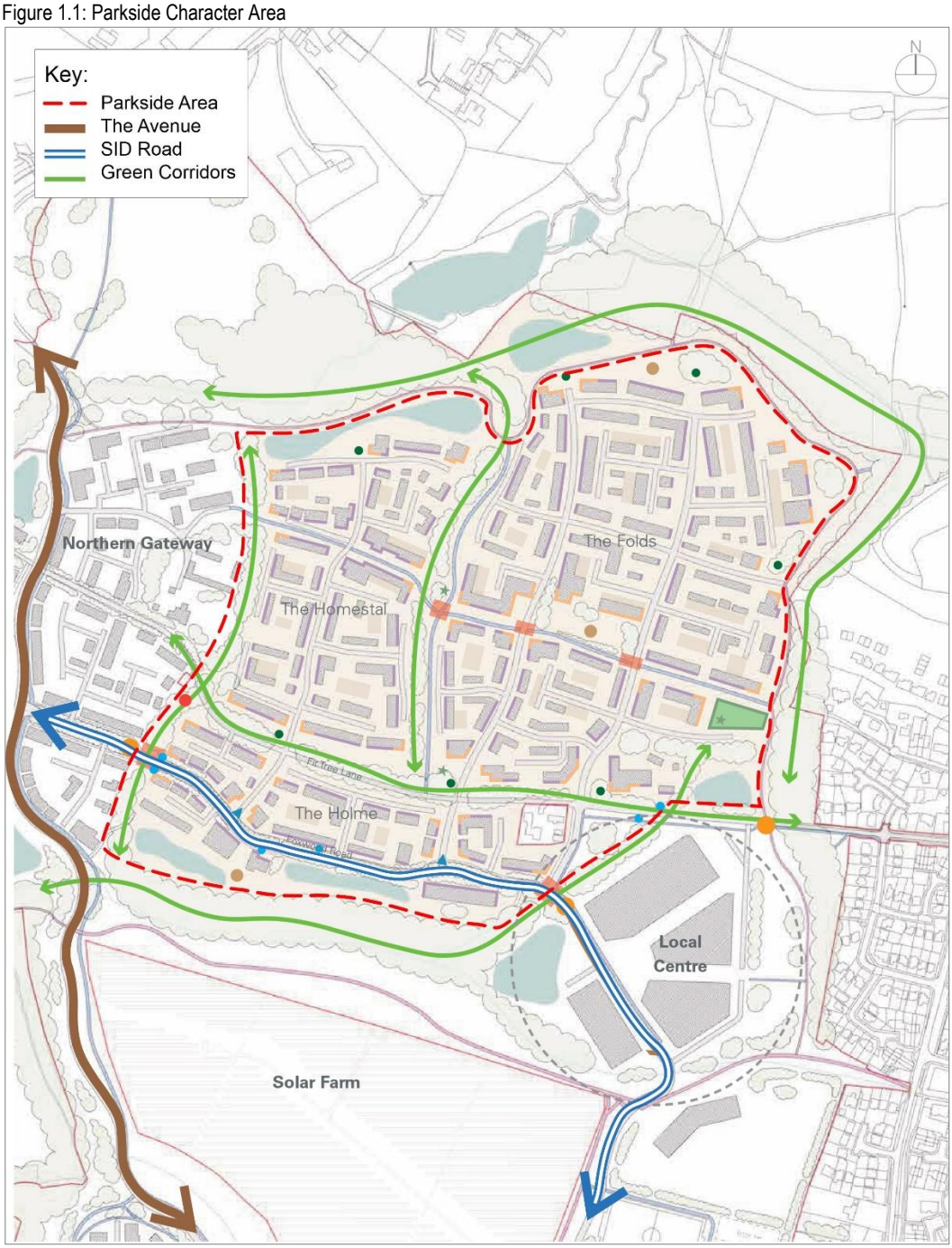
1.2.1 The Holme and Homestal parcels are situated towards the north and centre of the OPP site. Together, both sites form an L-shape, divided by Fir Tree Lane, with The Holme to the south and The Homestal to the north of the lane. The Folds is located adjacent to the east of the Homestal, and to the north-east of The Holme. The Quobleigh Breach RMA parcel is adjacent to both sites along the western boundary. The sites are comprised predominantly of open agricultural land.

1.2.2 The Homestal is bound by dense woodland of Quobleigh Woods to the north which visually and physically separates the Site from the built form of the new residential development to the north-west along Allington Lane. An established hedgerow runs along the entirety of the Site's eastern boundary, separating the two sites from the Folds, and another established hedgerow exists on the western boundary, beyond which is the Quobleigh Breach RM parcel and the new spine road 'The Avenue' that has been recently constructed and open to traffic.

1.3 Parkside Character Area

1.3.1 In line with the August 2025 Design Code, The Holme and Homestal are a part of combined Parkside character area of the wider OHH development. The Parkside consists of the area set out in **Figure 1.1** which comprises of three residential parcels: The Holme, The Homestal and The Folds. The Folds is situated in the north-east corner of the wider OHH development, and a separate RMA is being prepared and submitted for this parcel.

Figure 1.1: Parkside Character Area



1.3.2 The secondary inner distributor (SID) road routes between The Avenue (within Quobleigh Breach) and the Lower Acre development to the south via through The Holme and past the Local Centre.

1.3.3 The Parkside has been designed to incorporate high quality pedestrian and cycle facilities, enabling sustainable accessibility within parcels, the wider OHH development and to the surrounding local area.

1.3.4 Due to their proximity and inter-connected infrastructure, the total traffic generated from the three parcels in the Parkside and the wider OHH development have been assessed together in line with the OPP, as set out in **Section 7**.

1.3.5 Detailed layouts of the parcels have been included in **Appendix A**.

1.4 Scoping

1.4.1 This TA has been prepared following pre-application discussions held with Hampshire County Council (HCC) officers on 31st July 2025. Stantec prepared a presentation which set out the key matters to be covered within the RMA TA for The Holme and Homestal, in addition to a third parcel named The Folds.

1.4.2 Parking has been a central point of discussion with EBC as it forms a key element of how the masterplan designs have evolved. A parking note was prepared by Stantec with the proposed bespoke car parking standards for the Parkside and submitted to EBC as the LPA who are generally comfortable with the principles proposed for this RMA. The proposed parking standards have been set out in **Section 3** of this TA.

1.5 Policy Overview

1.5.1 This TA has been prepared in accordance with and refers to the following policy documents and design guidance:

- **National Planning Policy Framework (NPPF)**: This document sets out the governments planning policies for England and how they are to be applied. The NPPF was initially published in 2012 and was most recently updated in December 2024. Section 9 is titled Promoting Sustainable Transport consisting of paragraphs 109 to 118 which have been adhered to within this TA.

- **The National Planning Practice Guidance** (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014): The NPPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements. This TA has been prepared in line with the NPPG.

- **Eastleigh Borough Council Local Plan (2016 – 2036)**: The EBC Local Plan was adopted in April 2022 and sets out the policies and plans to guide development to 2036. This has been reviewed and Policy MD13 which the use of Transport Assessments and Travel Plans in relation to general development criteria in regard to transport.

- **Eastleigh Borough Council Parking Standards Supplementary Planning Document (2025)**: The EBC Parking Standards SPD were adopted in September 2025 and have been referenced throughout this TA in regard to car and cycle parking, EV charging and car clubs.

- **Manual for Streets (2007)**: MfS was published by the Department for Transport in 2007 and sets out national guidance for the design for residential streets.

- **UK Building Regulations**: The UK Building Regulations set out the legal standards for the design and construction of buildings to ensure safety, health, welfare, energy efficiency and accessibility requirements are met for new buildings.

1.6 Travel Plan

1.6.1 A Residential Travel Plan has been prepared for The Holme and Homestal and should be read in tandem with this TA.

1.7 Report Structure

1.7.1 This TA consists of the following sections:

- **Section 2: Planning Background** – This section details the planning background associated with the wider OHH development which comprises of multiple applications. It also signposts information that has been used from other applications that have fed into the internal junction assessment in this TA.

- **Section 3: The Holme and Homestal** – This section sets out the accommodation schedule for the parcels, in addition to the car and cycle parking strategy.

- **Section 4: Internal Roads, Connectivity and Layout** – The access arrangements for the parcels are detailed in this section consisting of the layout, design details, active travel infrastructure and road hierarchy. Furthermore, the delivery and servicing strategy is set out in this section.

- **Section 5: Proposed Trip Generation** – This section sets out the proposed trip generation for The Holme and Homestal, in addition to the total trip generation for the Parkside.

- **Section 6: Background OHH Development Vehicle Trips**: This section sets out the background traffic which has been included in the highways capacity assessment.

- **Section 7: Highways Capacity Assessment** – Four internal junctions have been considered as a part of the junction assessment which are to be used by future residents and other site users. The outputs of Junctions 11 modelling are included in this section in addition to a sensitivity test.

- **Section 8: Summary and Conclusions**.

2 Planning Background

2.1 Introduction

2.1.1 The wider OHH development has extensive planning history which is set out in this section, including live applications and the sections of OHH that have been / are in the process of being constructed. It also signposts information which has been used to inform this TA.

2.2 Extant Consents (O/14/75735 and O/16/79354)

2.2.1 The land associated with the wider OHH development currently has two planning permissions which permit, inter alia, the construction of up to 1,400 residential dwellings across two sites and a new link road from Bubb Lane to Allington Lane. The main access roundabouts located at the north (Allington Lane) and south (Burnetts Lane / Bubb Lane) have been built out following the consent of this application.

2.3 Outline Planning Permission (OPP) (O/20/89498)

2.3.1 As aforementioned in **Section 1**, outline planning for the OHH development which was granted permission in October 2025 for the following:

"Outline: Phased mixed-use development comprising severable and separate phases of development (as per the Phasing Plan) consisting:

- *Up to 2,500 residential units in total (across The Lower Acre, Quobleigh Breach, The Upper Acre, Round Copse, The Holme, The Homestal, Chalcroft Farm and The Folds phases and partially within Chalcroft Outfarm Works phase);*
- *A Local Centre (and supporting secondary local centres) on land up to 3.1ha comprising mixed-use residential / retail / leisure / community / employment / day nursery / food establishment uses (Local Centre Phase);*
- *Further non-residential floorspace on land up to 5ha comprising of office, commercial and industrial uses and general industrial and storage & distribution uses (Chalcroft Outfarm works and Fir Tree Farm Hub phases and partially within the Chalcroft Farm Phases);*
- *A 3FE Primary School (Primary School Phase);*
- *Public open space including formal sports facilities and informal provisions (across Green Infrastructure Phases);*
- *Allotments, ecological, landscape and sustainable drainage works;*
- *Key infrastructure and utilities provision including new roads, footpaths, bridleways and cycle paths;*
- *Vehicular access from Allington Lane, Fir Tree Lane and Burnetts Lane with improvements to the existing road junction at Fir Tree Lane / Burnetts Lane; and*
- *Site preparation and demolition works."*

2.3.2 The OPP was all matters reserved except the access arrangements and set out the wider masterplan and locations of parcels and land uses within the site.

2.3.3 The TA submitted for the OPP was prepared by Paul Basham Associates Ltd. (Doc Ref: 039.0014/TA/2). This set out trip rates for each land use and assessed the impact of the

development on the surrounding highway network. This considered a comprehensive number of junctions in the local vicinity of the wider OHH development, and three main accesses.

2.3.4 The residential trip rates set out in the OPP TA have been used to calculate the residential trip generation for The Holme and Homestal and the Parkside. Furthermore, the distribution of residential trips via the three main accesses have also been used. This is detailed in **Section 5** of this report.

2.4 Lower Acre (F/20/89500)

2.4.1 Planning permission was granted in December 2022 for the residential parcel named *'Lower Acre'* located to the south of the OHH development. This application was submitted as a standalone application and complies with the OPP. The construction of this parcel is underway and will comprise of a mix of houses and flats with a total of 381 dwellings. The first homes are anticipated to be occupied early 2026.

2.4.2 The transport and highways documents associated with this application have been reviewed in the preparation of this TA.

2.5 The Avenue (F/21/91185)

2.5.1 Planning permission was granted in October 2022 for the construction of the main spine road, 'The Avenue' which routes between Allington Lane (to the north of the OHH site) and Burnetts Lane (to the south of the site) with associated footway, cycle paths, water crossings, drainage and landscaping.

2.5.2 The Avenue forms a key link road through the centre of the development and will carry construction traffic to the site, avoiding the village of Horton Heath. The road consists of a dual carriageway with a 30-mph speed restriction, and three junctions to provide access to future residential and commercial parcels. The Avenue opened in September 2025.

2.5.3 The 2021 TA prepared for this application was authored by Paul Basham Associated Ltd (Doc Ref: 131.0008/TA/1). The report set out an impact assessment which included internal junction modelling of access roads off The Avenue, including the access from The Avenue to The Holme and Homestal. The trips associated with this junction have been used for this TA, as detailed in **Section 6**.

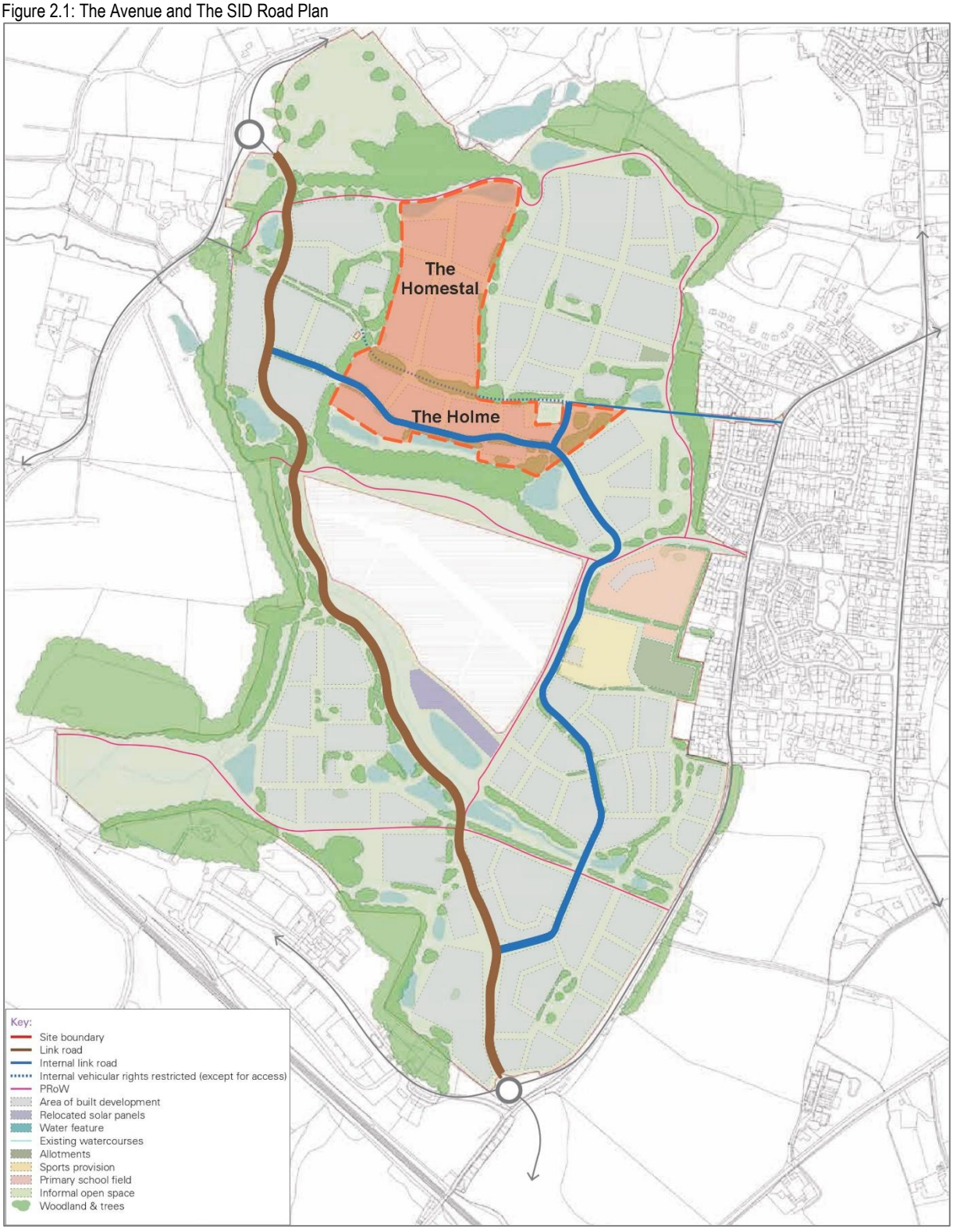
2.6 Secondary Inner Distributor *"SID"* Road (F/23/96631)

2.6.1 An application has been submitted for the construction of the SID road; a secondary link road which connects the northern part of the Lower Acre parcel at its southern end to The Avenue via The Holme residential parcel. The SID Road will also connect to Fir Tree Lane at the join of The Holme and The Folds. This is a key application for The Holme and Homestal as it forms the main access points to each parcel. At the time of writing this report, this application is awaiting planning permission.

2.6.2 A Transport Statement (TS) was prepared by Campbell Reith Consulting Engineers in December 2023. This included an impact assessment which considered the SID road junction with The Avenue (the same junction referenced in **Paragraph 2.5.3** above) and the school access which is to be located between the Local Centre and Upper Acre. The flows in this impact assessment have been used as a part of this TA and will be detailed further in **Section 6** of this report.

2.6.3 **Figure 2.1** illustrates the location of The Avenue and the SID road in relation to the wider OHH development land uses. The Avenue is highlighted in orange routing in the north – south direction through the OHH site. The SID Road is in dashed purple which routes around the solar farm at the centre of OHH.

Figure 2.1: The Avenue and The SID Road Plan



2.7 Overview

2.7.1 This section has set out the relevant planning applications to this RMA TA, and are summarised below:

- There are two extant consents in place at the wider OHH development under applications O/14/75735 and O/16/79354 for up to 1,400 residential dwellings across two sites and a new link road;

- Outline planning permission with all matters reserved except for access was granted in October 2025 for up to 2,500 residential dwellings, a local centre, commercial units, a primary school, public open space, sports facilities, allotments, landscaping, and key infrastructure under reference (O/20/89498);

- Phase 1 of OHH consists of Lower Acre residential parcel with 381 residential dwellings under application F/20/89500. This was granted permission in 2022 and, at the time of writing this report, is currently under construction;

- An application was approved in 2022 for the spine road named 'The Avenue' which routes between the two main site access points at Allington Lane to the north and Burnetts Lane to the south (F/21/91185). The Avenue opened in September 2025; and

- An application for the secondary inner distributor road is awaiting planning consent (F/23/96631). This road routes from The Avenue via The Holme and Local Centre to the northern portion of Lower Acre via the School. This is a key application for this RMA as the road would provide access to The Holme and Homestal.

3 The Holme and Homestal

3.1 Accommodation Schedule

3.1.1 In line with the parcel masterplans included in **Appendix A**, the development proposals consist of the construction of up to 357 residential dwellings with 183 dwellings in The Holme and 174 in The Homestal. The accommodation schedule for The Holme and Homestal is set out below in **Table 3.1**.

Table 3.1: Accommodation Schedule

Unit Type	Size	The Holme	The Homestal	Total
Houses	2 Bed	26	46	72
	3 Bed	35	47	82
	4 Bed	16	23	39
Older Person Flats	1 Bed	15	0	15
	2 Bed	21	0	21
Flat / Apartment	1 Bed	21	22	43
	2 Bed	49	36	85
Total		**183**	**174**	**357**

3.2 Car Parking Provision

3.2.1 The development proposals have carefully considered the future parking needs of the parcels, taking into account the Site's location, its future relationship to the forthcoming highways infrastructure, and the planned development of a new local centre and primary school. It is proposed that a bespoke parking provision is applied to the development parcels which is a reduction to the EBC Parking Standards SPD (Adopted September 2025). This approach has been discussed with the LPA during the pre-application process.

3.2.2 **Table 3.2** sets out the proposed parking standards that have been applied.

Table 3.2: Proposed Parking Standards

Unit Type	Size	Allocated Space (per dwelling)	Visitor/ Unallocated Space (per dwelling)	Total Formal Spaces
Houses / Flats	1-2 Bed	1	0.2	1.2
	3-4 Bed	2	0.4	2.4
Older Person Housing	1-2 Bed	0.6	0.2	0.8

3.2.3 The proposed parking standards applied to the development schedule set out in **Table 3.1** results in the parking provision set out in **Table 3.3**.

