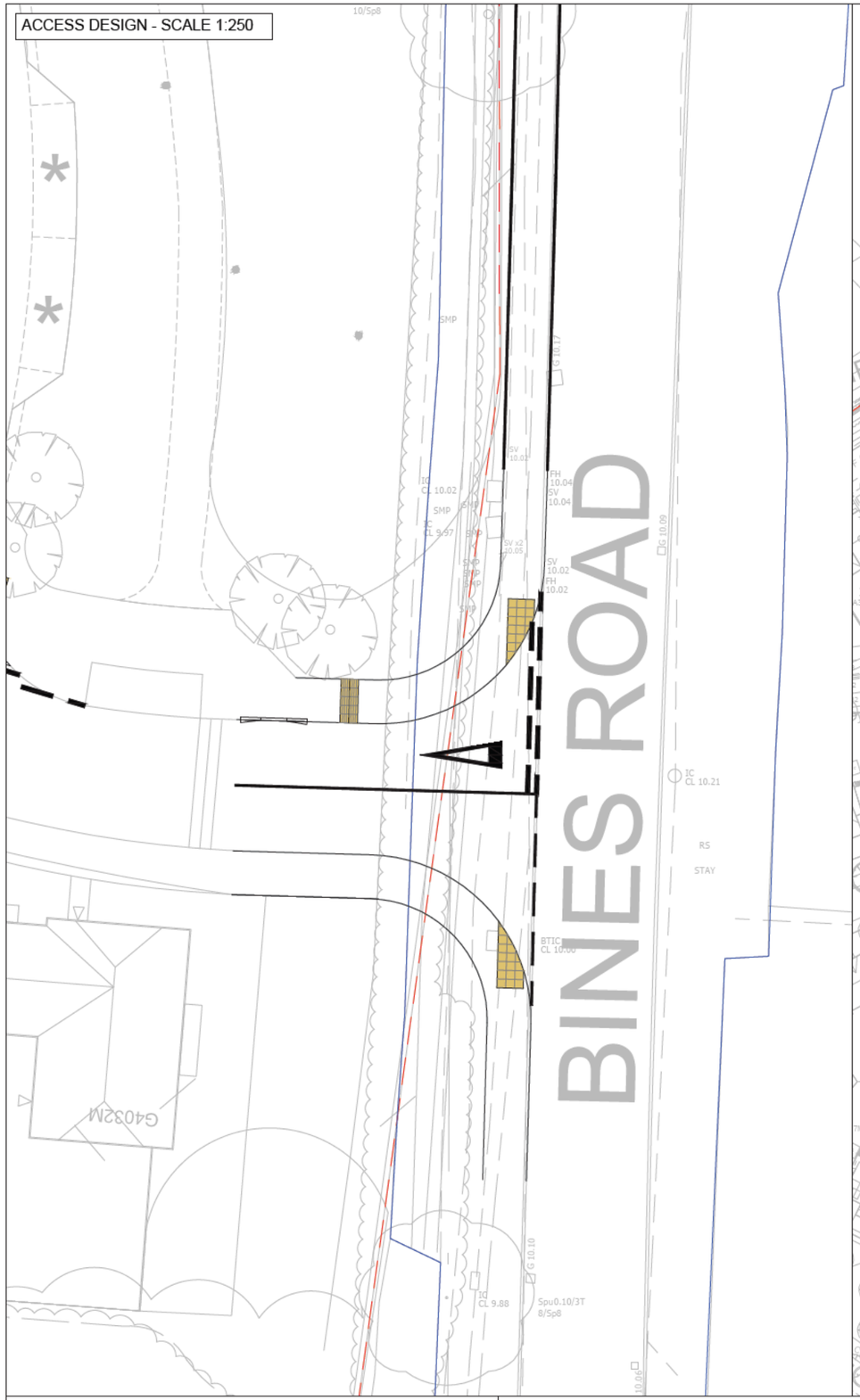
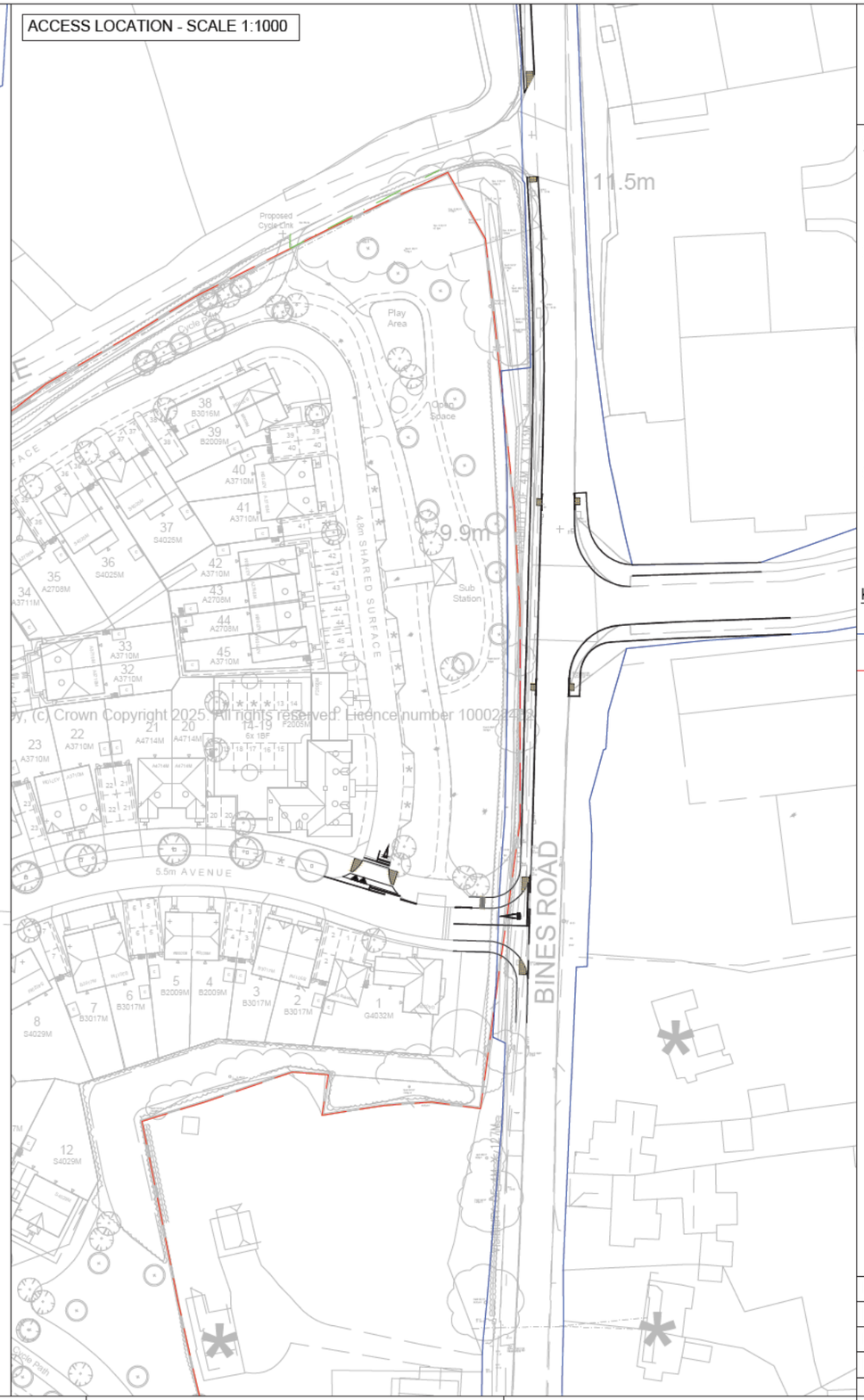
Appendix G

ACCESS DESIGN - SCALE 1:250



ACCESS LOCATION - SCALE 1:1000



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY

INDICATIVE HIGHWAY BOUNDARY

INDICATIVE SITE BOUNDARY

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P04	UPDATED ACCESS DESIGN	06.11.25	OSC	CAN
P03	WSCC COMMENTS	16.01.25	OSC	TAF
P02	UPDATED LAYOUT	04.10.24	OSC	CAT
P01	FIRST ISSUE	29.08.24	OSC	CAT

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
PROPOSED ACCESS DESIGN

paul basham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
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Client
croudacehomes

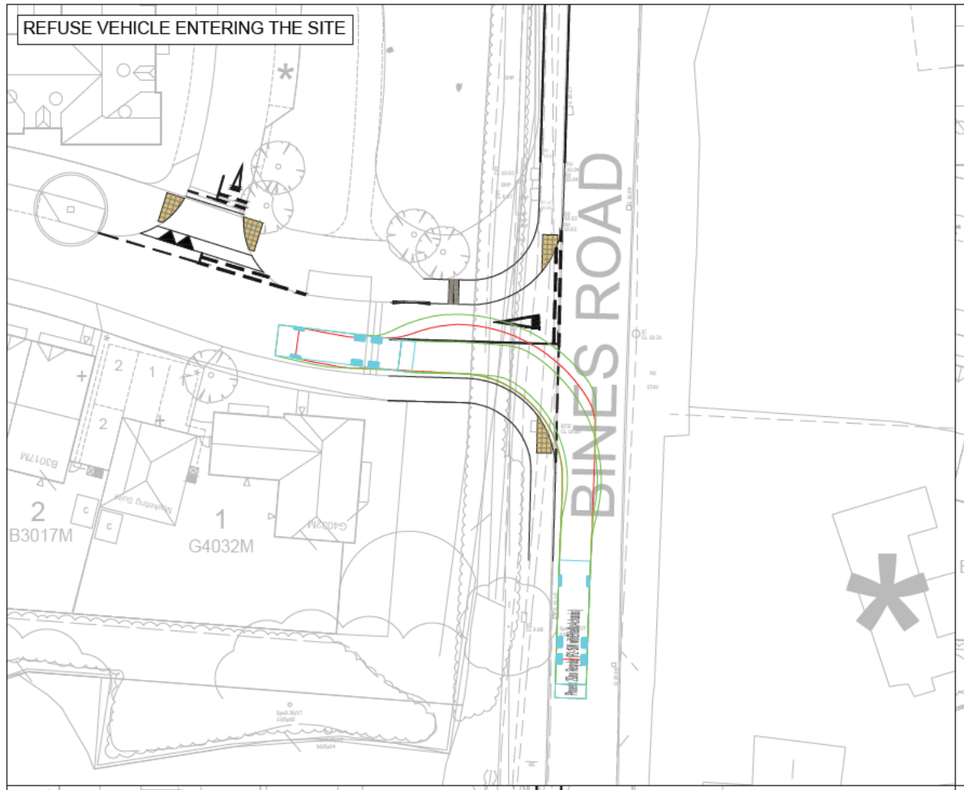
Date Created	Drawn By	Approved By	Suitabilty Code
28.08.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	AS SHOWN	(AT A3)

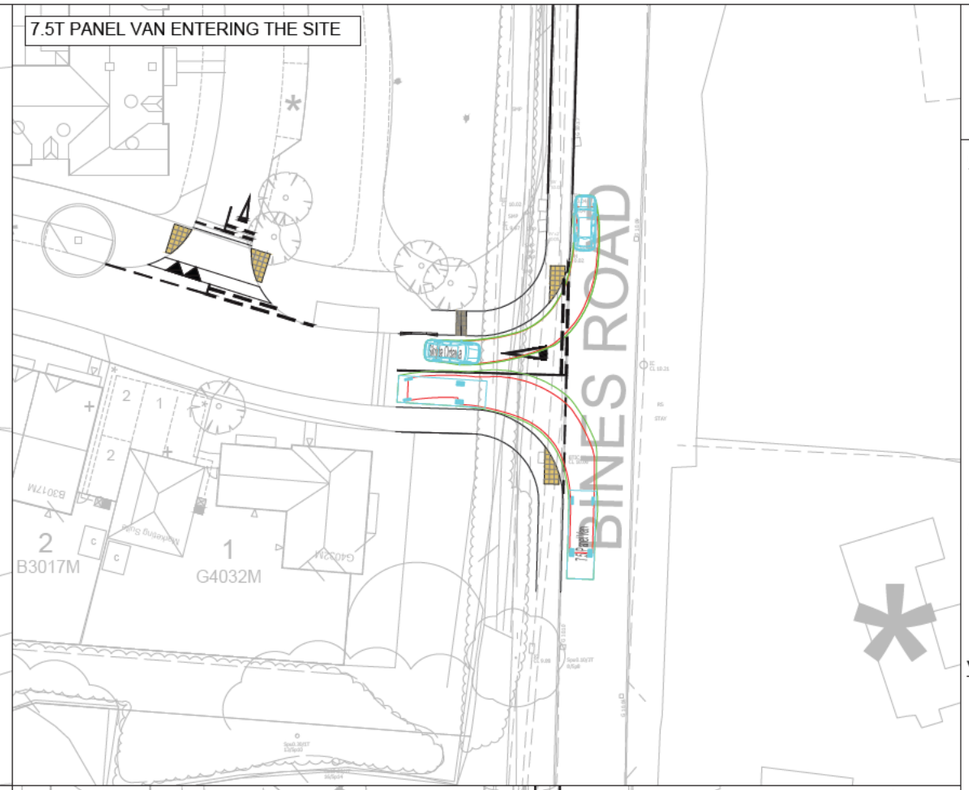
PBA Drawing No:	Revison
093.0004.0012	P04