Table 3.3: Proposed Parking Provision

Unit Type	Size	The Holme				The Homestal			
		Allocated On Plot	Allocated Off Plot	Visitor	Total	Allocated On Plot	Allocated Off Plot	Visitor	Total
Houses	1B2P	0	0	0	0	0	0	0	0
	2B4P	0	26	5	31	0	46	9	55
	3B6P	34	36	14	84	52	42	19	113
	4B7P & 4B8P	32	0	6	38	46	0	9	55
Older Person Housing	1B2P	0	9	3	12	0	0	0	0
	2B4P	0	13	4	17	0	0	0	0
Flats	1B2P	0	21	4	25	0	22	4	26
	2B4P	0	49	10	59	0	36	7	43
Total		66	154	46	266	98	146	48	292

3.2.5 Parking will be delivered through a range of methods, including on-plot spaces, on-street provision, and courtyard parking. The strategy ensures all dwellings have access to at least one allocated space, which are to be supplemented by a higher than required level of formal unallocated / visitor spaces.

3.2.6 A total of 94 visitor / unallocated spaces are provided as formal parking spaces spread throughout the development parcels. The masterplan in **Appendix A** displays the parking arrangements.

3.2.7 Application of the full parking requirement set out in the EBC Parking Standards SPD would generate a need for 646 spaces. The combined development parcels of The Holme and Homestal will collectively deliver 558 formally laid out car parking spaces, representing a ratio of 1.57 spaces per dwelling. The proposed parking to support the RMA would be 13% lower than EBCs parking standards.

3.2.8 It is considered that the proposed parking strategy for the development parcels and the wider masterplan provides a balance between meeting residential parking needs and promoting long term sustainable travel objectives. By prioritising walking and cycling infrastructure, ensuring convenient access to public transport and the local centre, and incorporating car clubs, the strategy aims to reduce reliance on private vehicles and encourage more sustainable modes of travel. These elements are explored further in other sections of this report.

Electric Vehicle Infrastructure

3.2.9 As a part of the bespoke parking strategy, there is a specific proposed electric vehicle charging provision. Of the allocated spaces provided per house or apartment, one active electric vehicle charging space will be provided.

Car Club Strategy

3.2.10 EBC Parking Standards SPD recommends that new residential developments have the provision for a car club to be implemented on site. Car club spaces are to be situated in readily accessible locations within the development and clearly marked up and provided with EV charging points.

3.2.11 A minimum requirement for car club vehicles is 1 car per 100 dwellings. This equates to 4 spaces across The Holme and Homestal in addition to the 558 spaces set out above. The masterplan included in **Appendix A** highlights the location of these car club spaces. This provision will enable future car club operators to come forward to implement this service at the

site. EBC expect future car club providers to be CoMo accredited in line with the Parking Standards SPD.

3.3 Cycle Parking

3.3.1 The proposed cycle parking will be provided in line with EBC minimum requirements for long term cycle storage for Houses (*Table 3 of SPD*) and Apartments (*Table 4 of SPD*). **Table 3.4** sets out the minimum cycle parking requirements and the proposed quantum for The Holme and Homestal.

Table 3.4: EBC Minimum Cycle Parking Requirements and Proposed Quantum

	Minimum Requirement (spaces per dwelling)	**Proposed Provision**	
	Long Term (Resident Parking)	The Holme	The Homestal
1 Bed House	1	0	0
2 to 3 Bed House	2	122	186
4+ Bed House	3	48	69
1 & 2 Bed Flats	1	155	94
Total	-	325	349

3.3.2 For houses, space to store cycles will be provided in the gardens of dwellings. Secure and accessible cycle parking will be located within communal stores within the apartment blocks. Additional short term visitor cycle parking will be accommodated for within private gardens and sheds.

4 Internal Roads, Connectivity and Layout

4.1 Overview

4.1.1 The internal layout and access arrangements have been informed by the framework parameter plans approved as part of the OPP for the wider OHH development and Design Code. As aforementioned, the application for the SID Road (Ref: F/23/96631) is yet to be determined, but for the purposes of assessing this RMA it has been assumed that the SID Road will be approved and constructed.

4.1.2 The layout has evolved through the process of the planning application to respond not only to highway matters but also those relating to planning, urban design, landscape, ecology.

4.2 Wider OHH Access Connectivity

4.2.1 Vehicular access to the RMA development parcels from the external roads will be via the three main access points that will serve the wider OHH development:

- The Avenue / Allington Lane Roundabout (north),
- The Avenue / Burnetts Lane / Roundabouts (south), and
- Fir Tree Lane (east).

4.2.2 The SID Road is subject to a separate planning application and does not for part of this RM application. To the north The Avenue provides access to the Quobleigh Breach junction with the minor arm being the new SID Road which heads east, then south, broadly parallel to The Avenue, and passes the School Access. Eventually the SID Road rejoins The Avenue further south via Lower Acre.

4.2.3 The SID Road bypasses through The Holme in an east – west direction. The SID Road is 6.5m wide and is subject to a 30mph speed limit. As aforementioned, planning application ref F/23/96631 provides the detail of the SID Road including the junction of The Avenue / SID Road located to the west of The Holme.

4.2.4 For the SID Road, the proposed use of conditions is extensive covering off the locations of bus stops and how bus services will serve the local centre. The use of conditions allowing for future changes to the side road junctions, detailed junction layouts and the positioning of crossings has also been agreed.

4.3 Internal Junction Design

4.3.1 Within The Holme, the SID Road will provide three main vehicle access junctions that will serve the Parkside development parcels. A number of smaller streets and access roads will also lead off the SID Road and provide access the homes coming forwards as part of The Holme RMA.

4.3.2 As part of this application, it has been necessary to amend the location of the side road junctions along the SID Road compared to those illustrated on the current planning drawings. As these were set in advance of the development parcel RMA, the proposed side road junction locations have been revised to suit the masterplan. The revised junction locations will be incorporated into the SID Road at detail design to ensure both the road and residential layout are coordinated.

4.3.3 The western junction will provide access through to The Homestal parcel and will serve all 187 dwellings proposed. Towards the eastern side of The Holme, two further junctions are provided of which also provide access through to The Folds. The most eastern junction will provide access to The Folds in addition to forming a connection to Fir Tree Lane. The internal junctions

detailed in this section are set out below and in **Figure 4.1**, and are in line with those tested as a part of the internal junction capacity assessment (**Section 7**):

- Junction 1: The SID Road / The Homestal;
- Junction 2: The SID Road / The Folds (western access);
- Junction 3: The SID Road / The Folds (eastern access); and
- Junction 4: The Folds (eastern access) / Fir Tree Lane. This junction also has an access only entrance to an existing residential dwelling located on the western side of the junction.

Figure 4.1: Internal Vehicle Access Arrangements



4.3.4 The junction design principals of the SID Road application, that were subject to extensive engagement with HCC Highways, have been retained for the four proposed junctions in question and have been designed as simple priority-controlled junctions with a 6.5m wide major arm (the SID Road and eastern access to The Folds).

4.3.5 The minor arm carriageway width at Junctions 1 and 2 will be 6.0m and at Junction 3, 6.5m wide. For The Folds / Fir Tree Lane junction, Fir Tree Lane will have a future carriageway width of 5.5m which is representative of the widening improvement proposed to the lane to the east towards Burnetts Lane.

4.3.6 Kerb radii at each junction will be 6.0m, which the exception of Junction 3 which will have 9.0m junction radii which accords with the SID Road application layout.

Visibility Splays

4.3.7 For the proposed RMA access junctions along the SID Road, the masterplan is designed to provide visibility splays of 2.4m x 43.0m based on MfS design guidance for 30mph which the SID Road will be.

4.3.8 At all internal residential accesses that provide access to the mews streets and parking courts within the development parcels, they are designed with a 15-20mph design speed in mind. As a minimum, unobstructed visibility splays of 2.0m x 17.0m have been provided and more generally visibility splays of 2.4m x 25m are provided for.

4.3.9 Where a shared-use footway/cycle track crosses a minor arm or access road, cycle path visibility splays have been provided to the nearest edge of the shared use path which in accordance with LTN 1/20 Cycle Infrastructure Design require splays of 2.4m x 17m for cycle design speed of 20kmh.

4.3.10 There are instances within the parking courts and tertiary streets where the internal road alignments have tight bends with a reduced forward visibility splay. In such locations the character of the area and the road alignment will support lower vehicle speeds on the approach and therefore provide a forward visibility that accords with a design speed of 10mph.

4.3.11 A series of drawings, **332612639-STA-ZZ-XX-DR-T-5009 to 332612639-STA-17-XX-DR-T-5012**, illustrate the visibility splays assessment across The Holme and Homestal and have been included within **Appendix B**.

4.4 Road Hierarchy

4.4.1 All internal roads, including the SID Road, are to be unadopted. Aside from the SID Road, the internal roads within the parcels have been designed to a 20mph or less standard. A road hierarchy has been developed with the Architecture team to provide '*Primary'*, '*Secondary'* and *'Mews / Parking Courtyards'* or '*Tertiary'* streets.

4.4.2 The following table sets out the street geometries of each of the internal road types have been designed in accordance with Manual for Streets (MfS) and Hampshire County Council Technical Guidance Note TG1 – Highways Cross Section.

Table 4.1: Road Hierarchy and Dimensions

Road Type	Design Feature
Primary	Road width of 6.0 – 6.5m
	Designed to 20 mph speed limit standards
	No on-street parking provided along Primary Streets
Secondary	Road width of 5.5m and increased to effective width of 6.0m when there is on-street parking
	On-Street perpendicular parking with integrated between landscaping
	Designed to 15-20 mph speed limit standards
Tertiary/ Mews / Parking Courtyards	Road widths of 5.0m (short sections reduced to 4.2m)
	These streets will be accessed to / from Secondary streets.
	Shared use of these areas for vehicles, pedestrians and cyclists.
	Designed to 15 mph speed limit standards.

4.4.3 Within The Holme, the SID Road forms the main road through the parcel forming junctions with the three primary streets routing to The Homestal and The Folds. The other accesses along the

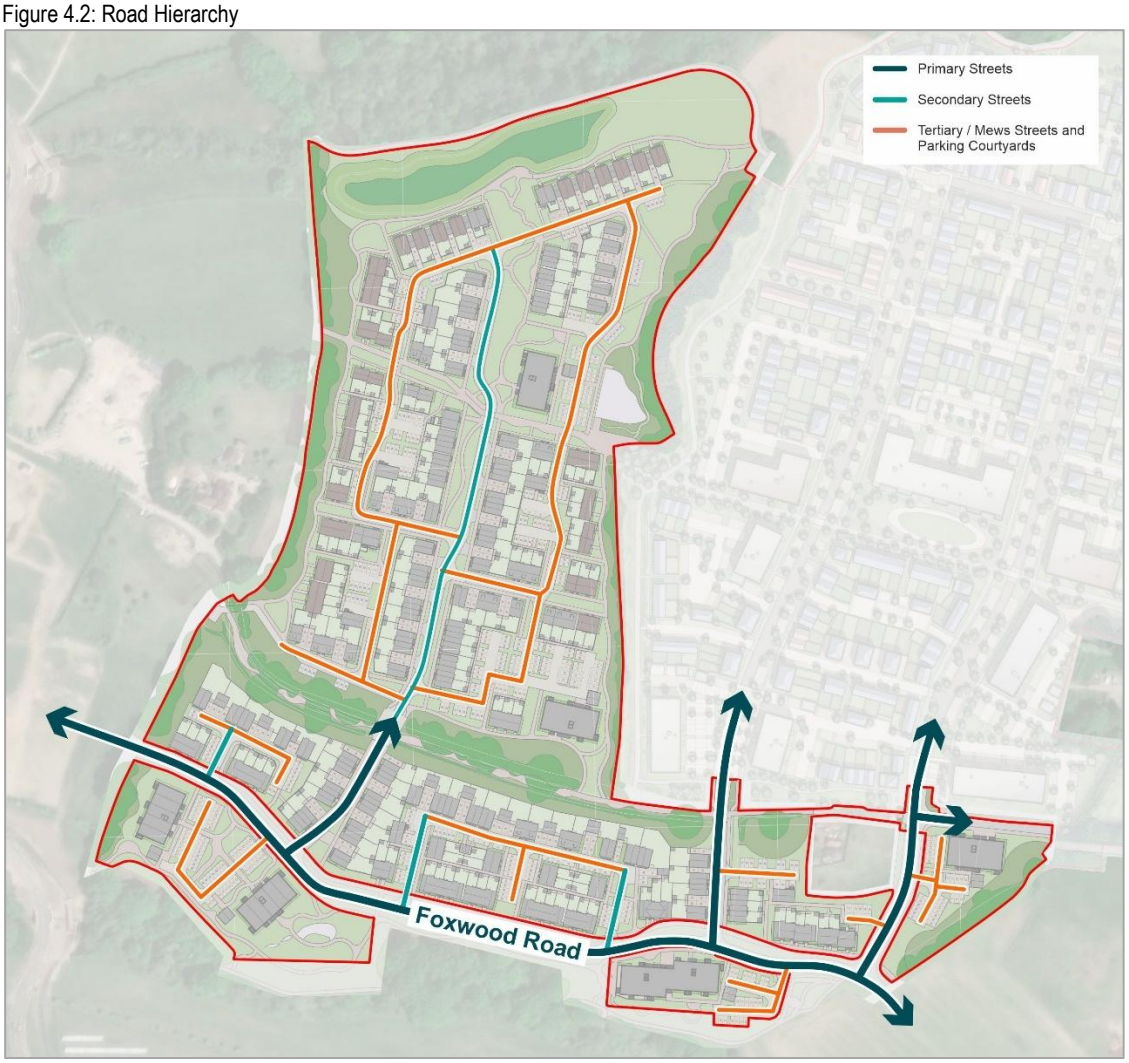
SID Road within The Holme provide access to small pockets of residential dwellings in the form of tertiary streets and courtyard parking accesses.

4.4.4 The southern part of the access road into The Homestal consists of a 'primary street' at 6.0m in width which changes to a secondary street and reduces width to 5.5m just north of Fir Tree Lane. This secondary street will form a north-south spine through the centre of the parcel which branches off each side providing access to tertiary/mews streets and parking courtyards.

4.4.5 Along the central n-s secondary street there will be traffic calming measures implemented at key nodes. This will provide speed reduction features including raised tabled junctions and horizontal deflection and integrate pedestrian and cycle priority at specific crossing points. This is detailed further in **Section 4.7**.

4.4.6 **Figure 4.2** illustrates the road hierarchy for the parcels.

Figure 4.2: Road Hierarchy



4.5 Delivery, Servicing and Refuse Strategy

4.5.1 The masterplan for The Holme and Homestal has been undertaken in accordance with the principles of MfS by not allowing the requirements of occasional vehicles to dominate the geometric layout of roads and junction.

4.5.2 The appropriate provisions have been made to ensure that residents will not have to carry their bins for a distance of over 30m to a bin store, collection area or kerbside. Furthermore, a refuse

vehicle will be able to get within 25m of each property or a collection point / bin store. This is in line with MfS and Building Regulation Guidance.

4.5.3 For the proposed apartment blocks with communal bin stores, access has been provided so that a waste collection vehicle can get to within 10m of the storage point in line with MfS.

4.5.4 The internal road layout has been designed to accommodate a 11.22m refuse vehicle which is able to manoeuvre and egress each area in the forward gear. Where a refuse vehicle is required to access a parking courtyard and tertiary streets, appropriate turning areas will be provided to allow refuse vehicles to adequately manoeuvre. This has been demonstrated using Swept Path Analysis shown in **Drawings 332612639-STA-ZZ-XX-DR-T-5001 to 332612639-STA-17-XX-DR-T-5004** included in **Appendix C**. The drawing highlights the anticipated route for refuse vehicles to travel through The Holme and Homestal which is as follows:

- The Holme: A refuse vehicle will route along the SID Road and enter each minor access to serve that individual pocket of dwellings; and
- The Homestal: A refuse vehicle will undertake collection predominantly at the rear of the buildings using the tertiary streets.

4.5.5 Other service and delivery vehicle trips are anticipated to occur on an ad hoc basis mainly consisting of food and retail shopping deliveries for residents. Deliveries of this nature will be undertaken using the proposed internal roads which have been designed to accommodate larger vehicles. Primarily, tertiary streets and parking courts will be used by delivery drivers, though in some cases the north-south secondary roads may be utilised.

4.5.6 Fire tender vehicle tracking has been tracked using Swept Path Analysis which show that emergency access to each property is appropriate and within the required maximum distance of 45m in line with Building Regulations Guidance. The emergency services will be consulted to ensure they find the proposals acceptable. The swept path assessment for fire tender vehicles has been included in **Drawings 332612639-STA-ZZ-XX-DR-T-5005 to 332612639-STA-17-XX-DR-T-5008** in **Appendix C**.

4.6 Bus Strategy

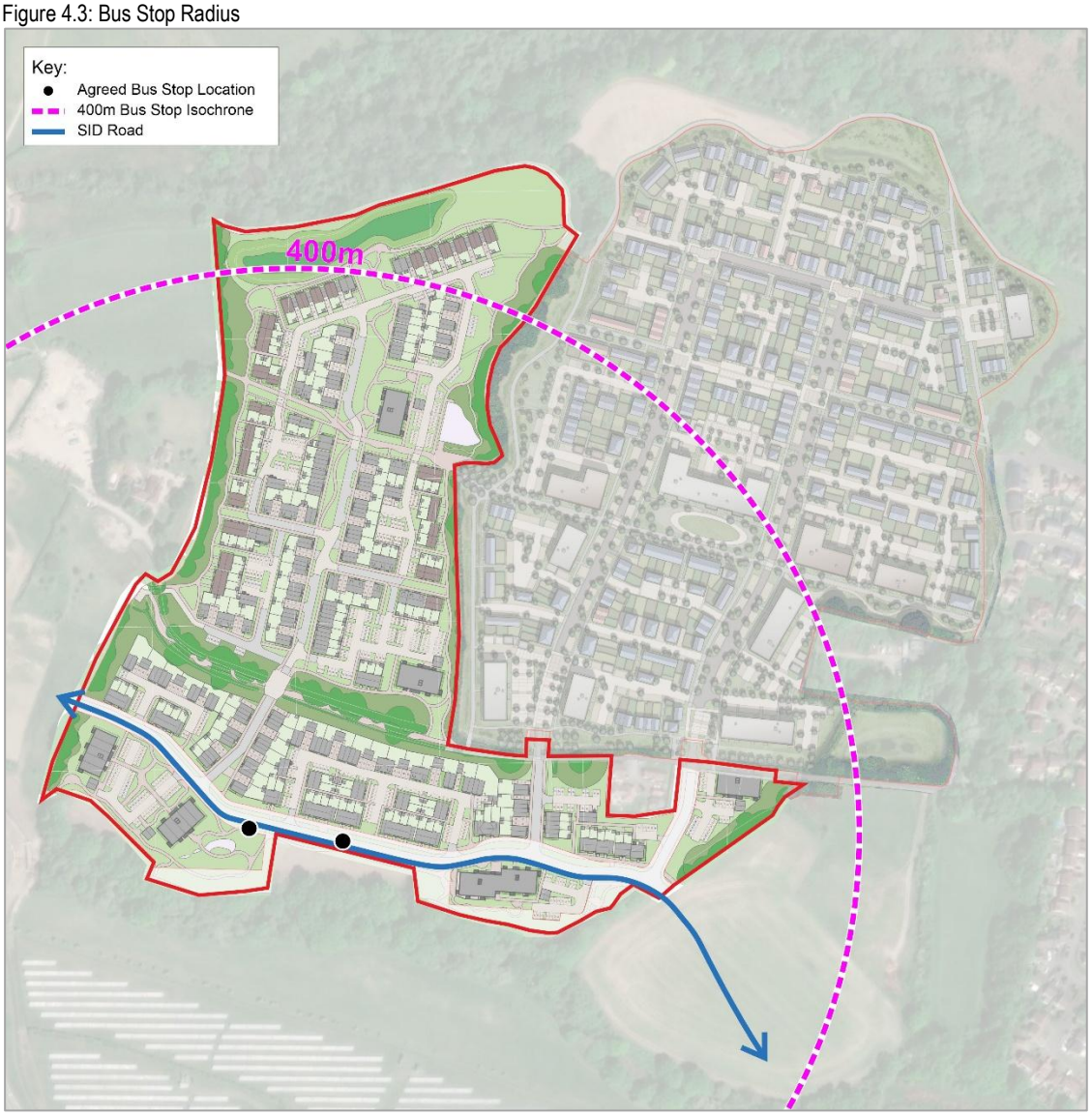
4.6.1 Local bus routes currently run along Fair Oak Road to the north, and through Horton Heath to the east offer connections to Eastleigh, Hedge End, and Southampton.