Appendix H

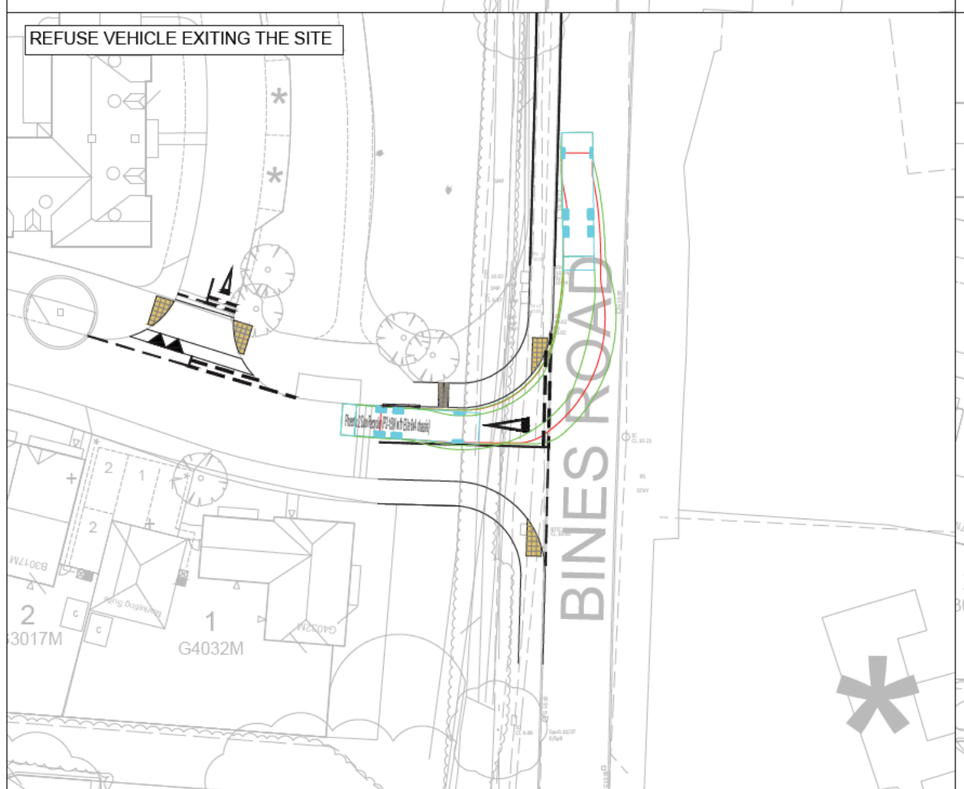
REFUSE VEHICLE ENTERING THE SITE



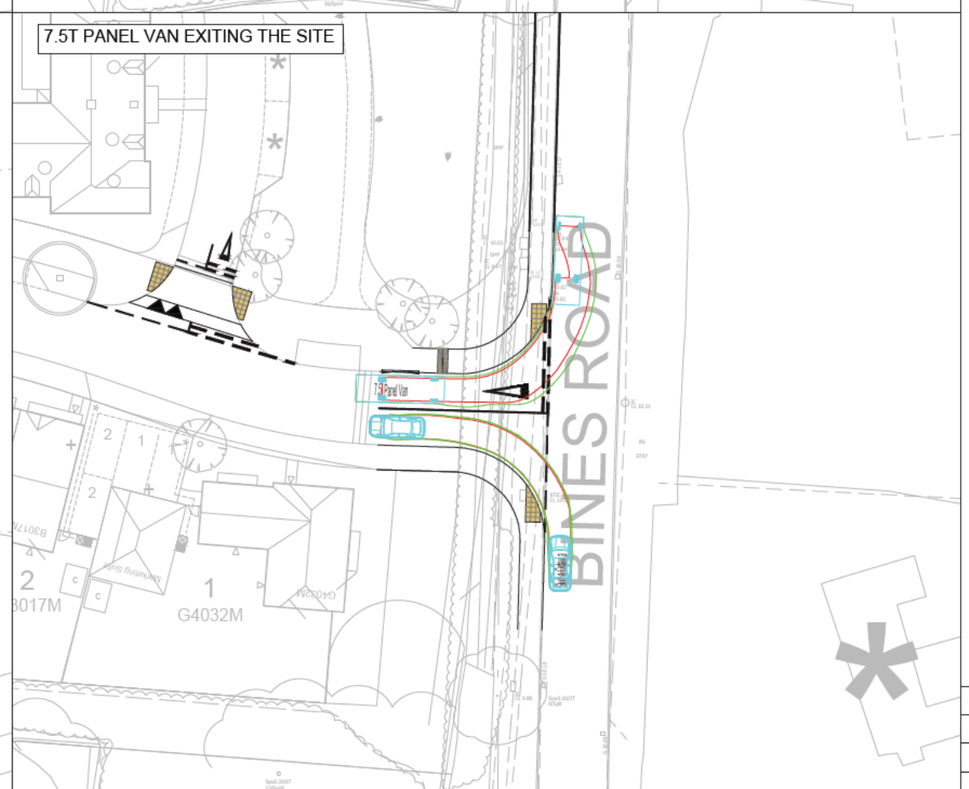
7.5T PANEL VAN ENTERING THE SITE



REFUSE VEHICLE EXITING THE SITE



7.5T PANEL VAN EXITING THE SITE



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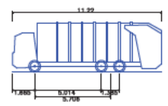
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



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

Overall Length	11.220m
Overall Width	2.450m
Overall Body Height	4.256m
Min Body Ground Clearance	0.209m
Track Width	2.330m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

7.5t Panel Van

Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.319m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P03	UPDATED ACCESS DESIGN	06.11.25	OSC	CAN
P02	UPDATED LAYOUT	04.10.24	OSC	CAT
P01	FIRST ISSUE	29.08.24	OSC	CAT

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
PROPOSED ACCESS SWEPT PATH ANALYSIS

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Client
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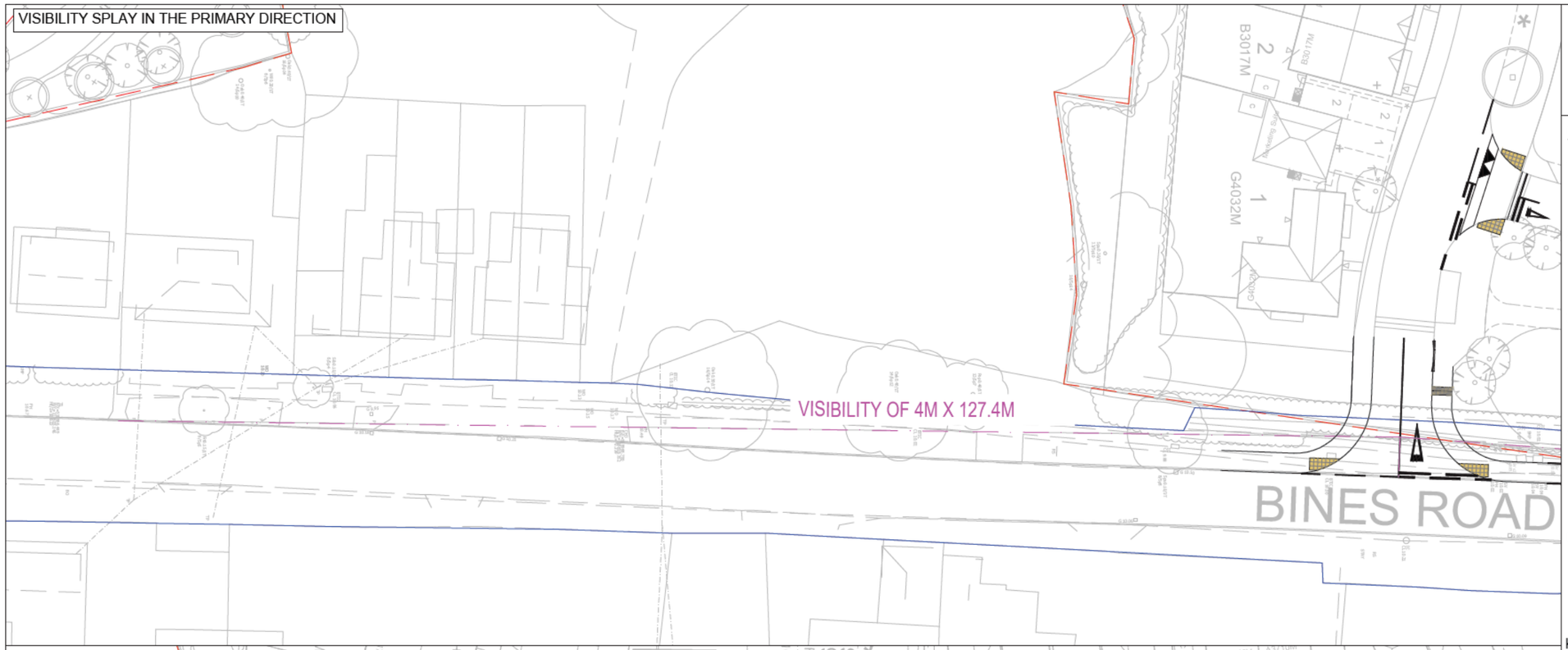
Date Created	Drawn By	Approved By	Suitabilty Code
28.08.24	OSC	CAT	-

PBA Project Number	Scale
093.0004	1:500 (AT A3)

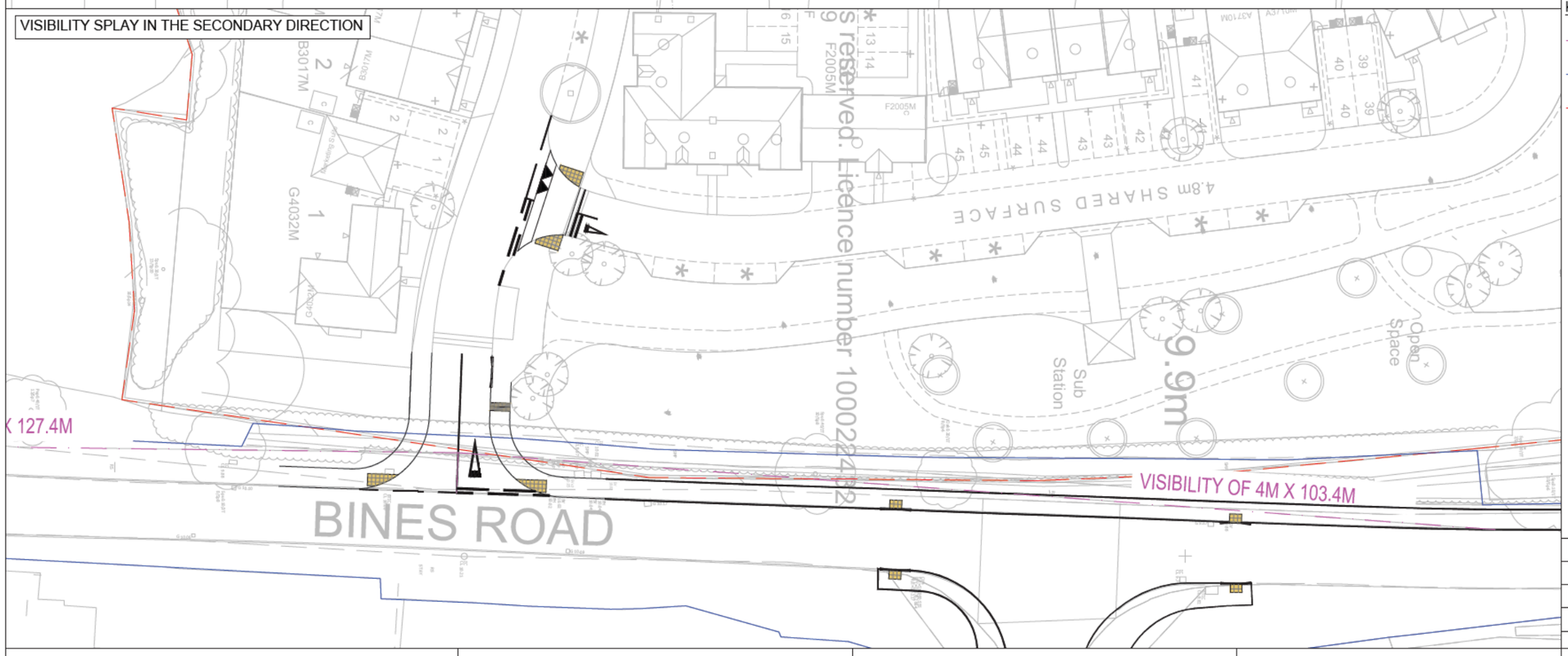
PBA Drawing No:	Revison
093.0004.0013	P03

Appendix I

VISIBILITY SPLAY IN THE PRIMARY DIRECTION



VISIBILITY SPLAY IN THE SECONDARY DIRECTION



GENERAL NOTES

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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VISIBILITY SPLAYS HAVE BEEN DRAWN TO RECORDED 85TH PERCENTILE SPEEDS OF 45.5MPH NORTHBOUND AND 40MPH SOUTHBOUND AND HAVE BEEN DRAWN IN ACCORDANCE WITH DMRB STANDARDS.