4.6.2 A future bus service is proposed to route along the proposed SID Road, through The Holme, and linking to the future school and local centre. The future bus route will not enter the individual development parcels and will remain on the primary SID Road.

4.6.3 One set of bus stops will be provided within the Parkside, specifically within The Holme on the SID Road. Additional bus stops on the SID Road will come forward with the development of the local centre which is subject to its individual RMA. The location of the bus stops on the SID Road are displayed in the masterplan drawings included in **Appendix A**.

4.6.4 HCC generally require a walking distance of 400m for residents to access a bus stop. All of dwelling proposed at The Holme and the majority of dwellings within The Homestal are within this radius. The northeast corner of The Homestal would exceed this distance, however as high quality walking routes will be provided from throughout the parcel and to the bus stops, distances greater than 400m are considered acceptable by HCC, as per the discussion held at the pre-application stage. This is shown below in **Figure 4.3**.

Figure 4.3: Bus Stop Radius



4.7 Pedestrian and Cycle Connectivity and Crossing Point Design

SID Road

4.7.1 Along the SID Road through The Holme development parcel, a shared footway / cycleway is provided along the northern side of the road providing continuous active travel access from The Avenue to the west and the proposed local centre located east of these RM development parcels.

Internal Paths

4.7.2 Pedestrian and cycle provisions have been integrated throughout the design of the masterplan. Along the primary and secondary streets, 2.0m footways will be provided along both sides, whilst in the mew street and parking court areas will provide shared areas.

4.7.3 At key crossing points within the parcels, namely along Fir Tree Lane and the proposed Greenway, pedestrians and cyclists will generally have priority over vehicles. These have been described in more detail below.

Fir Tree Lane (Bridleway)

4.7.4 As part of the OPP, the western section of Fir Tree Lane is to be downgraded to a bridleway to create a walking and cycle connection. The downgrading of Fir Tree Lane will form an attractive active travel link that runs between The Holme and Homestal development parcels and continuing to the west into the Quobleigh Breach parcel.

4.7.5 The proposed masterplan results in there being two vehicle access roads needing to cross the proposed Fir Tree Lane bridleway. Pedestrians and cyclists travelling east-west will have priority at these crossing points where raised tables are provided for a continual level for active travel. The raised crossing points and vehicle give way markings will provide traffic calming benefits, slowing vehicle speeds entering the respective residential developments plots.

4.7.6 The layout for these crossing points have been set out in the masterplan drawings in **Appendix A**. **Figure 4.4** includes concept sketches of the improvements along Fir Tree Lane.

Figure 4.4: Fir Tree Lane Concept Images





4.7.7 The associated visibility splays for the layout of these crossings require a vehicle visibility splay from the give way line looking east - west along Fir Tree Lane on both sides. As per the visibilities set out in Section 4.3 visibility splays of 2.4m x 17m are required and have been allowed for in the layout and landscape design.

Fir Tree Lane (Road)

4.7.8 For the section of Fir Tree Lane retained for vehicle access towards Burnetts Lane, the OPP included a package of off-site highway improvements. These works proposed widening the lane to 5.5 metres (where possible) and introducing a new 2.0-metre footpath on the southern side, extending from Burnetts Lane to the Public Right of Way (PRoW) at the edge of the OHH site.

4.7.9 As part of this RMA, the principle of these upgrades has been adopted. For the section of Fir Tree Lane within the boundary of The Holme parcel, the road is similarly proposed to be widened to 5.5 metres and provided with a 2.0-metre footpath. At the proposed junction with The Folds (Junction 4), an uncontrolled pedestrian crossing is proposed to the south of the junction to facilitate east–west pedestrian movements along Fir Tree Lane.

4.7.10 For the section of Fir Tree Lane which lies adjacent to the future Local Centre development parcel, a comparable approach will be taken to ensure the lane is widened to the desirable 5.5m, where achievable, and a continuous footway is provided. The detailed design of these highway improvements will be submitted as part of a future RMA.

The Greenway

4.7.11 The greenway routes across The Homestal between The Folds and Quobleigh Breach residential parcels. This will form an attractive active travel connection through the centre of these parcels. The greenway will consist of a 3.0m shared foot/cycleway and a separate 2.0m footway segregated by greenery and landscaping corridor.

4.7.12 Pedestrian and cycle movements along the greenway will have priority over vehicles where the greenway crosses the internal roads. There are three greenway crossings within The Homestal parcel. On the approach to crossing points the vehicles will slow and give way.

4.7.13 At each vehicle approach to the Greenway crossings, there is a required visibility splay of 2.4m x 17.0m for vehicles approaching. The crossing area will comprise of a raised table to provide a continuous level of the priority pedestrian / cycle movements, and to reduce vehicle speeds travel through the masterplan.

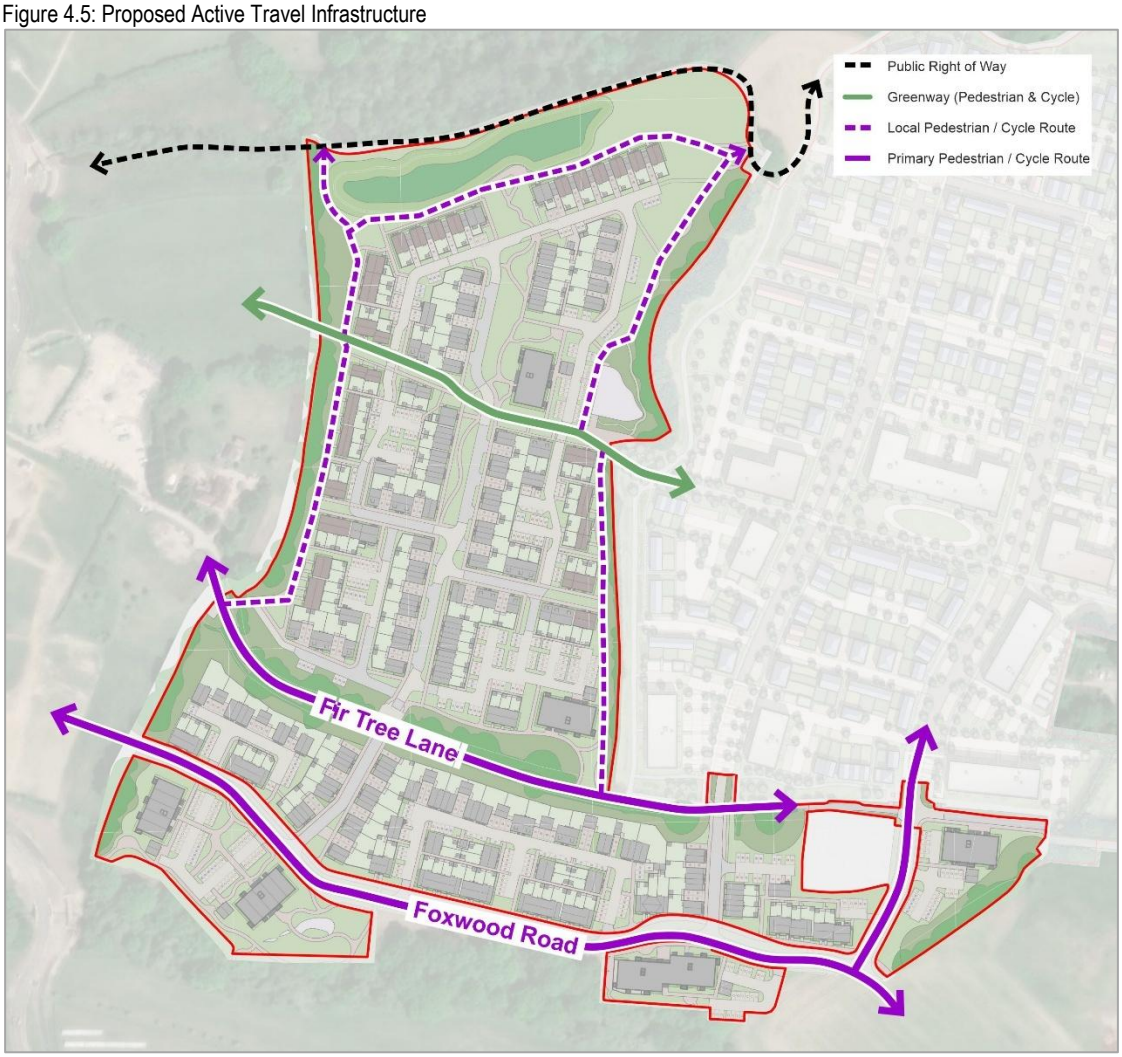
PRoWs

4.7.14 The wider OHH masterplan benefits from a series of PRoWs that extend across area which are to be upgraded. There is an existing PRoW (ref: *085/11/1*) located across the north of The Homestal which is to be retained, and local access provided as part of this RMA. Four car parking spaces will be positioned at the northern edge of the parcel, further providing access to the PRoW.

Overview

4.7.15 **Figure 4.5** illustrates the proposed active travel connections throughout The Holme and Homestal development parcels and the wider connections into the adjacent areas.

Figure 4.5: Proposed Active Travel Infrastructure



5 Proposed Trip Generation

5.1 Introduction

5.1.1 This section of the Transport Assessment provides an overview of the predicted vehicle trip demand associated with the proposed RMA residential development. The overall trip generation of the wider OHH site was approved at outline. This assessment has been undertaken to allow the LPA to understand the trip generation of the RMA parcels. The approach of this assessment is considered robust and appropriate, drawing upon the agreed OPP assessment parameters.

5.1.2 The number of dwellings cited in this section, and within the capacity assessment are slightly greater level than the proposed dwelling mix. The proposed quantum for The Holme and Homestal is 357 dwellings, and the assessment has tested as 370 dwellings. For the total Parkside, an additional 18 dwellings have been assessed. As this is a minor difference, the assessments set out are deemed to be reflective of the proposed development, and in any case considered robust as a greater quantum has been tested. This approach is consistent within the subsequent sections of this report.

5.2 The Holme and Homestal Residential Trip Generation

5.2.1 Residential and retirement living / care home trip rates were agreed as part of the OPP and have been utilised to calculate the trip generation for the parcels. This has been shown in **Table 5.1** below.

Table 5.1: Residential Trip Rates and Trip Generation, Rounded

Quantum		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		Arrive	Depart	Total	Arrive	Depart	Total
OPP Residential Vehicle Trip Rate		0.149	0.392	0.541	0.377	0.224	0.601
OPP Retirement / Care Home Vehicle Trip Rate		0.075	0.085	0.160	0.059	0.052	0.111
Parcel	Dwelling Type	Trip Generation					
The Holme	147 Residential Dwellings	22	58	80	55	33	88
	36 Older Person Flats	3	3	6	2	2	4
The Homestal	187 Residential Dwellings	28	73	101	70	42	112
Total	370 Dwellings	52	134	186	128	77	205

5.2.2 For The Holme and Homestal, a total of 186 and 205 two-way vehicle trips is anticipated to be generated in the AM and PM peak hours, respectively. The nature of the OHH site will mean there will be a level in internalised vehicle trips.

5.2.3 In line with the OPP, 7.5% of residential and retirement / care home trips are internal trips, travelling between each parcel to / from the local centre and the school.

5.2.4 The remaining 92.5% of residential trips will be 'external trips' which travel to and from OHH from the local highway network. This split of external and internal residential trips has been shown below in **Table 5.2**.

Table 5.2: Residential Trip Generation External and Internal Split, Rounded

Parcel	Internal / External Split (%)	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		Arrive	Depart	Total	Arrive	Depart	Total
The Holme	External 92.5%	23	56	79	53	32	85
	Internal 7.5%	2	5	6	4	3	7
	Total	25	61	85	57	35	92
The Homestal	External 92.5%	26	68	94	65	39	104
	Internal 7.5%	2	5	8	5	3	8
	Total	28	73	101	70	42	112
Total	External 92.5%	48	124	172	118	71	189
	Internal 7.5%	4	10	14	10	6	15
Grand Total		52	134	186	128	77	205

5.2.5 From the combined 370 dwellings proposed, internalisation trips will equate to 14 and 15 two-way internal vehicle trips in the AM and PM peak hours, respectively.

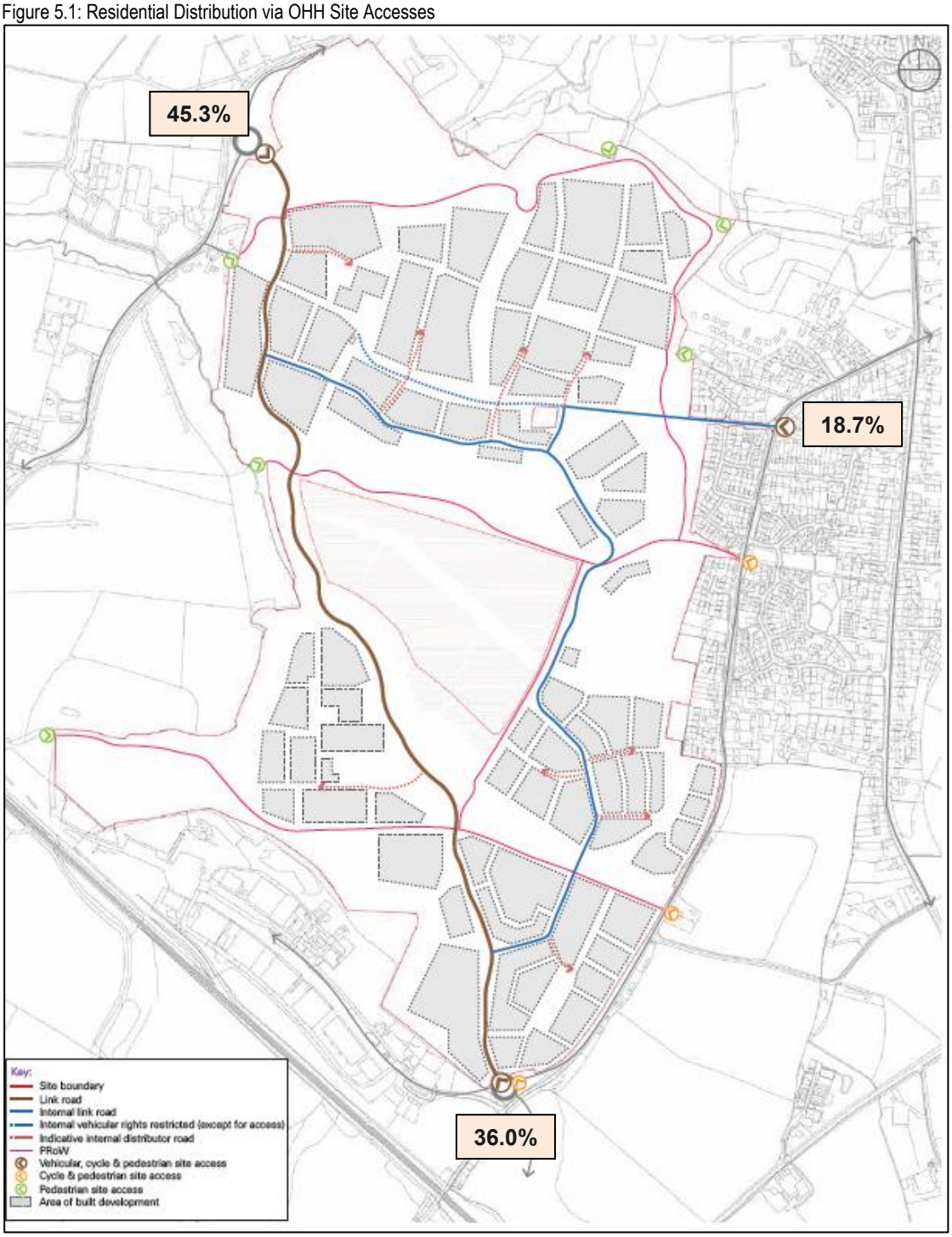
5.3 Residential Trip Distribution

5.3.1 To understand how the forecast residential trips will travel through the local roads within the OHH development, the external trips have been distributed from OHH out to the local highway network by following proportions in line with the distributions set out in the OPP:

- 45.3% of trips via the northern access roundabout at The Avenue / Allington Lane;
- 18.7% of trips via Fir Tree Lane; and
- 36.0% of trips via the southern access roundabout at The Avenue / Burnetts Lane.

5.3.2 This has been illustrated in **Figure 5.1**.

Figure 5.1: Residential Distribution via OHH Site Accesses



5.3.3 The above distribution has been applied to 92.5% of the residential trip generation for each of the parcels. The remaining 7.5% of the trips consist of internal trips which have been distributed within the Site to all route to and from the residential parcels and the local centre / school in both the AM and PM peak hours. It is unlikely that all of these internal trips will do this movement in both peak hours, however this is what has been considered for a robust assessment.

5.3.4 A summary of The Holme and Homestal (combined) residential trips routing via the three OHH development accesses, and internal trips have been set out in **Table 5.3** below.

Table 5.3: RMA Trip Generation and Internal Trips

Residential Trip Proportions			AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
			Arrive	Depart	Total	Arrive	Depart	Total
92.5% of Residential Trips distributed via north and south access roundabouts, and Fir Tree Lane	Allington Lane Access Roundabout	45.3%	22	56	78	54	32	86
	Burnetts Lane Roundabout Access	36%	17	45	62	43	26	68
	Fir Tree Lane	18.7%	9	23	32	22	13	35
	Total		48	124	172	118	71	189
7.5% of Residential Trips Internally distributed to and from the local centre and school			4	10	14	10	6	15
Total Resi Trips			52	134	186	128	77	205

5.4 Parkside Total Trip Generation

5.4.1 Reserved Matters applications for the Holme and the Homestal residential parcels are being submitted at a similar time to the Folds and, given the interconnected access arrangements, an assessment for the combined RMA (referred to collectively as 'Parkside') has been set out in **Table 5.4** below.

Table 5.4: Parkside Trip Generation and Internal Trips, Rounded

Parkside Residential Trip Proportions			AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
			Arrive	Depart	Total	Arrive	Depart	Total
92.5% of Residential Trips distributed via north and south access roundabouts, and Fir Tree Lane	Allington Lane Access Roundabout	45.3%	60	156	216	149	89	238
	Burnetts Lane Roundabout Access	36%	48	124	172	118	71	189
	Fir Tree Lane	18.7%	25	64	89	61	37	98
	Total		133	343	477	329	196	525
7.5% of Residential Trips Internally distributed to and from the local centre and school			11	28	39	27	16	43
Total Resi Trips			144	371	515	355	212	568

5.4.2 The estimated trip generation for all three parcels is 515 two-way vehicle trips in the AM peak hour, and 568 two-way vehicles in the PM peak hour. These trips are a proportion of the residential trip generated for the wider OHH site that has been assessed and approved as part of the OPP and are therefore not new or additional trips.

5.4.3 Taking account of the external and internal proportions, the network diagrams showing the distribution of residential vehicle trips for The Home, The Homestal, and The Folds have been included in Figure D.1 in **Appendix D**.

6 Background OHH Development Vehicle Trips

6.1 Introduction

6.1.1 To assess the proposed parcel access(es) there is a need to understand the volume of 'other' traffic using the future SID road and Fir Tree Lane for wider OHH site access.

6.1.2 Once the OHH Site is fully built out, the section of the SID road which accommodates the proposed RMA parcel accesses will be used by other vehicles that are generated by the wider development parcels to access areas such as the local centre and the school.

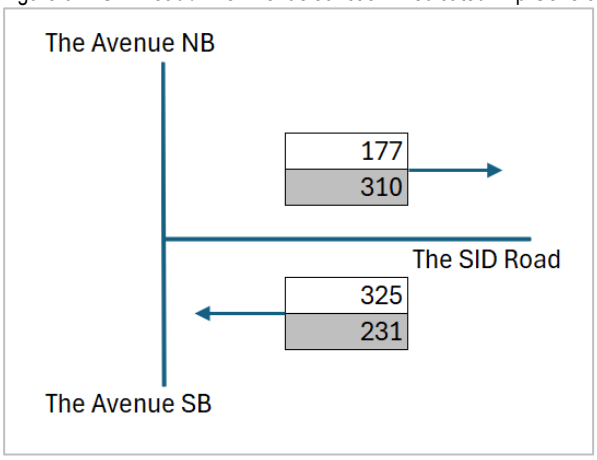
6.1.3 Therefore, the forecast trip generation for the wider OHH Site that would be assigned along the SID Road has been considered using information set out in other planning applications associated with OHH.