KEY

- VISIBILITY SPLAYS
- INDICATIVE HIGHWAY BOUNDARY
- INDICATIVE SITE BOUNDARY

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P04	UPDATED ACCESS DESIGN	06.11.25	OSC	CAN
P03	UPDATED VISIBILITY	28.03.25	CID	TAF
P02	UPDATED LAYOUT	04.10.24	OSC	CAT
P01	FIRST ISSUE	29.08.24	OSC	CAT

Project Name: LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase: PRELIMINARY

Title: PROPOSED ACCESS VISIBILITY SPLAYS

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Client: croudacehomes

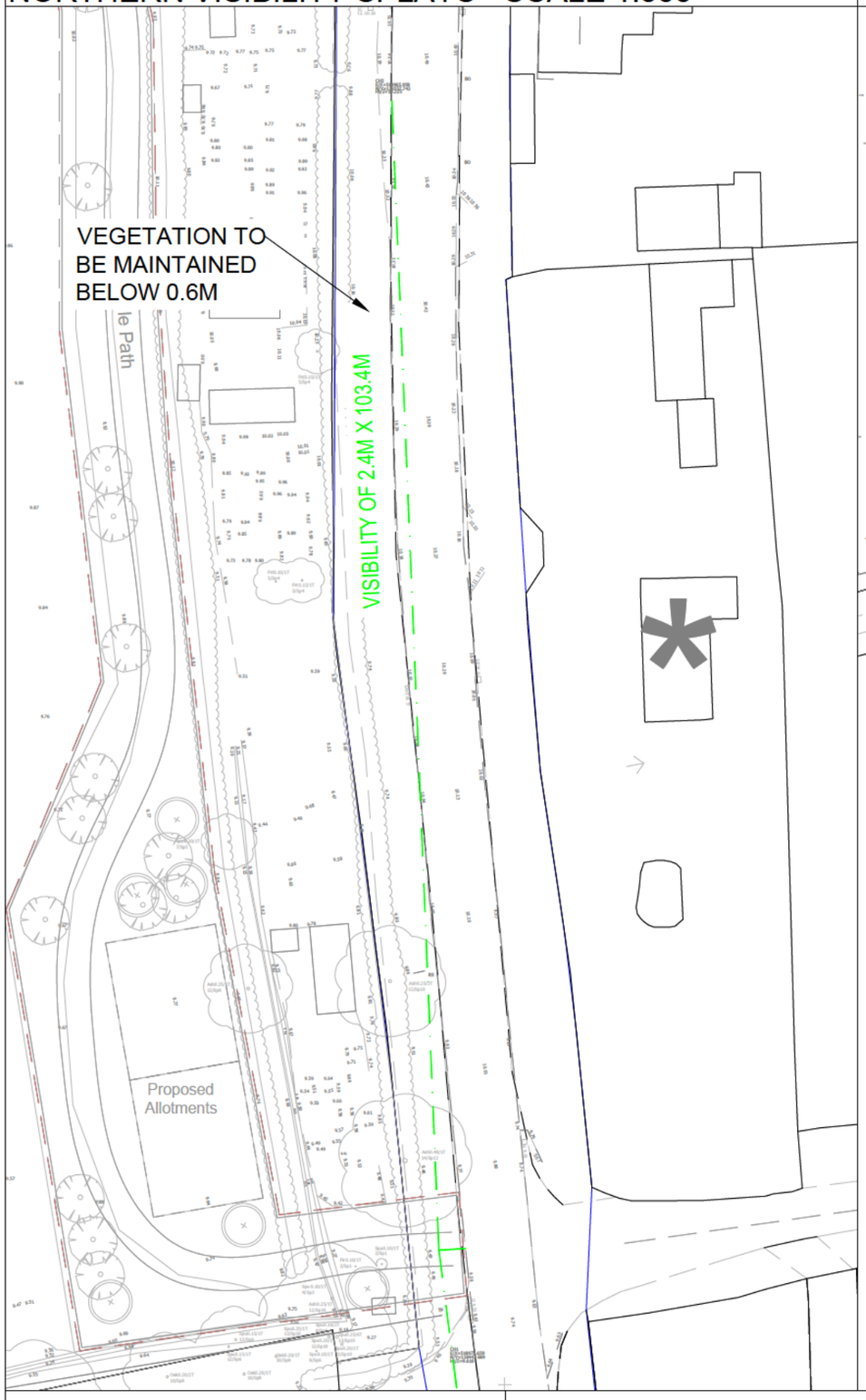
Date Created	Drawn By	Approved By	Suitabilty Code
28.08.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	1:500	(AT A3)

PBA Drawing No:	Revison
093.0004.0011	P04

Appendix J

NORTHERN VISIBILITY SPLAYS - SCALE 1:500



SOUTHERN VISIBILITY SPLAYS - SCALE 1:1000

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. CYCLE VISIBILITY SPLAYS HAVE BEEN DRAWN TO 85TH PERCENTILE RECORDED SPEEDS OF 45.5MPH NORTHBOUND AND 40.0MPH SOUTHBOUND AND IN ACCORDANCE WITH DMRB STANDARDS.

KEY

INDICATIVE HIGHWAY BOUNDARY

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	28.03.25	CID	TAF

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
CYCLE VISIBILITY SPLAYS WHERE CYCLE ROUTE MEETS BINES ROAD

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Client
croudacehomes

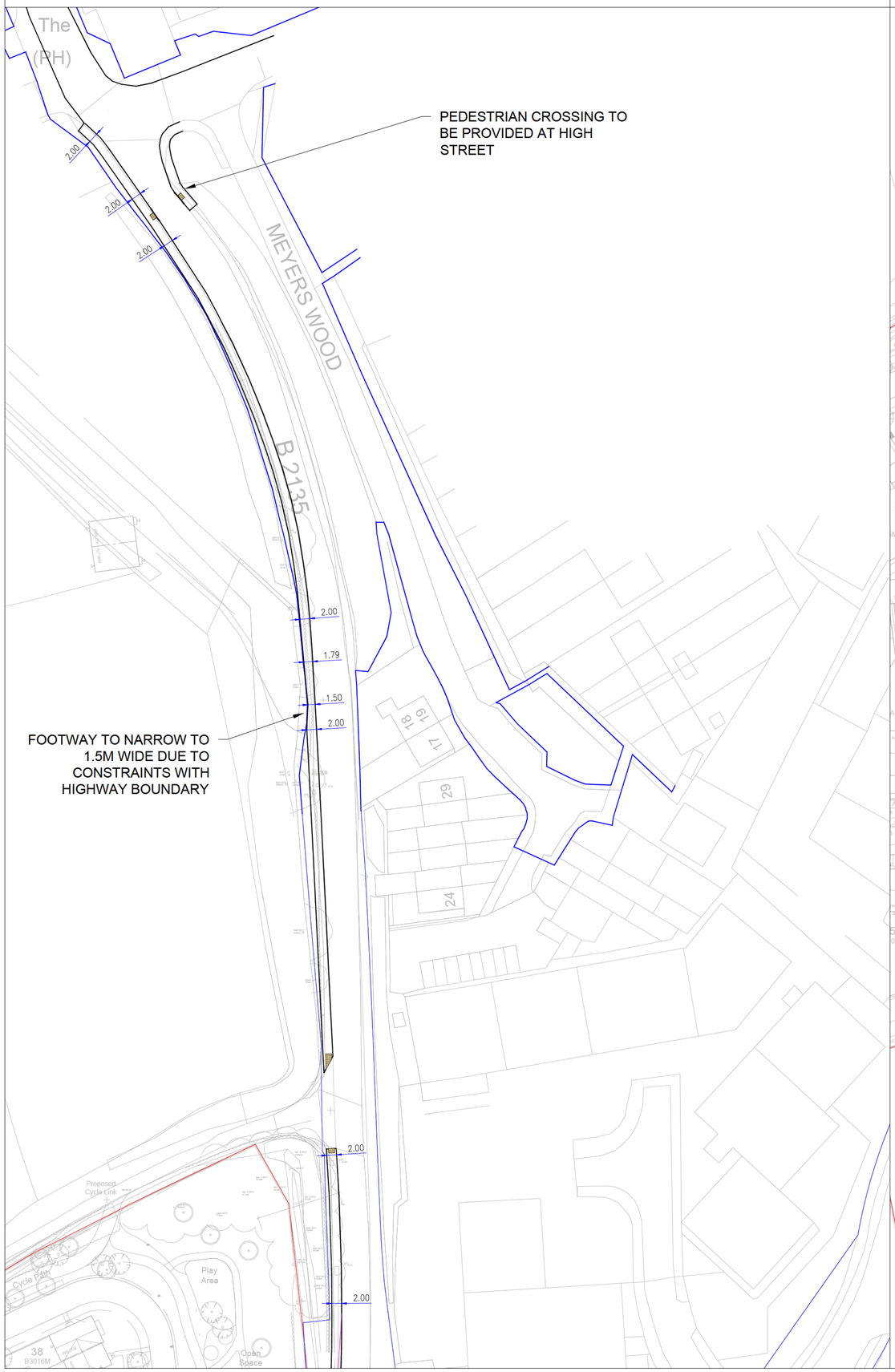
Date Created	Drawn By	Approved By	Suitabilty Code
28.03.25	CID	TAF	-

PBA Project Number	Scale	
093.0004	AS SHOWN	(AT A3)

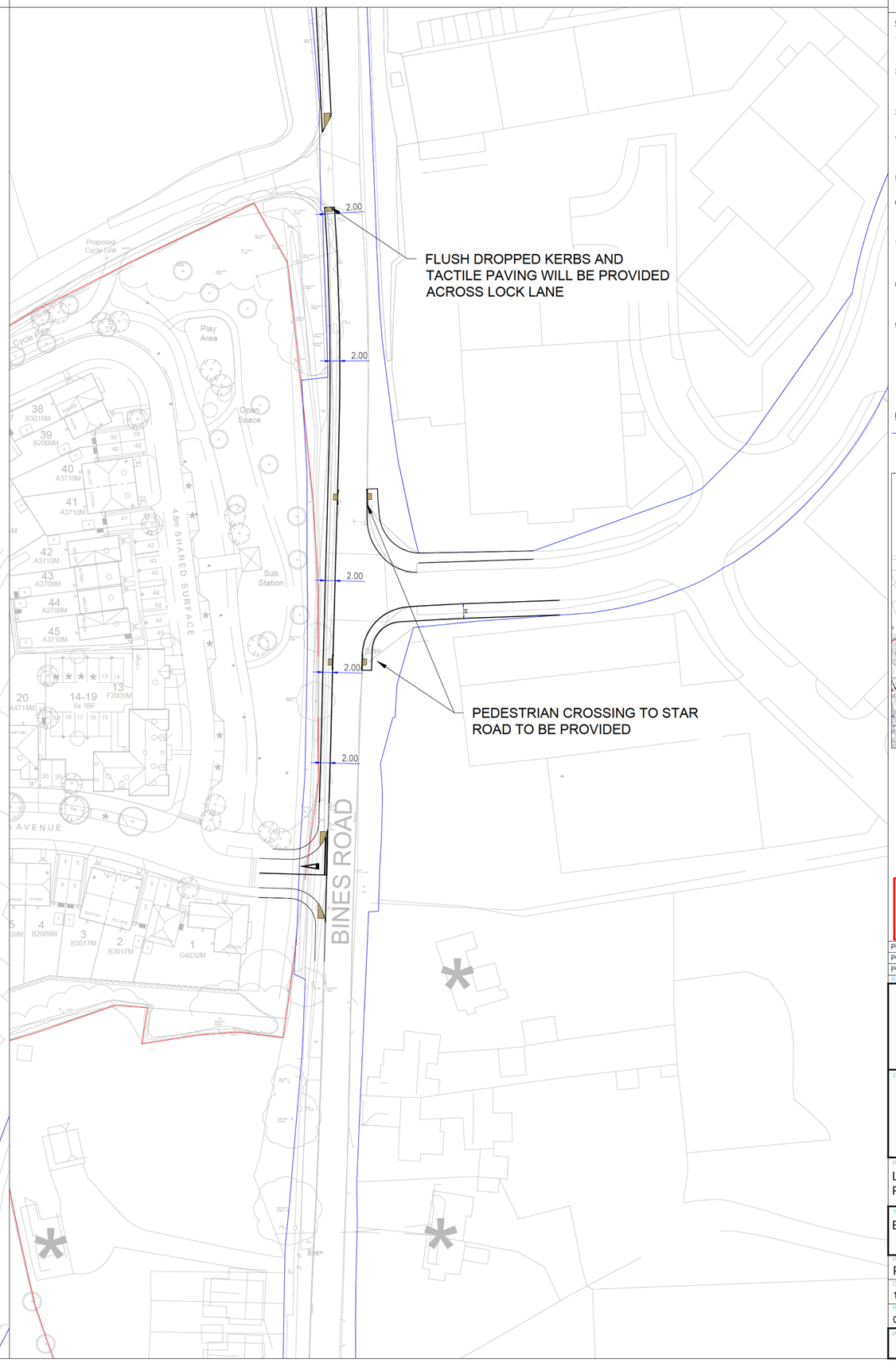
PBA Drawing No:	Revison
093.0004.0021	P01

Appendix K

PROPOSED FOOTWAY EXTENSION SECTION 1



PROPOSED FOOTWAY EXTENSION SECTION 2



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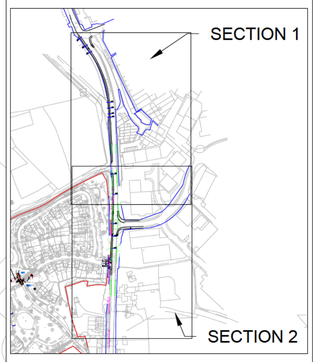
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THE MAIN CONTRACTOR SHALL BE RESPONSIBLE FOR THE SETTING OUT AND ACCURACY OF ALL DIMENSIONS.
6. IT IS THE MAIN CONTRACTOR'S SOLE RESPONSIBILITY FOR ASCERTAINING SAFE DISPOSAL OF ANY OFF-SITE EXCAVATED SPOIL. NO CLAIM RESULTING FROM ABNORMAL TIP REQUIREMENTS WILL BE ENTERTAINED.
7. THE MAIN CONTRACTOR TO PROVIDE AND FIX SUITABLE BRACING AND PROPPING FOR ALL ELEMENTS IN THE TEMPORARY CONDITION DURING CONSTRUCTION STAGE, SUCH AS TO ENSURE STRUCTURE STABILITY AT ALL TIMES.
8. THE MAIN CONTRACTOR IS TO ENSURE THE STABILITY AND STRUCTURAL INTEGRITY OF THE EXISTING PROPERTY AT ALL TIMES DURING WORKS AND IS TO BE RESPONSIBLE FOR ALL PROPPING AND SHORING AS REQUIRED.
9. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
10. THIS DRAWING IS BASED OFF OS MAPPING WHICH IS KNOWN TO BE OUTDATED AND THEREFORE DOES NOT REPRESENT EXISTING CONDITIONS.