6.2 Wider OHH Development Vehicle Trips

6.2.1 As part of the link road application (F/21/91185), the northern section of the SID road was assessed with a level of development consisting of 1,050 dwellings and 3,200 sqm of office space as a part of the 'Baseline 2036 + Committed Development + OPA' scenario (included in Appendix B of The Avenue TA (Report Ref 131.0008/TA/1). This level of development was also tested within the SID Road TS (Application F/23/96631).

6.2.2 **Figure 6.1** illustrates the predicted OHH development flows, as set out in The Avenue application, entering and exiting at the SID Road / The Avenue junction which will be located to the west of The Holme.

Figure 6.1: SID Road / The Avenue Junction Predicated Trip Generation



Data Source: Link Road Application Transport Assessment (Report Ref 131.0008/TA/1, EBC Planning Reference: F/21/91185)

6.2.3 To avoid double counting, the predicted vehicle trips generated by the Parkside RMA parcels (**Table 5.4**) which enter/exit from this junction have been removed. The residual flows have then been considered as the other OHH development trips which will route along the SID road past the RMA parcel accesses. This has been set out below in **Table 6.1**.

Table 6.1: Wider OHH Background Trip Generation on SID Road

Quantum / Scenario		AM Peak Hour (0800 – 0900)		PM Peak Hour (1700 – 1800)	
		Eastbound	Westbound	Eastbound	Westbound
1	The Avenue TA Traffic Generation	177	325	310	231
2	Parkside RMA Residential Trip Generation	60	156	149	89
3	Residual OHH Through Trips	117	169	161	142

6.2.4 The traffic flows set out in the third row are considered to be the background traffic along the SID Road generated by the wider OHH Site.

6.3 Local Centre Trip Generation

6.3.1 The trips associated with the local centre are considered to be accommodated for within the SID Road through trips considered above and the internal residential trips made by those living in The Holme, The Homestal and The Folds (**Table 5.4**).

6.4 School Trip Generation

6.4.1 The Transport Statement prepared for the SID road considered the trip generation associated with the school by students and staff. As it is a primary school, it has been assumed that the students will be attending the school from within the wider OHH development. The internalised vehicle trips associated with the OHH residential development accounts for vehicle trips associated with students being driven to and from the school from residential parcels.

6.4.2 Due to the above, no additional vehicle trips have been added to this junction assessment for students as the trips already included are considered to robustly include this group.

6.4.3 A total of 30 staff were assessed arriving during the AM peak hour and departing in the PM peak hour. The flows tested in the SID Road TS suggest that 15 staff are travelling to and from the school from the south, and 15 to and from the north.

6.4.4 For this RMA, the 15 staff travelling to/from the north, 50% will come into the OHH development via the Allington Lane roundabout and 50% via the Fir Tree Lane access.

6.5 Fir Tree Lane Through Trips

6.5.1 The Transport Statement that supported the SID road application made allowances for existing Fir Tree Lane through trips that would persist after the OHH site is built out. These flows would route between Fir Tree Lane and the Allington Lane roundabout bypassing along the SID Road through The Holme and therefore through all four junctions included in this junction assessment.

6.5.2 An uplift factor of 1.5 was applied to the SID Road / The Avenue junction flows that were submitted within the Transport Assessment for the Phase 3 Road application. The resulting difference has therefore been assumed as the Fir Tree Lane through trips. **Table 6.2** below sets out the traffic flows assessed on the SID road for the different planning applications.

Table 6.2: Fir Tree Lane – Allington Lane Roundabout Through Trips Calculation

Quantum / Scenario		AM Peak Hour (0800 – 0900)		PM Peak Hour (1700 – 1800)	
		Eastbound	Westbound	Eastbound	Westbound
1	Phase 3 The Avenue TA	177	325	310	231
2	SID Road TS	193	402	387	266
3	Resulting Through Trips between Fir Tree Lane and Allington Road	16	77	77	35

6.5.3 This shows that a total of 93 and 112 two-way trips that are considered as through trips and would, in turn, route through all four junctions that are being assessed as a part of this junction assessment.

6.6 Total 'Other' Trip Generation

6.6.1 The combination of the Wider OHH Development, School, and Fir Tree Lane vehicle trips generates the background traffic volumes which are estimated to be on the SID Road and Fir Tree Lane.

6.6.2 The resulting traffic network peak flows are illustrated in Figure D.2 contained within **Appendix D**.

6.7 Future Year (incl Development) Network

Summary of Trip Generation Assessment Inputs

6.7.1 The information utilised to determine the flows to be tested for the junction assessments has been included to ensure a robust assessment has been undertaken. This information has been summarised below:

- **Parkside Residential trip generation**: The trip rates from the OPP have been used to calculate the trip generation of The Holme, The Homestal and The Folds to obtain a total resident trip generation for each parcel. 7.5% of these trips are internal trips, in line with the OPP, which have been diverted to and from each parcel to the local centre and school. The remaining 92.5% of trips have been distributed via the main access points of the development, in line with the residential distribution set out in the OPP TA;

- **Wider Development Trip Generation**: The applications for The Avenue and the SID Road included highways impact assessments which considered the OPP level of development routing along the SID Road. These flows have been used to determine the background traffic generated by the wider development. These have been manipulated to ensure that Parkside RMA parcel residential trips have been removed, as they have been re-calculated and added in to account for movement in / out of individual parcels, instead of just routing along the SID Road;

- **Local Centre**: The local centre trip generation is accounted for within the wider development trip generation; therefore, no additional flows have been added to the junction assessment;

- **School Trip Generation**: Staff trips have been considered which will all route to and from the school from outside of the OHH development; and

- **Fir Tree Lane Through Trips**: In line with the SID Road TS, through trips using the SID road routing between Fir Tree Lane and the Allington Lane roundabout access to the OHH development have been included in this junction assessment.

6.7.2 These are considered to provide a robust assessment for the reasons stated above, in addition to the fact that the mode shift associated with The Holme and Homestal, which will be set out in the Travel Plan, has not been accounted for.

6.7.3 Using the calculated Background Traffic Scenario and adding the proposed development flows associated with the 1,004 new homes, Figure D.3 contained in **Appendix D** present the peak hour traffic flows for the future year development scenario.

7 Highways Capacity Assessments

7.1 Introduction

7.1.1 Although the highway impacts of the wider OHH development were assessed as part of the OPP, this RMA includes the local level assessments of the proposed site accesses to demonstrate they can accommodate the forecast vehicle trips.

7.1.2 This section sets out the junction assessment of four internal junctions of relevance to this RMA to demonstrate that they operate within capacity with the anticipated level of development the parcels are likely to generate. In addition to the residential impact of the parcels, the trips associated with development for the wider Site have been considered to ensure a robust junction assessment has been undertaken.

7.2 Scope of Junction Assessments

7.2.1 The OPP set out a comprehensive impact assessment to demonstrate the impact of the Site on the access points to the external road network and the surrounding highway network. Furthermore, the junction of the SID Road / spine road has been assessed in the spine road (F/21/91185) and SID Road (F/23/96631) planning applications and therefore has not been re-assessed as a part of this TA.

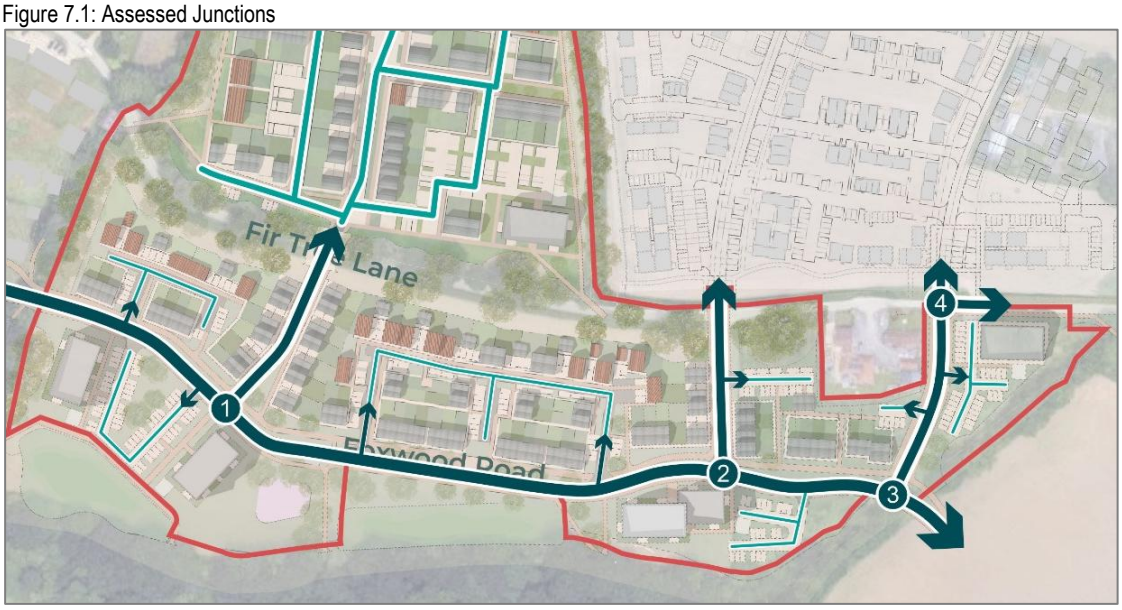
7.2.2 A total of four junctions have been included in the junction capacity assessments to support this RMA which consist of the main proposed access junctions along the SID Road within The Holme and where The Folds access road meets with Fir Tree Lane. The assessment of these junctions, shown in **Figure 7.1**, was agreed with HCC at the pre-application meeting held on 31 July 2025:

- The Avenue and SID Road have been fully built out providing access throughout the Site.
- The Site access from Fir Tree Lane is assumed to be open and operational for two-way traffic which benefits from the improvements to the Fir Tre Lane / Burnetts Lane (in line with those set out in the OPP) that are also assumed to be implemented.
- The school and local centre have been assumed to be built out and fully operational.
- The Folds residential parcel has been assessed alongside The Holme and Homestal due to their proximity and integrated infrastructure. This parcel is also anticipated to come forward at a similar time to The Holme and Homestal.

7.2.3 Within The Holme there are a number of other new junctions located along the SID Road which give access to small pockets of residential development and cul-de-sac in the parcel. Given the quantum of development each of these minor access points accommodates it is considered that these do not require detail traffic modelling.

7.2.4 It should be noted that all trips associated with The Holme have been assigned into the network model from a single point between ‘Junctions 1’ (the SID road / The Homestal) and ‘Junction 2’ (the SID road / The Folds western access) for a robust assessment. As The Holme has multiple minor accesses, the trip generation for this parcel will enter the network across Junctions 1, 2, and 3, however loading it to a single point is considered to be a more simplistic and robust approach.

Figure 7.1: Assessed Junctions



7.3 Junction Capacity Assessment Results

7.3.1 All of the internal junctions included in this junction assessment are priority-controlled junction and are therefore being assessed using the industry standard TRL Junctions 11 software package. Standard peak hours for assessment have been used for the morning (08:00 – 09:00) and afternoon (17:00 – 18:00) peak hour assessments.

7.3.2 When reviewing Junctions 11 outputs, it is important to note that it is generally accepted that a junction is approaching capacity and will begin to display characteristics indicating delay when the Ratio of Flow to Capacity (RFC) of one or more of the arms exceeds 0.85. The maximum queue is displayed in total vehicles and is rounded up from the Junctions 11 output to the nearest one vehicle.

7.3.3 The full Junction 11 outputs for these junction assessments have been included in **Appendix E**.

Junction 1: The SID Road / The Homestal

7.3.4 The junction for the SID Road with The Homestal access road will consist of a three-arm priority-controlled junction located in the western side of The Holme. The Junctions 11 outputs have been summarised within **Table 7.1** which sets out the RFC, queue length and delay.

Table 7.1: Junction 1 The SID Road / The Homestal Junction Assessment Outputs

	AM Peak Hour (0800 – 0900)			**PM Peak Hour (1700 – 1800)**		
	Queue (Veh)	Delay (s/Veh)	RFC	Queue (Veh)	Delay (s/Veh)	RFC
The Homestal Access	0.2	7.84	0.14	0.1	8.10	0.09
The SID Road	0.1	5.22	0.04	0.2	6.13	0.10

7.3.5 The results show that this junction operates well within capacity along both the minor and major roads in the junction. Along the Homestal Access there is minimal queueing in both the AM and PM peak hours. The greatest level of delay is within The Homestal with 8.10 s/veh in the PM peak hour which is an acceptable level of delay. The SID Road operates well at this junction with minimal queuing, delay and RFC.

Junction 2: The SID Road / The Folds (Western Access)

7.3.6 The junction on the SID Road with The Folds western access road will consist of a three-arm priority-controlled junction located in the middle section of The Holme. The Junctions 11 outputs have been summarised within **Table 7.2** which sets out the RFC, queue length and delay.

Table 7.2: Junction 2 The SID Road / The Folds Western Access Junction Assessment Outputs

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Queue (Veh)	Delay (s/Veh)	RFC	Queue (Veh)	Delay (s/Veh)	RFC
The Folds Western Access	0.3	9.19	0.20	0.2	8.92	0.12
The SID Road	0.1	5.30	0.04	0.2	5.83	0.11

7.3.7 The results show that this junction operates well within capacity with low levels of queueing, delay and RFC for all arms of the junction. The greatest level of RFC across the junction is on The Folds western access with 0.20 which is an acceptable RFC level. There is slightly more delay along The Folds western access compared to The Homestal (Junction 1, **Table 7.1**) likely due to The Folds having a higher number of residential dwellings using that access.

Junction 3: The SID Road / The Folds Eastern Access

7.3.8 The junction on the SID Road with The SID Road Northbound access road which leads to Junction 4 will consist of a three-arm priority-controlled junction located in the eastern section of The Holme. The Junctions 11 outputs have been summarised within **Table 7.3** which sets out the RFC, queue length and delay.

Table 7.3: Junction 3 The SID Road / The Folds Eastern Access Junction Assessment Outputs

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Queue (Veh)	Delay (s/Veh)	RFC	Queue (Veh)	Delay (s/Veh)	RFC
The Folds Eastern Access	0.6	10.07	0.35	0.3	8.97	0.22
The SID Road	0.1	5.77	0.04	0.3	6.10	0.13

7.3.9 The results show that overall, this junction operates within capacity. Along The Folds eastern access road, there is an RFC of 0.35 and 0.22 in the AM and PM peak hours, respectively. This is paired with a slightly greater level of delay (in the AM peak hour) than at Junctions 1 and 2 which is due to the traffic routing along this road from The Folds and from Fir Tree Lane. However, even with these additional flows from the north, this junction operates well.

Junction 4: The Folds Eastern Access / Fir Tree Lane

7.3.10 The junction on the SID Road with The Folds eastern access and Fir Tree Lane will consist of a three-arm priority-controlled junction located in the north-east section of The Holme, just south of The Folds. The Junctions 11 outputs have been summarised within **Table 7.4** which sets out the RFC, queue length and delay.

Table 7.4: Junction 4 The Folds Eastern Access / Fir Tree Lane Junction Assessment Outputs

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Queue (Veh)	Delay (s/Veh)	RFC	Queue (Veh)	Delay (s/Veh)	RFC
Fir Tree Lane	0.3	8.45	0.21	0.3	9.18	0.20
The Folds Eastern Access / The SID Road	0.1	7.05	0.08	0.3	7.38	0.19

7.3.11 The results show that the RFC along Fir Tree Lane is 0.21 in the PM and 0.20 in the PM peak hours. Along The Folds Access / The SID Road the RFC is slightly lower, all of which is an acceptable level. There are also minor levels of queuing and delay at this junction.

7.4 Sensitivity Test

7.4.1 There are many parcels of the Site which are yet to come forward as reserved matters applications meaning the level of development traffic that will route thorough the junctions is challenging to accurately determine. The assessment set previously in **Sections 5 and 6** is robust, however a sensitivity test has been undertaken to provide comfort that these junctions will operate well even with inflated background traffic travelling along the SID Road.

7.4.2 The sensitivity test includes the following flows change to the core assessments:

- Residential Trip Generation for The Holme, The Homestal and The Folds as per **Table 5.3**;
- Wider Development Trip Generation inflated by a factor of 1.5;
- Fir Tree Lane Through Trips inflated by a factor of 1.5; and
- School Staff Trips inflated by a factor of 1.5.

7.4.3 In summary this equates to approximately a further 200 two-way vehicle trips along the SID Road in each assessment peak hours, and a further 50 to 60 two-way trips through Fir Tree Lane.

7.4.4 The results of the sensitivity test show that all four junctions perform well within capacity when accounting for an increased volume of through traffic. The junction 11 outputs have been included in **Appendix E**.

7.5 Summary

7.5.1 The junction assessment set out in this section has considered four internal junctions within the Site which are of relevance to The Holme and Homestal. The Junctions 11 outputs showed that all four junctions operated well within capacity, demonstrating low levels of queuing, delay and RFC for all arms at each junction.

7.5.2 A sensitivity test was also conducted which inflated all traffic, except the residential trip generation for the RMA applications, by a factor of 1.5. Factored traffic routing along the SID road has been undertaken to accommodate for a robust level of flows. The outputs of the sensitivity test illustrate that the junctions would still operate well within capacity, even then internal flows are inflated. This should provide comfort that these internal junctions will work with the level of development proposed as part of the RMA applications, and for the wider OHH Site.

8 Summary and Conclusion

8.1.1 Stantec UK Ltd have been commissioned by Eastleigh Borough Council (One Horton Heath Team) to support the Reserved Matters Application for The Holme and Homestal at One Horton Heath, Land west of Burnetts Lane, Eastleigh, SO30 2HH.

8.1.2 One Horton Heath is a major mixed-use development for which Outline Planning Permission with all matters reserved except for access was granted in October 2025 (LPA ref no. O/20/89498) for up to 2,500 homes, a local centre, a primary school and commercial floorspace. This Reserved Matters Application will be submitted pursuant to Condition 4 of the Outline Planning Permission.

8.1.3 Phases 12A and 14 of the Outline Planning Permission relates to the erection of 357 dwellings within The Holme and Homestal located in the northern part of the One Horton Heath Development named 'Parkside'. The Parkside comprises of three residential parcels: The Holme, The Homestal and The Folds. The Folds is situated in the north-east corner of the wider OHH development, and a separate Reserved Matters Application is associated with this parcel.

8.1.4 The wider One Horton Heath development has extensive planning history including live applications and the sections of the Site that have been / are in the process of being constructed. These applications have been used to inform the junction assessment in this report.

8.1.5 This report has detailed the internal roads within the parcels which have been designed in line with required standards and guidance. Swept Path Analysis has been undertaken for refuse and emergency vehicles to demonstrate the internal road network, and junctions have been designed to accommodate these vehicles.

8.1.6 The pedestrian and cycle connectivity within the parcels have been detailed in this report with particular detail surrounding the design of the crossing points of active travel routes and internal road network. Along key internal active travel routes such as along Fir Tree Lane and the greenway will prioritise pedestrians and cyclists over vehicles which will also provide traffic calming within the parcel.

8.1.7 The overall trip generation and junction assessments associated with the wider One Horton Heath development was approved with the Outline Planning Permission. This Transport Assessment has set out the trip generation for The Holme and Homestal for the Local Planning Authority to understand the portion of trips associated with these parcels. These trips are not additional to the OHH wider development, but account for a portion of the total residential trip generation.

8.1.8 The junction assessment set out in this section has considered four internal junctions within the Site which are of relevance to The Holme and Homestal. The Junctions 11 outputs showed that all four junctions operated well within capacity, demonstrating low levels of queuing, delay and RFC for all arms at each junction.

8.1.9 A sensitivity test was also conducted which factored all traffic, except the residential trip generation for the RMA applications, by a factor of 1.5. Factoring traffic routing along the SID road has been undertaken to accommodate for a robust level of flows. The outputs of the sensitivity test illustrate that the junctions would still operate well within capacity, even then internal flows are factored. This should provide comfort that these internal junctions will work with the level of development proposed as part of the RMA applications, and for the wider One Horton Heath Site.

8.1.10 Overall, this Reserved Matters Application Transport Assessment for The Holme and Homestal has been prepared in line with the Outline Planning Permission and demonstrated that the parcels and background development are accommodated within the design of the junctions. Accessibility to active travel infrastructure is a key focus on this Reserved Matters Application Transport Assessment highlighted by the prioritisation of pedestrians and cyclists within the parcels.

Appendix A The Holme and Homestal Masterplan



1 Proposed Siteplan

1 : 1000

Notes

All drawings to be read in conjunction with specialist consultant, designer and engineer drawings. Refer to Civil, highway and landscape architects drawings for more detail.

Graphics shown outside of RM application site boundaries are for illustrative purposes only. See releveling planning application for information.

For House Types Plans and Elevations refer to 2100 series.
For Apartment Plans and Elevations refer to 2120 series.

NB. Furniture and equipment layouts, where shown, indicative only

House Types

- House Type B 2B4P
- House Type C 2B4P
- House Type F 3B4P
- House Type JJ 4B6P
- House Type KK 4B6P
- House Type LL 1-4 4B7P
- House Type M 1B2P
- House Type NN 1-7 3B6P
- House Type N 2B4P
- House Type O 2B4P
- Apartment Blocks

Parking

- On-Plot Parking
- Allocated Parking (Houses)
- Allocated Parking (Apartments)
- Unallocated Parking
- Car Club

Key Plan



Issue	Date	Notes	Drwn	Chkd
P01	23.10.25	Draft Planning Issue	APLB	APLB
P02	07.11.25	Planning Issue	APLB	APLB
P03	27.11.25	North-East Holmstal Layout Edit	APLB	APLB
P04	01.12.25	Folds Layout Update	APLB	APLB

Project

OHH - Holme and Homestal
EBC & Stantec

Drawing

Proposed Site Plan

Scale

1 : 1000

1:1000

0 10 20 30 50 70 90m

Status

A3 - Planning

Revision

P04

Originator_Zone_Level_Type_Role_Number

PLB- ZZ- ZZ- DR- A- 1020

APLB Job nº

3423

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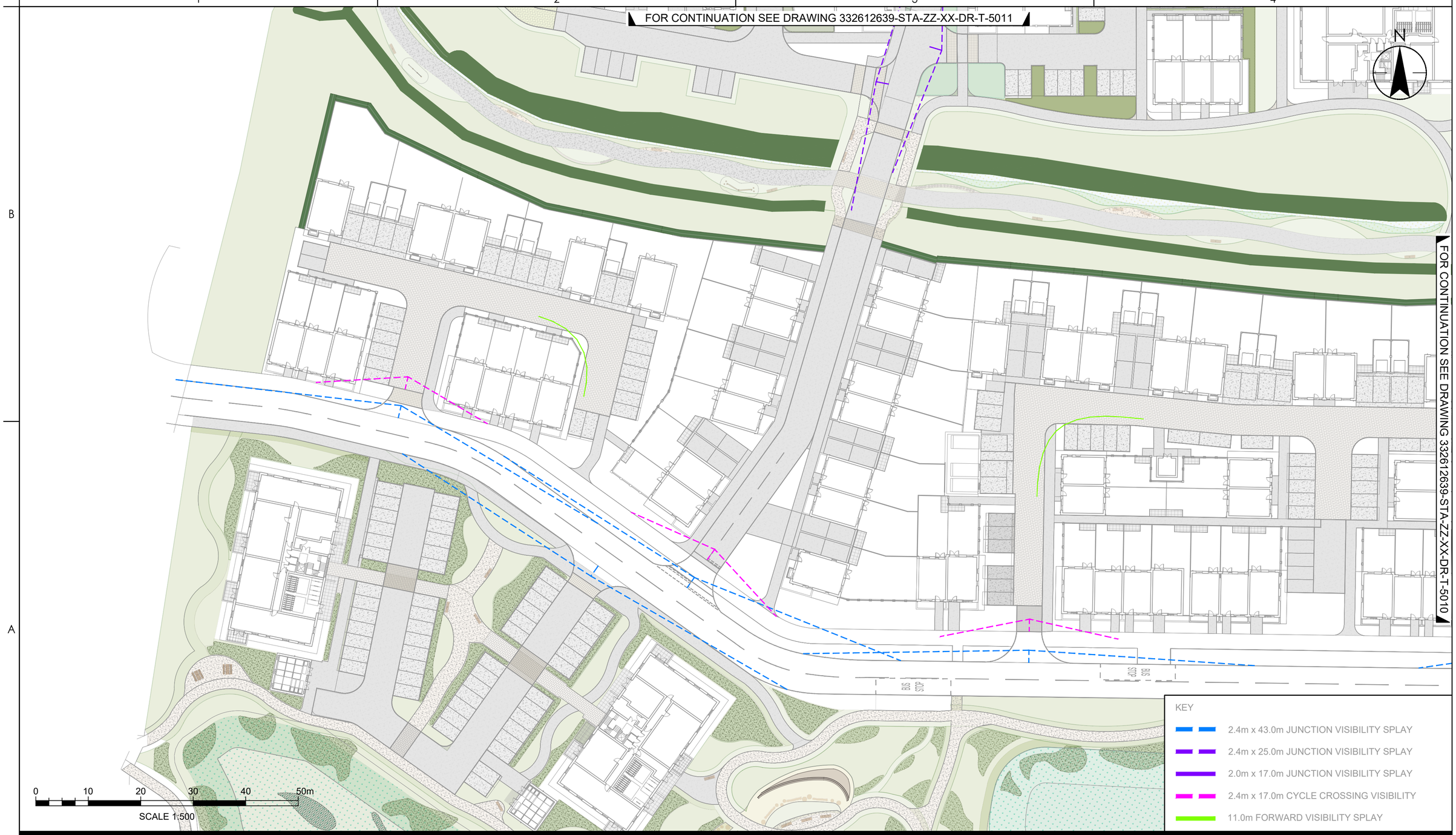
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Appendix B Visibility Splay Assessment

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5011

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5010



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(ONE HORTON HEATH TEAM)

THE HOLME AND THE HOMESTAL,
ONE HORTON HEATH

HORTON HEATH, UK

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Title

VISIBILITY SPLAY ANALYSIS

PLAN 1 OF 4

Project No.	A2 Scale
332612639	1:500

Revision	Drawing No.
P01	**332612639-STA-ZZ-XX-DR-T-5009**

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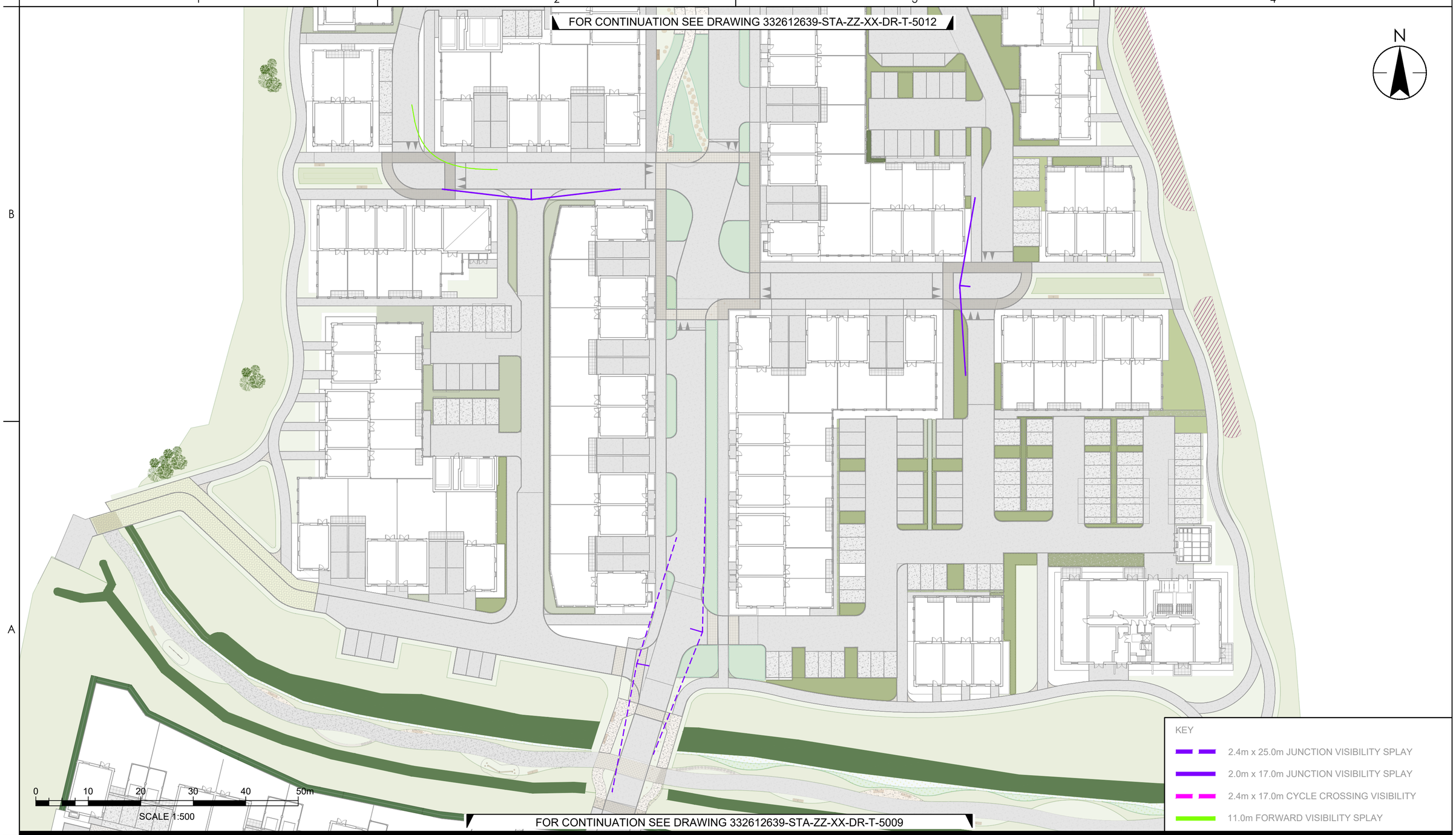
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VISIBILITY SPLAY ANALYSIS

PLAN 2 OF 4

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VISIBILITY SPLAY ANALYSIS

PLAN 3 OF 4

Project No.	A2 Scale
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VISIBILITY SPLAY ANALYSIS

PLAN 4 OF 4

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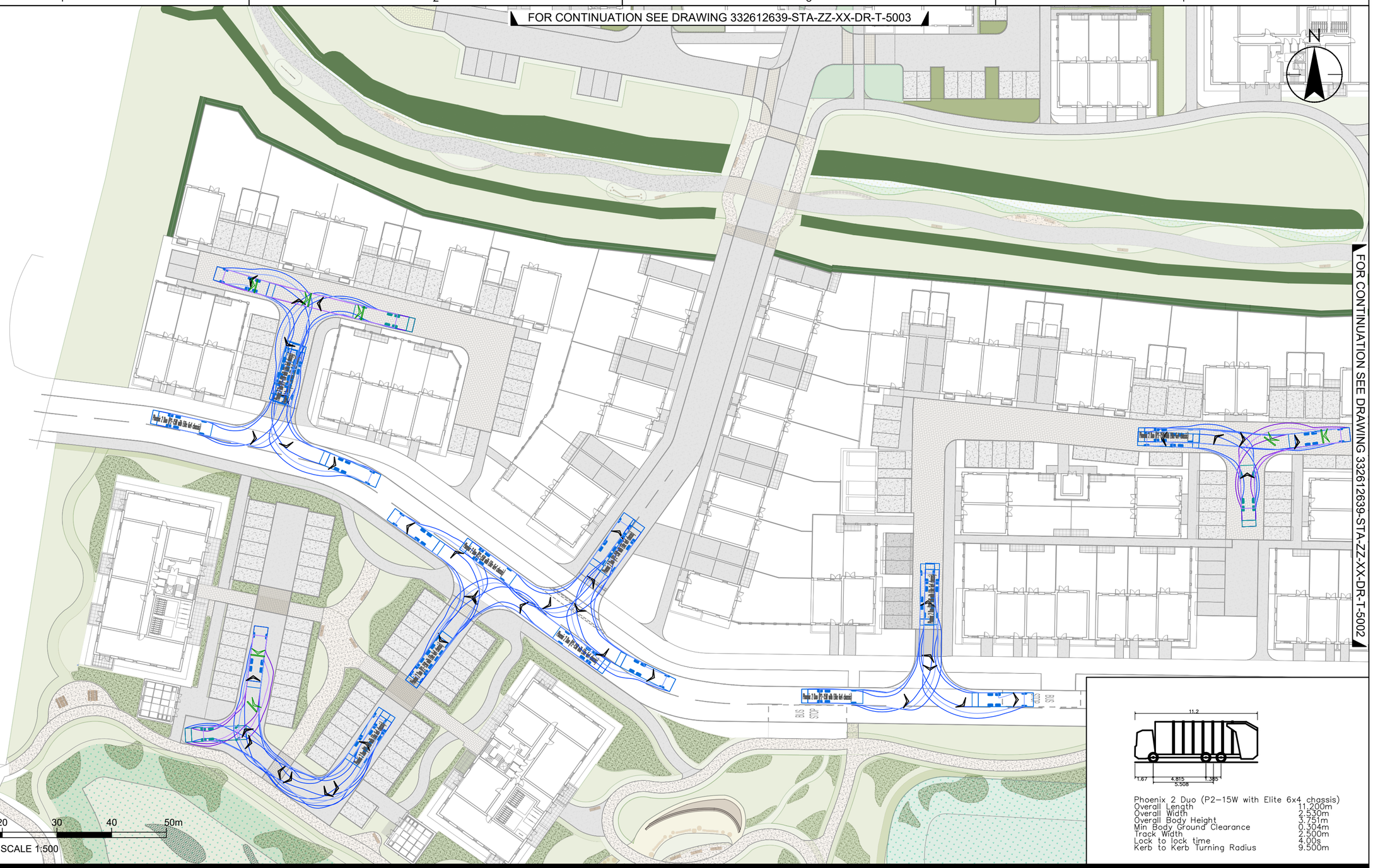
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Appendix C Swept Path Analysis Drawings

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5003

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5002



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

Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes:

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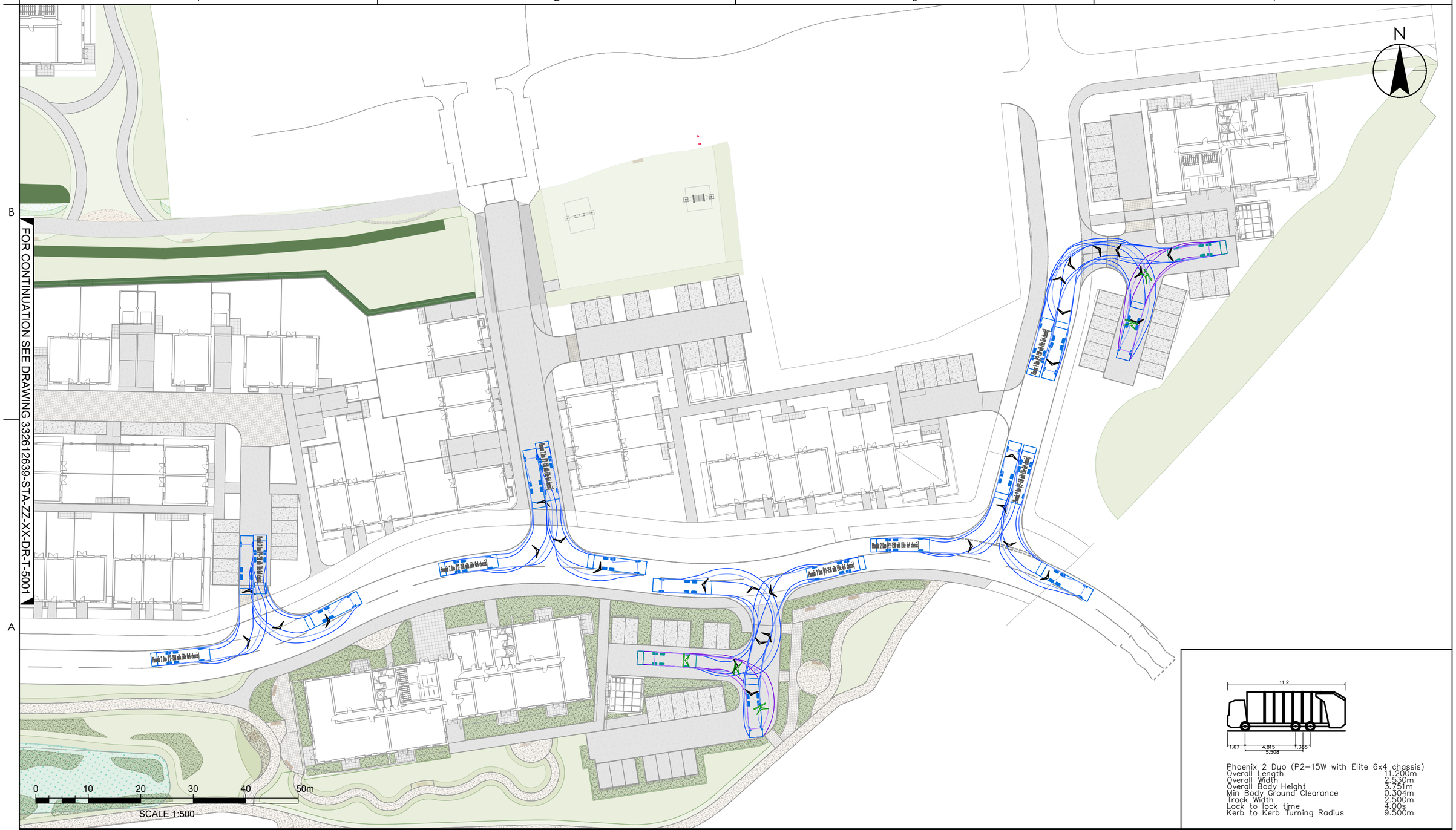
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SWEPT PATH ANALYSIS
REFUSE VEHICLE

PLAN 1 OF 4

Project No.	A2 Scale
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Revision	**Drawing No.**
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Phoenix 2 Duo (P2–15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes:

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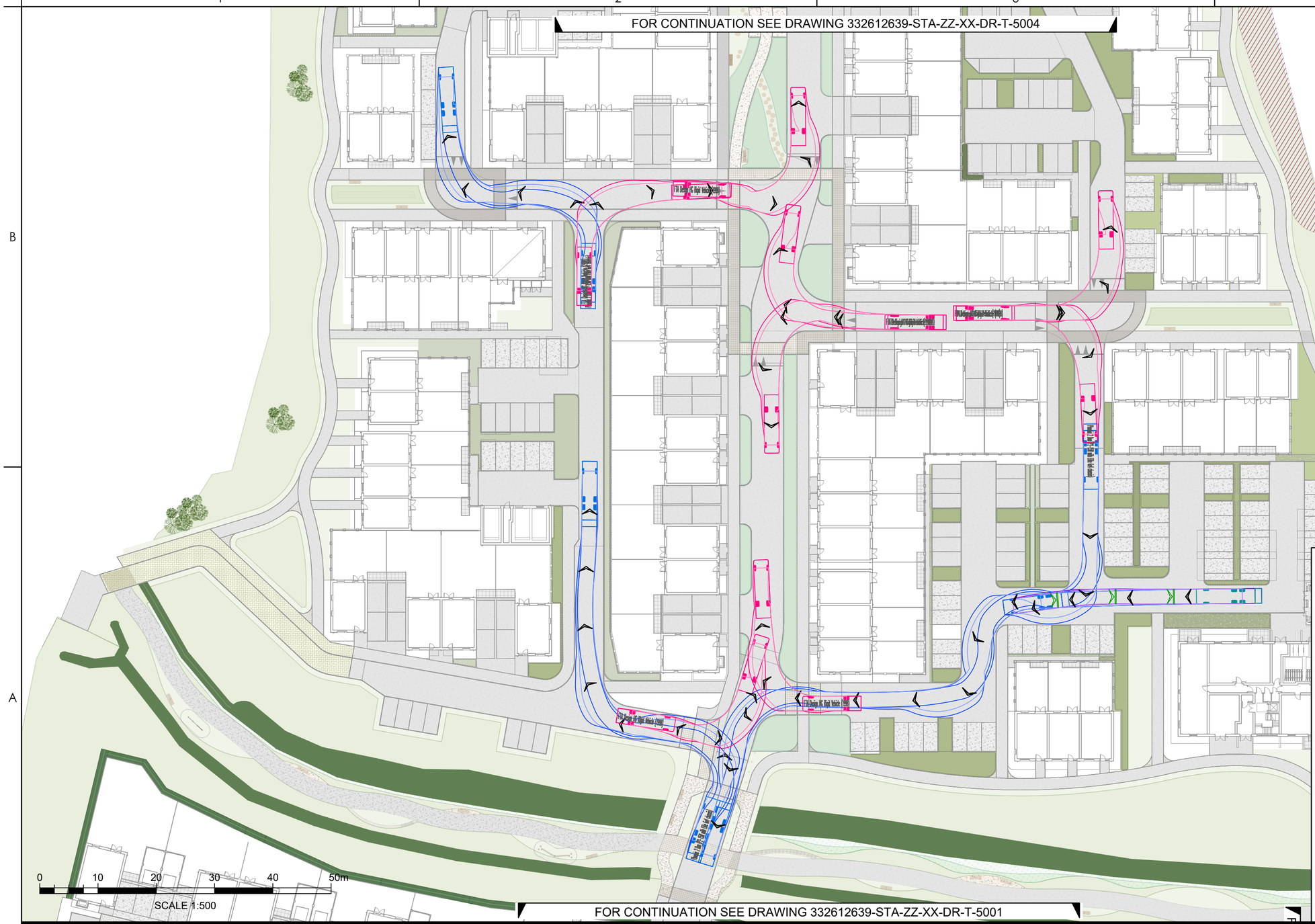
SWEPT PATH ANALYSIS
REFUSE VEHICLE