KEY

INDICATIVE HIGHWAY BOUNDARY

INDICATIVE SITE BOUNDARY



NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Appvd
P03	RSA COMMENTS	26.03.25	CID	TAF
P02	UPDATED LAYOUT	17.03.25	OSC	SSN
P01	FIRST ISSUE	17.02.25	OSC	CID

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Client: croudacehomes

Project Name: LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Title: BINES ROAD FOOTWAY EXTENSION

Project Phase: PRELIMINARY

Date Created	Drawn By	Approved By	Suitability Code
11.02.25	OSC	CID	-

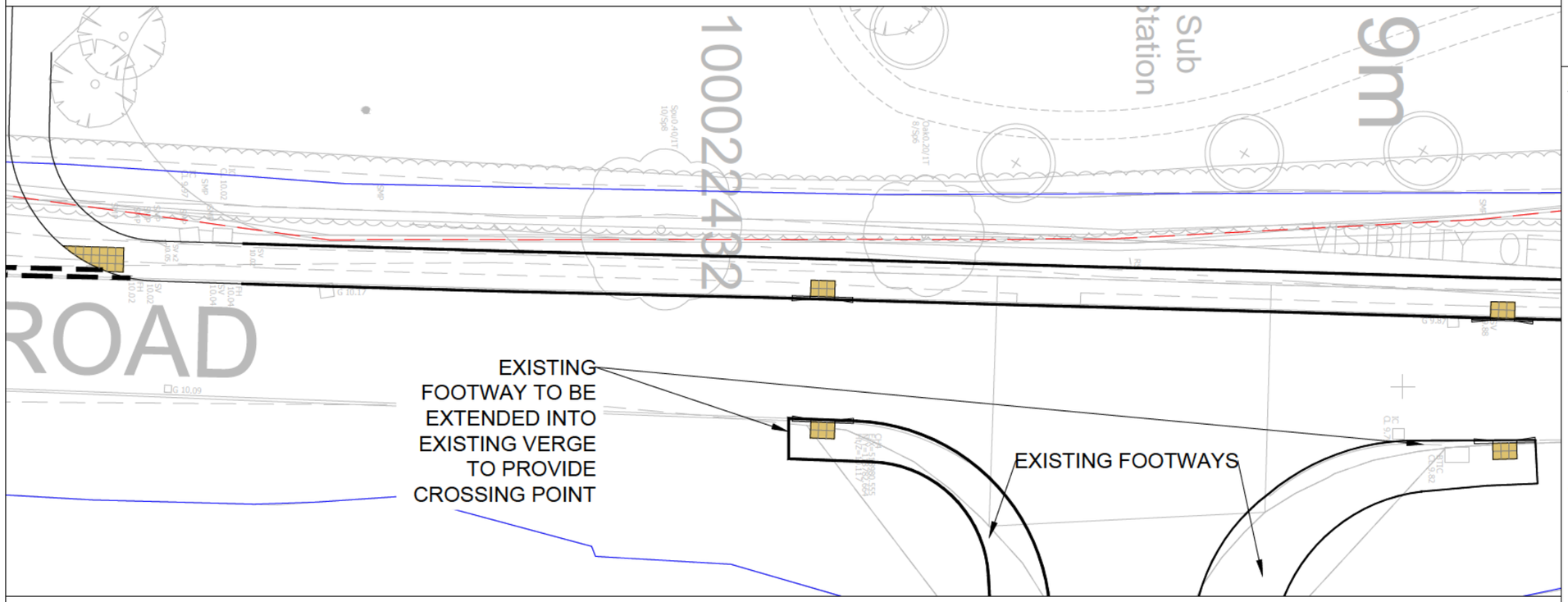
PBA Project Number	Scale
093.0004	1:500 (AT A1)

PBA Drawing No:	Revision
093.0004.0020	P03

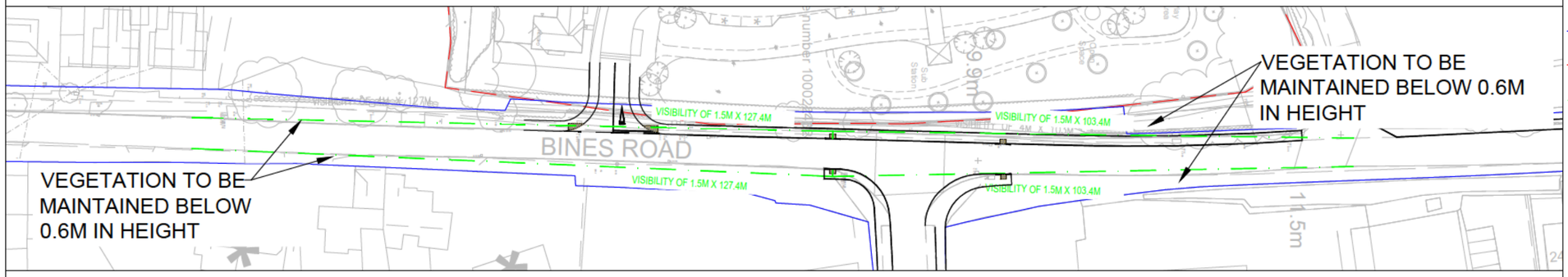
QMS201Gv6/310723UM

Appendix L

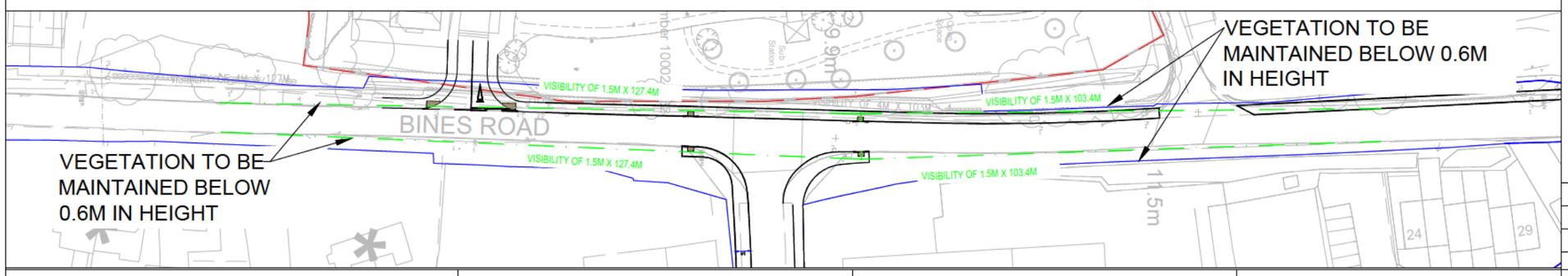
PEDESTRIAN CROSSING DESIGN - SCALE 1:250