PLAN 2 OF 4

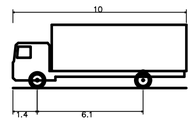
Project No.	A2 Scale
332612639	1:500
Revision	**Drawing No.**
P01	**332612639-STA-ZZ-XX-DR-T-5002**

Plotted: 11.12.2025 2025.12.11 9:37:13 AM By: Eadie, Charlie
ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cost\wip\332612639-sta-zz-xx-dr-t-5001-5004 - h&h swept path analysis (refuse)

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5004

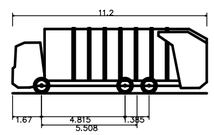


FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5001



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes:

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THE HOLME AND THE HOMESTAL,
ONE HORTON HEATH

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Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE AND 10m RIGID

PLAN 3 OF 4

Project No.
332612639

A2 Scale
1:500

Revision
P01

Drawing No.
332612639-STA-ZZ-XX-DR-T-5003

Plotted: 11.12.2025 2025.12.11 9:38:39 AM By: Eadie, Charlie
ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5001-5004 - h&h swept path analysis (refuse)



Notes:

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	Dwn	Dsgn.	Chkd.	YYYY.MM.DD

Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE AND 10m RIGID

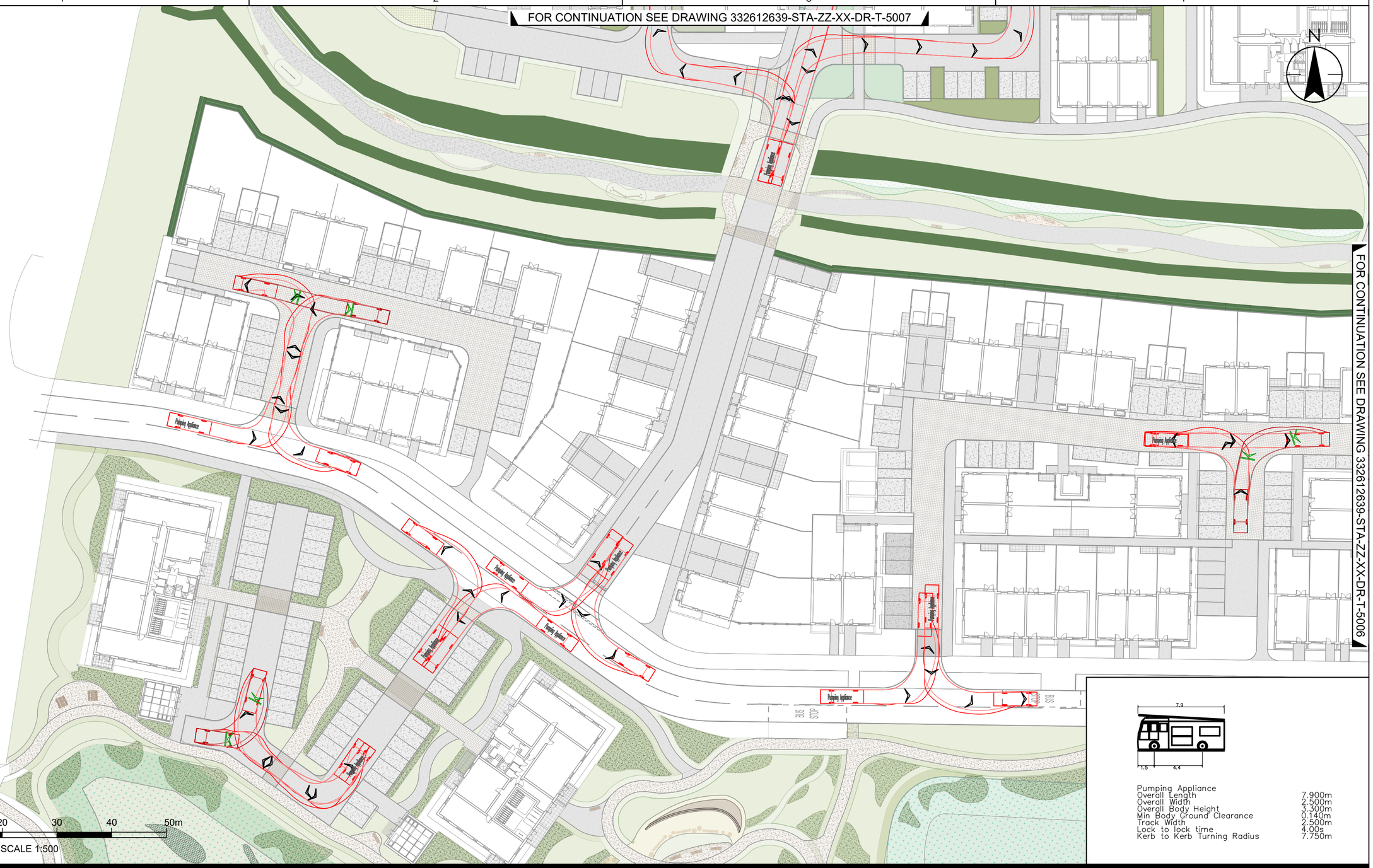
PLAN 4 OF 4

Project No. 332612639	A2 Scale 1:500
Revision **P01**	Drawing No. **332612639-STA-ZZ-XX-DR-T-5004**

Plotted: 11.12.2025 2025.12.11 9:41:04 AM By: Eadie, Charlie
ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sto-zz-xx-dr-t-5001-5004 - h&h swept path analysis (refuse)

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5007

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5006



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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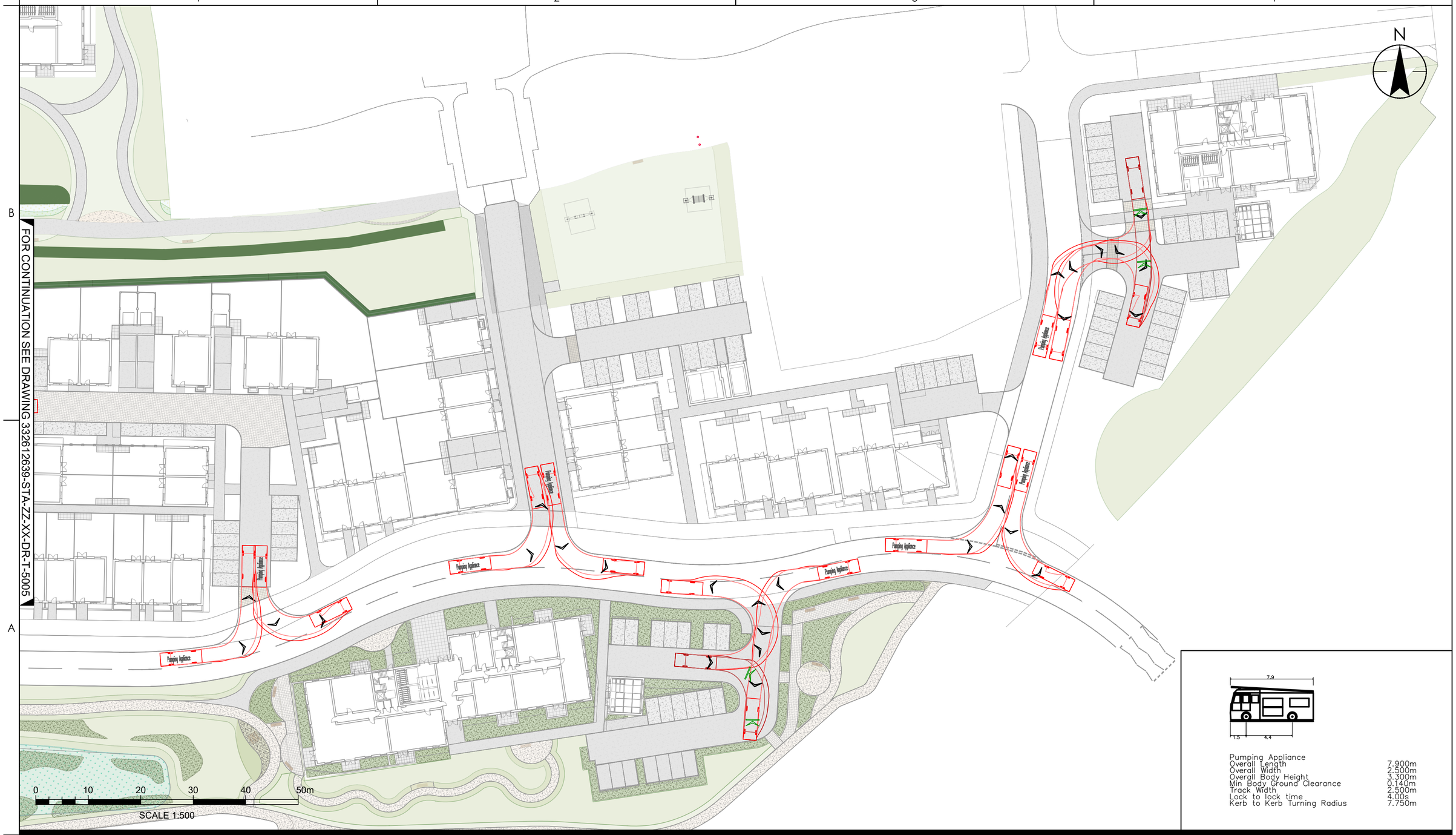
Title

SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 1 OF 4

Project No.	A2 Scale
332612639	1:500
Revision	**Drawing No.**
P01	**332612639-STA-ZZ-XX-DR-T-5005**

Plotted: 11.12.2025 2025.12.11 10:30:48 AM By: Eadie, Charlie
ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5005-5008 - h&h swept path anaylsis (fire tender)



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 2 OF 4

Project No.	A2 Scale
332612639	1:500
Revision	**Drawing No.**
P01	**332612639-STA-ZZ-XX-DR-T-5006**

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FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5008

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5005

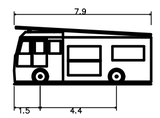
1 2 3 4

A B

N

0 10 20 30 40 50m

SCALE 1:500



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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Title

SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 3 OF 4

Project No.	A2 Scale
332612639	1:500
Revision	**Drawing No.**
P01	**332612639-STA-ZZ-XX-DR-T-5007**

Plotted: 11.12.2025 2025.12.11 10:33:18 AM By: Eadie, Charlie
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SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 4 OF 4

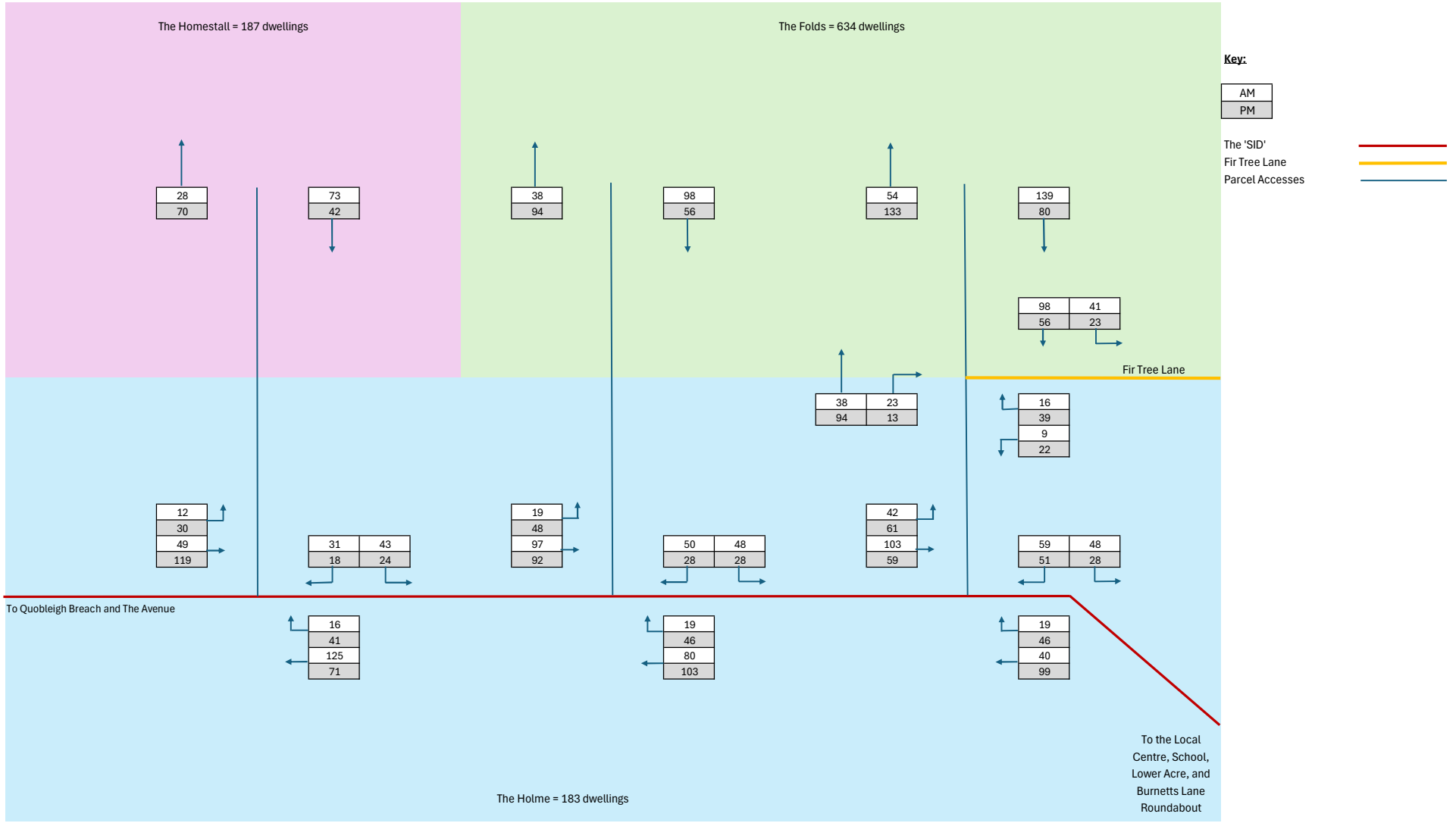
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332612639	1:500

Revision	Drawing No.
P01	**332612639-STA-ZZ-XX-DR-T-5008**

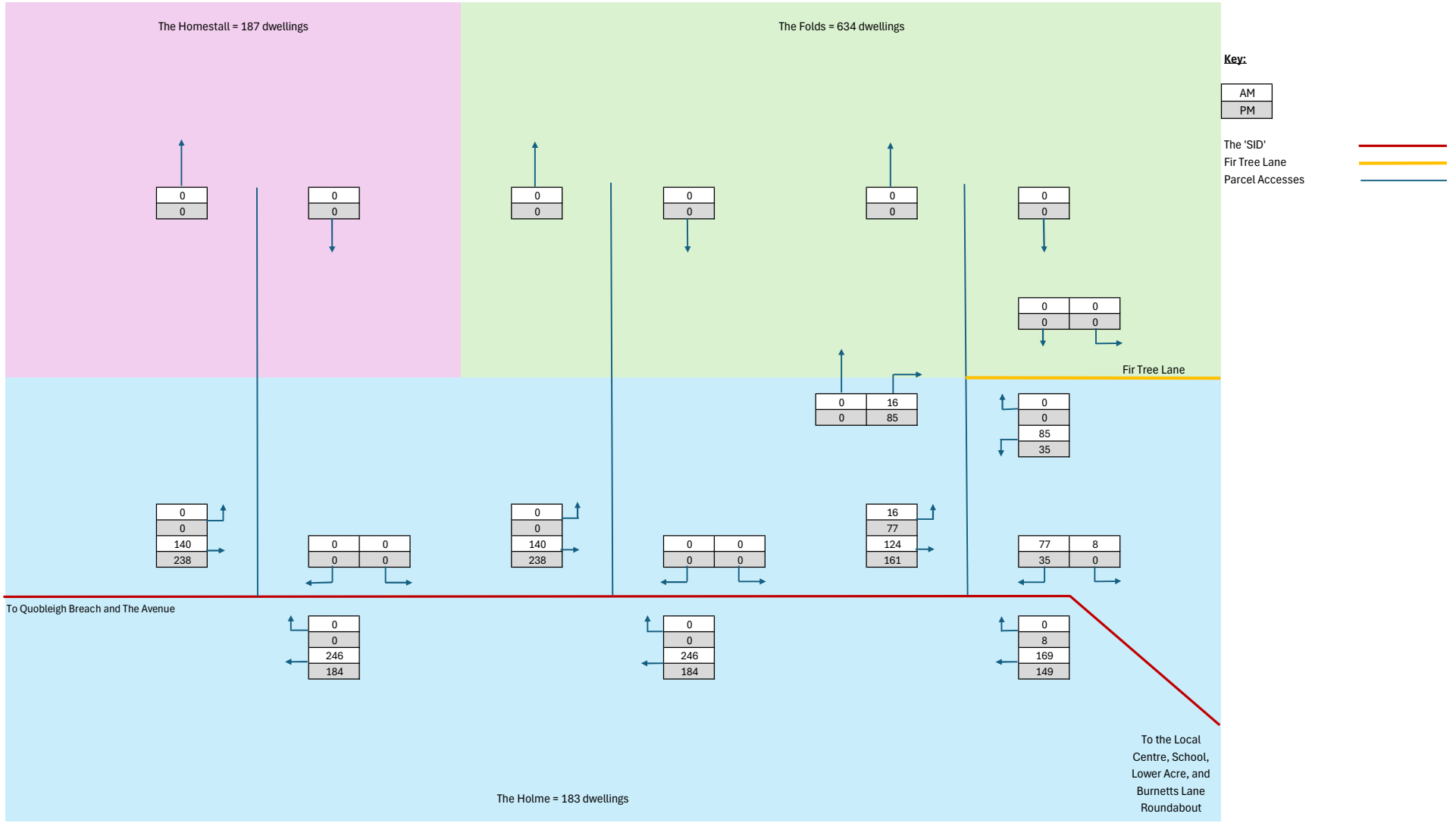
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ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5005-5008 - h&h swept path anaylsis (fire tender)

Appendix D Network Diagrams

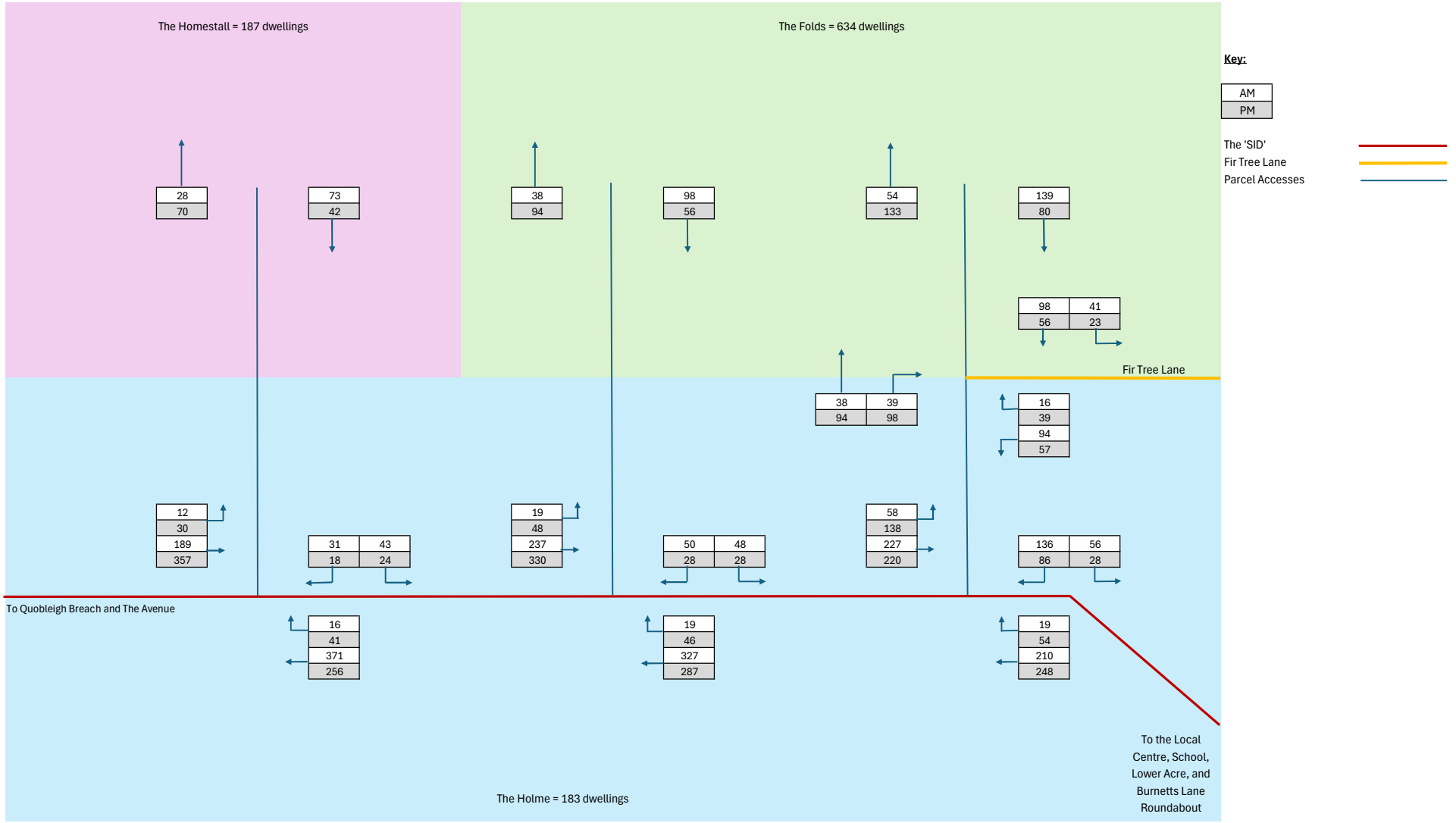
Appendix D, Figure D.1: Network Diagram: Total Proposed Development Trips for The Holme, The Homestal and The Folds (Total of 1,004 dwellings)



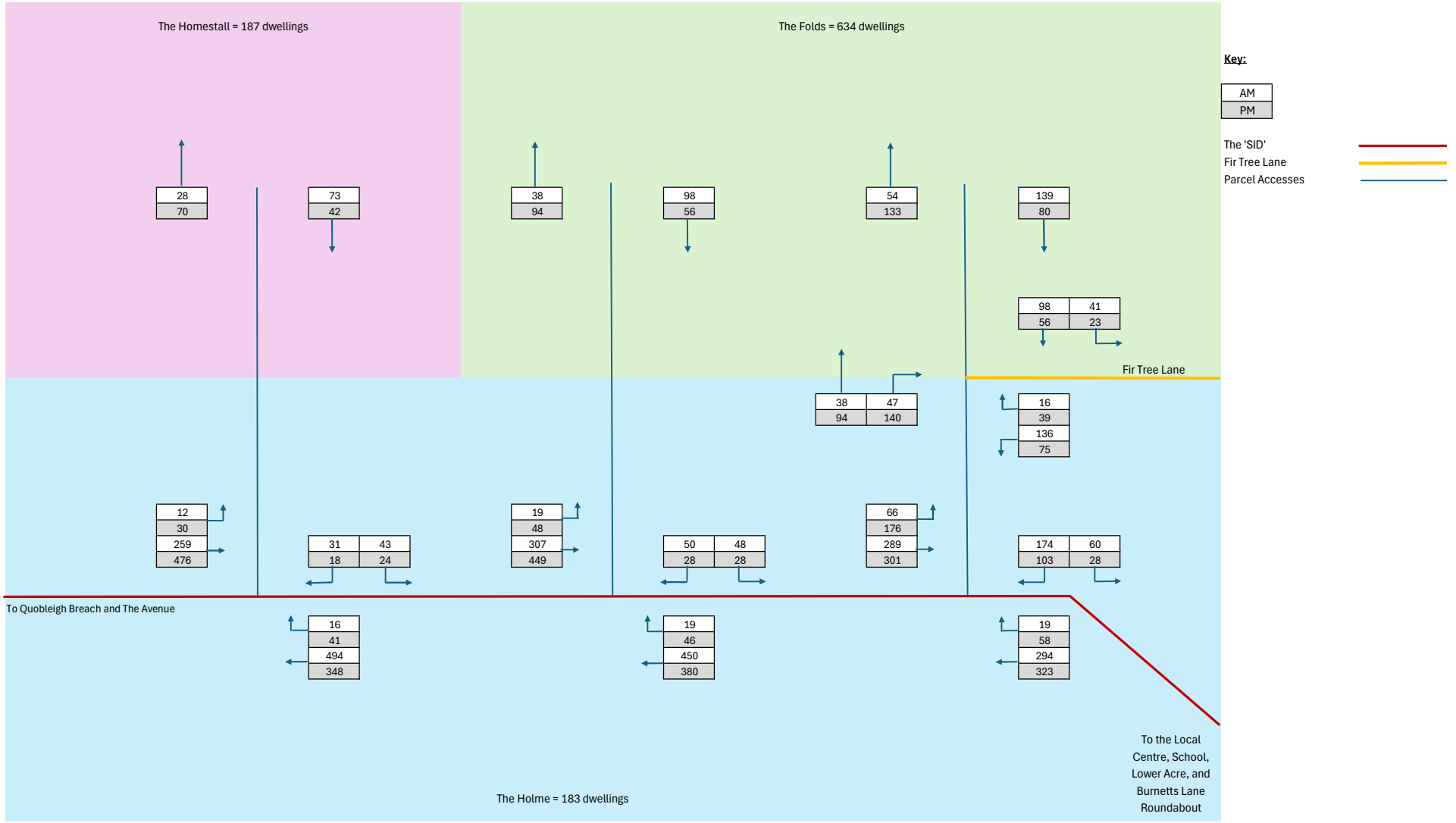
Appendix D, Figure D.2: Network Diagram: Background Flows [2036 Flows, Fir Tree Lane Through Trips, School Staff Trips]



Appendix D, Figure D.3: Network Diagram: Development Trips + Background Flows [2036 Flows, Fir Tree Lane Through Trips, School Staff Trips]



Appendix D, Figure D.4: Network Diagram: Sensitivity Test Development Trips + Background Flows [2036 Flows, Fir Tree Lane Through Trips, School Staff Trips x Factor of 1.5]



Appendix E Junctions 11 Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J1 The SID_The Homestall Access.j11
Path: J:\332612639 - One Horton Heath\5500 - Transport\06 - Modelling\Local Modelling
Report generation date: 22/10/2025 09:58:53

»2036 | Development + Wider Development and Background | AM
»2036 | Development + Wider Development and Background | PM
»2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | AM
»2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 - Development + Wider Development and Background									
Stream B-AC	D1	0.2	7.84	0.14	A	D2	0.1	8.10	0.09	A
Stream C-AB		0.1	5.22	0.04	A		0.2	6.13	0.10	A
	2036 - Sensitivity Test (Development + Wider Development and Background 1.5)									
Stream B-AC	D3	0.2	8.48	0.15	A	D4	0.1	9.04	0.10	A
Stream C-AB		0.1	4.90	0.05	A		0.3	5.91	0.12	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\tharland
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

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15
D3	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	AM	ONE HOUR	07:45	09:15	15
D4	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 | Development + Wider Development and Background | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	The SID WB		Major
B	The Homestall		Minor
C	The SID EB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			90.0	✓	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	58	230

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	611	0.109	0.275	0.173	0.393
B-C	769	0.115	0.291	-	-
C-B	626	0.237	0.237	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	201	100.000
B		✓	74	100.000
C		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	189
	B	31	0	43
	C	371	16	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.14	7.84	0.2	0.5	A
C-AB	0.04	5.22	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	622	0.090	55	0.1	6.989	A
C-AB	19	0.00	778	0.024	19	0.0	5.216	A
C-A	273	0.00			273			
A-B	9	0.00			9			
A-C	142	0.00			142			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	607	0.110	66	0.1	7.322	A
C-AB	25	0.00	809	0.030	24	0.0	5.049	A
C-A	323	0.00			323			
A-B	11	0.00			11			
A-C	170	0.00			170			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	587	0.139	81	0.2	7.834	A
C-AB	34	0.00	852	0.040	34	0.1	4.840	A
C-A	392	0.00			392			
A-B	13	0.00			13			
A-C	208	0.00			208			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	587	0.139	81	0.2	7.839	A
C-AB	34	0.00	852	0.040	34	0.1	4.843	A
C-A	392	0.00			392			
A-B	13	0.00			13			
A-C	208	0.00			208			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	607	0.110	67	0.1	7.330	A
C-AB	25	0.00	809	0.030	25	0.0	5.052	A
C-A	323	0.00			323			
A-B	11	0.00			11			
A-C	170	0.00			170			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	622	0.090	56	0.1	7.000	A
C-AB	19	0.00	778	0.024	19	0.0	5.217	A
C-A	273	0.00			273			
A-B	9	0.00			9			
A-C	142	0.00			142			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.04	0.03	0.28	0.50	0.53			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.06	0.03	0.28	0.50	0.53			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2036 | Development + Wider Development and Background | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	387	100.000
B		✓	42	100.000
C		✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	357
	B	18	0	24
	C	256	41	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.09	8.10	0.1	0.5	A
C-AB	0.10	6.13	0.2	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	586	0.054	31	0.1	7.137	A
C-AB	43	0.00	690	0.062	42	0.1	6.113	A
C-A	181	0.00			181			
A-B	23	0.00			23			
A-C	269	0.00			269			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	0.00	565	0.067	38	0.1	7.514	A
C-AB	55	0.00	704	0.078	55	0.1	6.101	A
C-A	212	0.00			212			
A-B	27	0.00			27			
A-C	321	0.00			321			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	0.00	535	0.086	46	0.1	8.098	A
C-AB	74	0.00	725	0.102	74	0.2	6.089	A
C-A	253	0.00			253			
A-B	33	0.00			33			
A-C	393	0.00			393			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	0.00	535	0.086	46	0.1	8.102	A
C-AB	74	0.00	725	0.102	74	0.2	6.094	A
C-A	253	0.00			253			
A-B	33	0.00			33			
A-C	393	0.00			393			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	0.00	565	0.067	38	0.1	7.521	A
C-AB	55	0.00	704	0.078	55	0.2	6.108	A
C-A	212	0.00			212			
A-B	27	0.00			27			
A-C	321	0.00			321			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	586	0.054	32	0.1	7.146	A
C-AB	43	0.00	690	0.062	43	0.1	6.126	A
C-A	181	0.00			181			
A-B	23	0.00			23			
A-C	269	0.00			269			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.15	0.03	0.30	0.53	0.92			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.29	0.51	0.54			N/A	N/A
C-AB	0.21	0.03	0.30	0.53	1.20			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	271	100.000
B		✓	74	100.000
C		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	259
	B	31	0	43
	C	494	16	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.15	8.48	0.2	0.5	A
C-AB	0.05	4.90	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	596	0.093	55	0.1	7.312	A
C-AB	22	0.00	830	0.026	22	0.0	4.898	A
C-A	362	0.00			362			
A-B	9	0.00			9			
A-C	195	0.00			195			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	577	0.115	66	0.1	7.761	A
C-AB	29	0.00	872	0.034	29	0.0	4.698	A
C-A	429	0.00			429			
A-B	11	0.00			11			
A-C	233	0.00			233			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	548	0.149	81	0.2	8.473	A
C-AB	42	0.00	931	0.046	42	0.1	4.454	A
C-A	519	0.00			519			
A-B	13	0.00			13			
A-C	285	0.00			285			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	548	0.149	81	0.2	8.479	A
C-AB	43	0.00	932	0.046	43	0.1	4.454	A
C-A	519	0.00			519			
A-B	13	0.00			13			
A-C	285	0.00			285			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	576	0.115	67	0.1	7.772	A
C-AB	29	0.00	872	0.034	30	0.1	4.699	A
C-A	429	0.00			429			
A-B	11	0.00			11			
A-C	233	0.00			233			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	596	0.093	56	0.1	7.330	A
C-AB	22	0.00	830	0.026	22	0.0	4.899	A
C-A	362	0.00			362			
A-B	9	0.00			9			
A-C	195	0.00			195			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.05	0.03	0.28	0.50	0.53			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.07	0.03	0.28	0.50	0.53			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	506	100.000
B		✓	42	100.000
C		✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	476
	B	18	0	24
	C	348	41	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.10	9.04	0.1	0.5	A
C-AB	0.12	5.91	0.3	1.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	552	0.057	31	0.1	7.597	A
C-AB	49	0.00	720	0.067	48	0.1	5.894	A
C-A	244	0.00			244			
A-B	23	0.00			23			
A-C	358	0.00			358			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	0.00	524	0.072	38	0.1	8.139	A
C-AB	64	0.00	741	0.086	64	0.2	5.849	A
C-A	286	0.00			286			
A-B	27	0.00			27			
A-C	428	0.00			428			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	0.00	484	0.095	46	0.1	9.031	A
C-AB	90	0.00	772	0.117	90	0.3	5.809	A
C-A	338	0.00			338			
A-B	33	0.00			33			
A-C	524	0.00			524			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	0.00	484	0.095	46	0.1	9.036	A
C-AB	90	0.00	772	0.117	90	0.3	5.814	A
C-A	338	0.00			338			
A-B	33	0.00			33			
A-C	524	0.00			524			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	0.00	524	0.072	38	0.1	8.148	A
C-AB	64	0.00	741	0.087	65	0.2	5.862	A
C-A	285	0.00			285			
A-B	27	0.00			27			
A-C	428	0.00			428			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	552	0.057	32	0.1	7.607	A
C-AB	49	0.00	720	0.068	49	0.1	5.907	A
C-A	244	0.00			244			
A-B	23	0.00			23			
A-C	358	0.00			358			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.28	0.51	0.53			N/A	N/A
C-AB	0.18	0.03	0.28	0.50	0.52			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.29	0.51	0.54			N/A	N/A
C-AB	0.28	0.03	0.30	0.54	1.51			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J2 The SID_The Folds Western Access.j11
Path: J:\332612639 - One Horton Heath\5500 - Transport\06 - Modelling\Local Modelling
Report generation date: 22/10/2025 10:00:35

»2036 | Development + Wider Development and Background | AM
»2036 | Development + Wider Development and Background | PM
»2036 | Sensitivity Test (Development + Wider Development and Backgound 1.5) | AM
»2036 | Sensitivity Test (Development + Wider Development and Backgound 1.5) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 - Development + Wider Development and Background									
Stream B-AC	D1	0.3	9.19	0.20	A	D2	0.2	8.92	0.12	A
Stream C-AB		0.1	5.30	0.04	A		0.2	5.83	0.11	A
	2036 - Sensitivity Test (Development + Wider Development and Backgound 1.5)									
Stream B-AC	D3	0.3	10.09	0.22	B	D4	0.2	10.06	0.14	B
Stream C-AB		0.1	4.98	0.05	A		0.3	5.65	0.13	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\tharland
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

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15
D3	2036	Sensitivity Test (Development + Wider Development and Backgound 1.5)	AM	ONE HOUR	07:45	09:15	15
D4	2036	Sensitivity Test (Development + Wider Development and Backgound 1.5)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 | Development + Wider Development and Background | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	The SID WB		Major
B	The Folds Western Access		Minor
C	The SID EB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			137.0	✓	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	3.62	104	107

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	601	0.107	0.271	0.170	0.387
B-C	734	0.110	0.278	-	-
C-B	653	0.248	0.248	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	256	100.000
B		✓	98	100.000
C		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	237
	B	50	0	48
	C	327	19	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.20	9.19	0.3	1.3	A
C-AB	0.04	5.30	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	578	0.128	73	0.2	7.837	A
C-AB	21	0.00	769	0.027	21	0.0	5.294	A
C-A	239	0.00			239			
A-B	14	0.00			14			
A-C	178	0.00			178			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	562	0.157	88	0.2	8.358	A
C-AB	27	0.00	793	0.034	27	0.1	5.171	A
C-A	284	0.00			284			
A-B	17	0.00			17			
A-C	213	0.00			213			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	539	0.200	108	0.3	9.178	A
C-AB	37	0.00	827	0.045	37	0.1	5.013	A
C-A	344	0.00			344			
A-B	21	0.00			21			
A-C	261	0.00			261			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	539	0.200	108	0.3	9.189	A
C-AB	37	0.00	827	0.045	37	0.1	5.014	A
C-A	344	0.00			344			
A-B	21	0.00			21			
A-C	261	0.00			261			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	562	0.157	88	0.2	8.375	A
C-AB	27	0.00	793	0.034	27	0.1	5.174	A
C-A	284	0.00			284			
A-B	17	0.00			17			
A-C	213	0.00			213			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	578	0.128	74	0.2	7.863	A
C-AB	21	0.00	769	0.027	21	0.0	5.295	A
C-A	239	0.00			239			
A-B	14	0.00			14			
A-C	178	0.00			178			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.05	0.03	0.28	0.50	0.53			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.07	0.03	0.28	0.51	0.53			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.32	0.91	1.30			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2036 | Development + Wider Development and Background | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	378	100.000
B		✓	56	100.000
C		✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	48	330
	B	28	0	28
	C	287	46	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.12	8.92	0.2	0.5	A
C-AB	0.11	5.83	0.2	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	556	0.076	42	0.1	7.698	A
C-AB	49	0.00	729	0.068	49	0.1	5.820	A
C-A	201	0.00			201			
A-B	36	0.00			36			
A-C	248	0.00			248			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	535	0.094	50	0.1	8.170	A
C-AB	63	0.00	746	0.085	63	0.2	5.807	A
C-A	236	0.00			236			
A-B	43	0.00			43			
A-C	297	0.00			297			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	505	0.122	62	0.2	8.918	A
C-AB	86	0.00	770	0.112	86	0.2	5.794	A
C-A	280	0.00			280			
A-B	53	0.00			53			
A-C	363	0.00			363			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	505	0.122	62	0.2	8.924	A
C-AB	86	0.00	770	0.112	86	0.2	5.798	A
C-A	280	0.00			280			
A-B	53	0.00			53			
A-C	363	0.00			363			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	535	0.094	50	0.1	8.182	A
C-AB	64	0.00	746	0.085	64	0.2	5.812	A
C-A	236	0.00			236			
A-B	43	0.00			43			
A-C	297	0.00			297			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	556	0.076	42	0.1	7.714	A
C-AB	49	0.00	729	0.068	50	0.1	5.833	A
C-A	201	0.00			201			
A-B	36	0.00			36			
A-C	248	0.00			248			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.16	0.03	0.28	0.50	0.52			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.23	0.03	0.30	0.53	1.23			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2036 | Sensitivity Test (Development + Wider Development and Backgound 1.5) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2036	Sensitivity Test (Development + Wider Development and Backgound 1.5)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	326	100.000
B		✓	98	100.000
C		✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	307
	B	50	0	48
	C	450	19	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.22	10.09	0.3	1.4	B
C-AB	0.05	4.98	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	552	0.134	73	0.2	8.252	A
C-AB	24	0.00	820	0.030	24	0.0	4.978	A
C-A	329	0.00			329			
A-B	14	0.00			14			
A-C	231	0.00			231			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	531	0.166	88	0.2	8.939	A
C-AB	33	0.00	855	0.038	32	0.1	4.815	A
C-A	389	0.00			389			
A-B	17	0.00			17			
A-C	276	0.00			276			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	500	0.216	108	0.3	10.074	B
C-AB	46	0.00	905	0.051	46	0.1	4.613	A
C-A	470	0.00			470			
A-B	21	0.00			21			
A-C	338	0.00			338			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	500	0.216	108	0.3	10.091	B
C-AB	46	0.00	905	0.051	46	0.1	4.616	A
C-A	470	0.00			470			
A-B	21	0.00			21			
A-C	338	0.00			338			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	531	0.166	88	0.2	8.960	A
C-AB	33	0.00	855	0.038	33	0.1	4.819	A
C-A	389	0.00			389			
A-B	17	0.00			17			
A-C	276	0.00			276			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	552	0.134	74	0.2	8.284	A
C-AB	24	0.00	820	0.030	25	0.0	4.981	A
C-A	329	0.00			329			
A-B	14	0.00			14			
A-C	231	0.00			231			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.06	0.03	0.28	0.50	0.53			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.09	0.03	0.28	0.51	0.54			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.03	0.33	1.06	1.41			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2036 | Sensitivity Test (Development + Wider Development and Backgound 1.5) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2036	Sensitivity Test (Development + Wider Development and Backgound 1.5)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	497	100.000
B		✓	56	100.000
C		✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	48	449
	B	28	0	28
	C	380	46	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.14	10.06	0.2	0.5	B
C-AB	0.13	5.65	0.3	1.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	522	0.081	42	0.1	8.225	A
C-AB	56	0.00	758	0.073	55	0.1	5.636	A
C-A	265	0.00			265			
A-B	36	0.00			36			
A-C	338	0.00			338			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	495	0.102	50	0.1	8.911	A
C-AB	74	0.00	781	0.094	73	0.2	5.596	A
C-A	309	0.00			309			
A-B	43	0.00			43			
A-C	404	0.00			404			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	455	0.135	61	0.2	10.053	B
C-AB	104	0.00	816	0.128	104	0.3	5.569	A
C-A	365	0.00			365			
A-B	53	0.00			53			
A-C	494	0.00			494			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	455	0.135	62	0.2	10.062	B
C-AB	105	0.00	816	0.128	105	0.3	5.573	A
C-A	364	0.00			364			
A-B	53	0.00			53			
A-C	494	0.00			494			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	494	0.102	51	0.1	8.924	A
C-AB	74	0.00	782	0.095	74	0.2	5.607	A
C-A	309	0.00			309			
A-B	43	0.00			43			
A-C	404	0.00			404			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	522	0.081	42	0.1	8.252	A
C-AB	56	0.00	758	0.074	56	0.1	5.651	A
C-A	265	0.00			265			
A-B	36	0.00			36			
A-C	338	0.00			338			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.31	0.03	0.30	0.54	1.54			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J3 The SID_The Folds Eastern Access.j11
Path: J:\332612639 - One Horton Heath\5500 - Transport\06 - Modelling\Local Modelling
Report generation date: 22/10/2025 10:04:07

»2036 | Development + Wider Development and Background | AM
»2036 | Development + Wider Development and Background | PM
»2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | AM
»2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 - Development + Wider Development and Background									
Stream B-AC	D1	0.6	10.07	0.35	B	D2	0.3	8.97	0.22	A
Stream C-AB		0.1	5.77	0.04	A		0.3	6.10	0.13	A
	2036 - Sensitivity Test (Development + Wider Development and Background 1.5)									
Stream B-AC	D3	0.9	13.05	0.46	B	D4	0.4	10.79	0.28	B
Stream C-AB		0.1	5.54	0.05	A		0.3	6.04	0.15	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	Folds Eastern Access/SID
Location	
Site number	
Date	19/08/2025
Version	
Status	(new file)
Identifier	
Client	EBC
Jobnumber	332612639
Enumerator	CORP\ceadle
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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15	✓
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2036 | Development + Wider Development and Background | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

Arms

Arms

Arm	Name	Description	Arm type
A	The SID WB		Major
B	The Folds Eastern Access		Minor
C	The SID EB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			136.0	✓	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	3.68	216	215

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	710	0.126	0.320	0.201	0.457
B-C	811	0.122	0.307	-	-
C-B	653	0.247	0.247	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	285	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	227
	B	136	0	56
	C	210	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	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-AC	0.35	10.07	0.6	B	176	264
C-AB	0.04	5.77	0.1	A	24	36
C-A					186	279
A-B					53	80
A-C					208	312

Main Results for each time segment

07:45 - 08:00

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	145	36	0.00	647	0.224	143	0.0	0.3	7.846	A
C-AB	18	5	0.00	705	0.026	18	0.0	0.0	5.766	A
C-A	154	38	0.00			154				
A-B	44	11	0.00			44				
A-C	171	43	0.00			171				

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	173	43	0.00	629	0.274	172	0.3	0.4	8.660	A
C-AB	23	6	0.00	716	0.032	23	0.0	0.0	5.712	A
C-A	183	46	0.00			183				
A-B	52	13	0.00			52				
A-C	204	51	0.00			204				

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	211	53	0.00	605	0.350	211	0.4	0.6	10.034	B
C-AB	31	8	0.00	732	0.042	31	0.0	0.1	5.641	A
C-A	221	55	0.00			221				
A-B	64	16	0.00			64				
A-C	250	62	0.00			250				

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	211	53	0.00	605	0.350	211	0.6	0.6	10.070	B
C-AB	31	8	0.00	732	0.042	31	0.1	0.1	5.645	A
C-A	221	55	0.00			221				
A-B	64	16	0.00			64				
A-C	250	62	0.00			250				

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	173	43	0.00	629	0.274	173	0.6	0.4	8.700	A
C-AB	23	6	0.00	716	0.032	23	0.1	0.0	5.714	A
C-A	183	46	0.00			183				
A-B	52	13	0.00			52				
A-C	204	51	0.00			204				

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	145	36	0.00	647	0.224	145	0.4	0.3	7.900	A
C-AB	18	5	0.00	705	0.026	19	0.0	0.0	5.770	A
C-A	154	38	0.00			154				
A-B	44	11	0.00			44				
A-C	171	43	0.00			171				

2036 | Development + Wider Development and Background | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15	✓

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	✓	114	100.000
C		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	138	220
	B	86	0	28
	C	248	54	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	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-AC	0.22	8.97	0.3	A	105	157
C-AB	0.13	6.10	0.3	A	73	110
C-A					204	306
A-B					127	190
A-C					202	303

Main Results for each time segment

16:45 - 17:00

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	86	21	0.00	620	0.138	85	0.0	0.2	7.393	A
C-AB	55	14	0.00	712	0.077	55	0.0	0.1	6.023	A
C-A	172	43	0.00			172				
A-B	104	26	0.00			104				
A-C	166	41	0.00			166				

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	102	26	0.00	598	0.171	102	0.2	0.2	7.987	A
C-AB	70	18	0.00	725	0.097	70	0.1	0.2	6.047	A
C-A	201	50	0.00			201				
A-B	124	31	0.00			124				
A-C	198	49	0.00			198				

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	126	31	0.00	567	0.221	125	0.2	0.3	8.956	A
C-AB	94	24	0.00	744	0.127	94	0.2	0.2	6.092	A
C-A	238	60	0.00			238				
A-B	152	38	0.00			152				
A-C	242	61	0.00			242				

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	126	31	0.00	567	0.221	126	0.3	0.3	8.970	A
C-AB	94	24	0.00	744	0.127	94	0.2	0.3	6.100	A
C-A	238	60	0.00			238				
A-B	152	38	0.00			152				
A-C	242	61	0.00			242				

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	102	26	0.00	598	0.171	103	0.3	0.2	8.006	A
C-AB	70	18	0.00	725	0.097	71	0.2	0.2	6.057	A
C-A	201	50	0.00			201				
A-B	124	31	0.00			124				
A-C	198	49	0.00			198				

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	86	21	0.00	620	0.138	86	0.2	0.2	7.420	A
C-AB	55	14	0.00	712	0.078	55	0.2	0.1	6.034	A
C-A	172	43	0.00			172				
A-B	104	26	0.00			104				
A-C	166	41	0.00			166				

2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	355	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	66	289
	B	174	0	60
	C	294	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	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-AC	0.46	13.05	0.9	B	215	322
C-AB	0.05	5.54	0.1	A	28	41
C-A					260	389
A-B					61	91
A-C					265	398

Main Results for each time segment

07:45 - 08:00

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	176	44	0.00	616	0.286	174	0.0	0.4	8.933	A
C-AB	20	5	0.00	736	0.028	20	0.0	0.0	5.535	A
C-A	215	54	0.00			215				
A-B	50	12	0.00			50				
A-C	218	54	0.00			218				

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	210	53	0.00	593	0.355	210	0.4	0.6	10.315	B
C-AB	26	7	0.00	754	0.035	26	0.0	0.1	5.442	A
C-A	255	64	0.00			255				
A-B	59	15	0.00			59				
A-C	260	65	0.00			260				

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	258	64	0.00	561	0.459	256	0.6	0.9	12.948	B
C-AB	36	9	0.00	780	0.046	36	0.1	0.1	5.322	A
C-A	309	77	0.00			309				
A-B	73	18	0.00			73				
A-C	318	80	0.00			318				

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	258	64	0.00	561	0.459	258	0.9	0.9	13.052	B
C-AB	36	9	0.00	780	0.046	36	0.1	0.1	5.323	A
C-A	309	77	0.00			309				
A-B	73	18	0.00			73				
A-C	318	80	0.00			318				

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	210	53	0.00	593	0.355	212	0.9	0.6	10.418	B
C-AB	26	7	0.00	754	0.035	26	0.1	0.1	5.444	A
C-A	255	64	0.00			255				
A-B	59	15	0.00			59				
A-C	260	65	0.00			260				

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	176	44	0.00	616	0.286	177	0.6	0.4	9.033	A
C-AB	21	5	0.00	736	0.028	21	0.1	0.0	5.536	A
C-A	215	54	0.00			215				
A-B	50	12	0.00			50				
A-C	218	54	0.00			218				

2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	477	100.000
B		ONE HOUR	✓	131	100.000
C		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	176	301
	B	103	0	28
	C	323	58	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	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-AC	0.28	10.79	0.4	B	120	180
C-AB	0.15	6.04	0.3	A	90	135
C-A					260	390
A-B					162	242
A-C					276	414

Main Results for each time segment

16:45 - 17:00

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	99	25	0.00	581	0.170	98	0.0	0.2	8.173	A
C-AB	65	16	0.00	731	0.090	65	0.0	0.2	5.943	A
C-A	221	55	0.00			221				
A-B	133	33	0.00			133				
A-C	227	57	0.00			227				

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	118	29	0.00	552	0.213	117	0.2	0.3	9.108	A
C-AB	85	21	0.00	749	0.114	85	0.2	0.2	5.969	A
C-A	257	64	0.00			257				
A-B	158	40	0.00			158				
A-C	271	68	0.00			271				

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	144	36	0.00	511	0.282	144	0.3	0.4	10.758	B
C-AB	118	30	0.00	775	0.153	118	0.2	0.3	6.029	A
C-A	301	75	0.00			301				
A-B	194	48	0.00			194				
A-C	331	83	0.00			331				

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	144	36	0.00	511	0.282	144	0.4	0.4	10.791	B
C-AB	119	30	0.00	776	0.153	119	0.3	0.3	6.037	A
C-A	301	75	0.00			301				
A-B	194	48	0.00			194				
A-C	331	83	0.00			331				

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	118	29	0.00	552	0.213	118	0.4	0.3	9.146	A
C-AB	86	21	0.00	749	0.114	86	0.3	0.2	5.983	A
C-A	257	64	0.00			257				
A-B	158	40	0.00			158				
A-C	271	68	0.00			271				

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	99	25	0.00	581	0.170	99	0.3	0.2	8.219	A
C-AB	66	16	0.00	731	0.090	66	0.2	0.2	5.959	A
C-A	221	55	0.00			221				
A-B	133	33	0.00			133				
A-C	227	57	0.00			227				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J4 The Folds Eastern Access_Fir Tree Lane.j11
Path: J:\332612639 - One Horton Heath\5500 - Transport\06 - Modelling\Local Modelling
Report generation date: 22/10/2025 10:11:23

»2036 | Development + Wider Development and Background | AM
»2036 | Development + Wider Development and Background | PM
»2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | AM
»2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 - Development + Wider Development and Background									
Stream B-AC	D1	0.3	8.45	0.21	A	D2	0.3	9.18	0.20	A
Stream C-AB		0.1	7.05	0.08	A		0.3	7.38	0.19	A
	2036 - Sensitivity Test (Development + Wider Development and Background 1.5)									
Stream B-AC	D3	0.4	9.21	0.28	A	D4	0.3	9.51	0.23	A
Stream C-AB		0.1	7.17	0.09	A		0.5	8.22	0.28	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	20/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\tharland
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

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15
D3	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	AM	ONE HOUR	07:45	09:15	15
D4	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 | Development + Wider Development and Background | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Folds		Major
B	Fir Tree Lane		Minor
C	The SID		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			72.0	✓	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	3.21	22	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	506	0.090	0.228	0.143	0.326
B-C	651	0.098	0.247	-	-
C-B	616	0.233	0.233	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036	Development + Wider Development and Background	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	139	100.000
B		✓	110	100.000
C		✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	41	98
	B	16	0	94
	C	38	39	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.21	8.45	0.3	1.3	A
C-AB	0.08	7.05	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	601	0.138	82	0.2	7.624	A
C-AB	31	0.00	610	0.050	31	0.1	6.824	A
C-A	27	0.00			27			
A-B	31	0.00			31			
A-C	74	0.00			74			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	0.00	596	0.166	99	0.2	7.958	A
C-AB	37	0.00	610	0.061	37	0.1	6.917	A
C-A	32	0.00			32			
A-B	37	0.00			37			
A-C	88	0.00			88			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	590	0.205	121	0.3	8.443	A
C-AB	46	0.00	608	0.076	46	0.1	7.043	A
C-A	39	0.00			39			
A-B	45	0.00			45			
A-C	108	0.00			108			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	590	0.205	121	0.3	8.452	A
C-AB	46	0.00	608	0.076	46	0.1	7.046	A
C-A	39	0.00			39			
A-B	45	0.00			45			
A-C	108	0.00			108			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	0.00	596	0.166	99	0.2	7.971	A
C-AB	37	0.00	610	0.061	37	0.1	6.922	A
C-A	32	0.00			32			
A-B	37	0.00			37			
A-C	88	0.00			88			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	601	0.138	83	0.2	7.650	A
C-AB	31	0.00	610	0.050	31	0.1	6.832	A
C-A	27	0.00			27			
A-B	31	0.00			31			
A-C	74	0.00			74			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.08	0.03	0.28	0.50	0.53			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.28	0.51	0.53			N/A	N/A
C-AB	0.10	0.03	0.29	0.52	0.54			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.33	0.98	1.35			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2036 | Development + Wider Development and Background | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036	Development + Wider Development and Background	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	79	100.000
B		✓	96	100.000
C		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	56
	B	39	0	57
	C	94	98	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.20	9.18	0.3	1.3	A
C-AB	0.19	7.38	0.3	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	552	0.131	72	0.2	8.229	A
C-AB	83	0.00	649	0.128	82	0.2	6.980	A
C-A	62	0.00			62			
A-B	17	0.00			17			
A-C	42	0.00			42			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	0.00	546	0.158	86	0.2	8.610	A
C-AB	101	0.00	656	0.154	101	0.2	7.143	A
C-A	71	0.00			71			
A-B	21	0.00			21			
A-C	50	0.00			50			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	0.00	537	0.197	105	0.3	9.165	A
C-AB	128	0.00	665	0.192	128	0.3	7.373	A
C-A	83	0.00			83			
A-B	25	0.00			25			
A-C	62	0.00			62			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	0.00	537	0.197	106	0.3	9.178	A
C-AB	128	0.00	665	0.193	128	0.3	7.383	A
C-A	83	0.00			83			
A-B	25	0.00			25			
A-C	62	0.00			62			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	0.00	546	0.158	87	0.2	8.628	A
C-AB	101	0.00	656	0.155	102	0.2	7.153	A
C-A	71	0.00			71			
A-B	21	0.00			21			
A-C	50	0.00			50			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	552	0.131	72	0.2	8.260	A
C-AB	83	0.00	649	0.128	83	0.2	7.004	A
C-A	62	0.00			62			
A-B	17	0.00			17			
A-C	42	0.00			42			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.30	0.03	0.28	0.51	0.54			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.32	0.89	1.29			N/A	N/A
C-AB	0.30	0.03	0.32	0.93	1.30			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	139	100.000
B		✓	152	100.000
C		✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	41	98
	B	16	0	136
	C	38	47	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.28	9.21	0.4	1.7	A
C-AB	0.09	7.17	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	0.00	608	0.188	113	0.3	7.986	A
C-AB	37	0.00	610	0.061	37	0.1	6.900	A
C-A	27	0.00			27			
A-B	31	0.00			31			
A-C	74	0.00			74			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	0.00	604	0.226	136	0.3	8.471	A
C-AB	45	0.00	610	0.073	45	0.1	7.010	A
C-A	32	0.00			32			
A-B	37	0.00			37			
A-C	88	0.00			88			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	0.00	597	0.280	167	0.4	9.193	A
C-AB	56	0.00	608	0.091	55	0.1	7.163	A
C-A	38	0.00			38			
A-B	45	0.00			45			
A-C	108	0.00			108			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	0.00	597	0.280	167	0.4	9.211	A
C-AB	56	0.00	608	0.091	56	0.1	7.167	A
C-A	38	0.00			38			
A-B	45	0.00			45			
A-C	108	0.00			108			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	0.00	604	0.226	137	0.3	8.495	A
C-AB	45	0.00	610	0.073	45	0.1	7.016	A
C-A	32	0.00			32			
A-B	37	0.00			37			
A-C	88	0.00			88			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	0.00	608	0.188	115	0.3	8.026	A
C-AB	37	0.00	610	0.061	37	0.1	6.908	A
C-A	27	0.00			27			
A-B	31	0.00			31			
A-C	74	0.00			74			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.09	0.03	0.28	0.50	0.53			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.28	0.51	0.53			N/A	N/A
C-AB	0.12	0.03	0.29	0.52	0.54			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.34	1.39	1.73			N/A	N/A
C-AB	0.12	0.03	0.28	0.50	0.52			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2036 | Sensitivity Test (Development + Wider Development and Background 1.5) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2036	Sensitivity Test (Development + Wider Development and Background 1.5)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	79	100.000
B		✓	114	100.000
C		✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	56
	B	39	0	75
	C	94	140	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	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 95th percentile Queue (PCU)	Max LOS
B-AC	0.23	9.51	0.3	1.5	A
C-AB	0.28	8.22	0.5	1.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	0.00	559	0.154	85	0.2	8.342	A
C-AB	118	0.00	649	0.182	117	0.3	7.436	A
C-A	58	0.00			58			
A-B	17	0.00			17			
A-C	42	0.00			42			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	552	0.186	102	0.2	8.804	A
C-AB	145	0.00	656	0.221	144	0.3	7.745	A
C-A	66	0.00			66			
A-B	21	0.00			21			
A-C	50	0.00			50			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	0.00	542	0.232	125	0.3	9.499	A
C-AB	183	0.00	665	0.275	182	0.5	8.209	A
C-A	75	0.00			75			
A-B	25	0.00			25			
A-C	62	0.00			62			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	0.00	542	0.232	126	0.3	9.508	A
C-AB	183	0.00	665	0.275	183	0.5	8.224	A
C-A	75	0.00			75			
A-B	25	0.00			25			
A-C	62	0.00			62			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	552	0.186	103	0.3	8.825	A
C-AB	145	0.00	656	0.221	145	0.4	7.770	A
C-A	66	0.00			66			
A-B	21	0.00			21			
A-C	50	0.00			50			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	0.00	559	0.154	86	0.2	8.380	A
C-AB	118	0.00	649	0.183	119	0.3	7.474	A
C-A	58	0.00			58			
A-B	17	0.00			17			
A-C	42	0.00			42			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.28	0.51	0.53			N/A	N/A
C-AB	0.47	0.03	0.28	0.51	0.54			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.34	1.17	1.53			N/A	N/A
C-AB	0.47	0.04	0.36	1.49	1.76			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A