SOUTHERN PEDESTRIAN CROSSING VISIBILITY SPLAYS - SCALE 1:1000



NORTHERN PEDESTRIAN CROSSING VISIBILITY SPLAYS - SCALE 1:1000



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3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. PEDESTRIAN VISIBILITY SPLAYS HAVE BEEN DRAWN TO 85TH PERCENTILE RECORDED SPEEDS OF 45.5MPH NORTHBOUND AND 40.0MPH SOUTHBOUND AND IN ACCORDANCE WITH DMRB STANDARDS.
7. THIS DRAWING IS BASED OFF OS MAPPING WHICH IS KNOWN TO BE OUT OF DATE AND THEREFORE DOES NOT REPRESENT EXISTING CONDITIONS.

KEY

- INDICATIVE HIGHWAY BOUNDARY
- INDICATIVE SITE BOUNDARY
- PEDESTRIAN VISIBILITY SPLAYS

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P03	UPDATED DESIGN	28.03.25	CID	TAF
P02	UPDATED LAYOUT	17.03.25	OSC	SSN
P01	FIRST ISSUE	17.02.25	OSC	CID

Date Created	Drawn By	Approved By	Suitabilty Code
12.02.25	OSC	CID	-

PBA Project Number	Scale	
093.0004	AS SHOWN	(AT A3)

PBA Drawing No: 093.0004.0018

Revison: P03

Project Name: LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase: PRELIMINARY

Title: BINES ROAD/STAR ROAD PEDESTRIAN CROSSING

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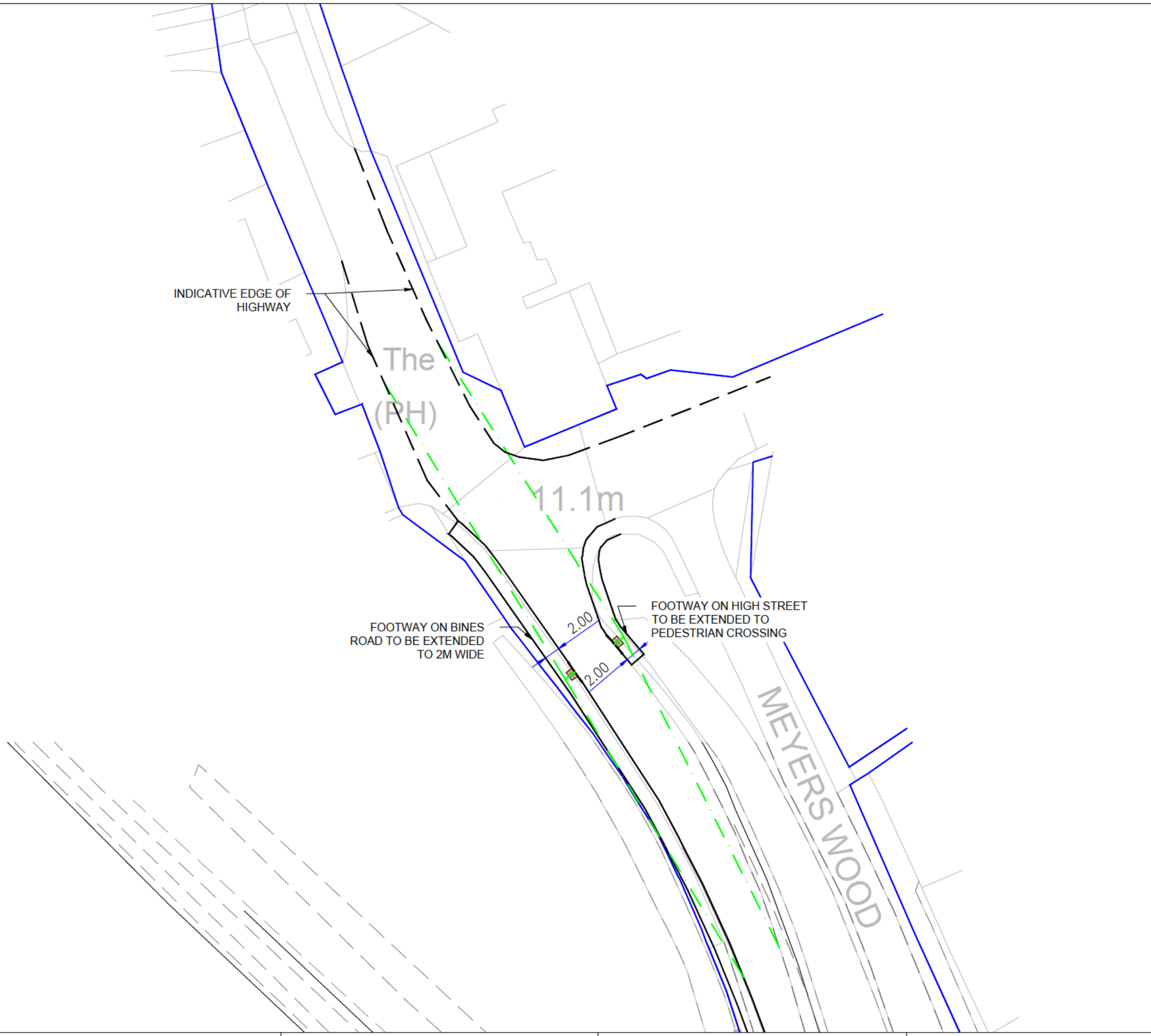
Client: croudacehomes

Appendix M



GENERAL NOTES

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4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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6. PEDESTRIAN VISIBILITY HAS BEEN DRAWN TO POSTED SPEEDS OF 30MPH AND IN ACCORDANCE WITH MANUAL FOR STREETS GUIDANCE.
7. THIS DRAWING IS BASED OFF OS MAPPING WHICH IS KNOWN TO BE OUTDATED AND THEREFORE DOES NOT REPRESENT EXISTING CONDITIONS.

KEY

- INDICATIVE HIGHWAY BOUNDARY
- PEDESTRIAN VISIBILITY- 1.5M X 43M

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	17.02.25	OSC	CID

Date Created	Drawn By	Approved By	Suitabilty Code
12.02.25	OSC	CID	-

PBA Project Number	Scale	
093.0004	1:500	(AT A3)

PBA Drawing No:	Revison
093.0004.0019	P01

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
BINES ROAD/HIGH STREET PEDESTRIAN CROSSING

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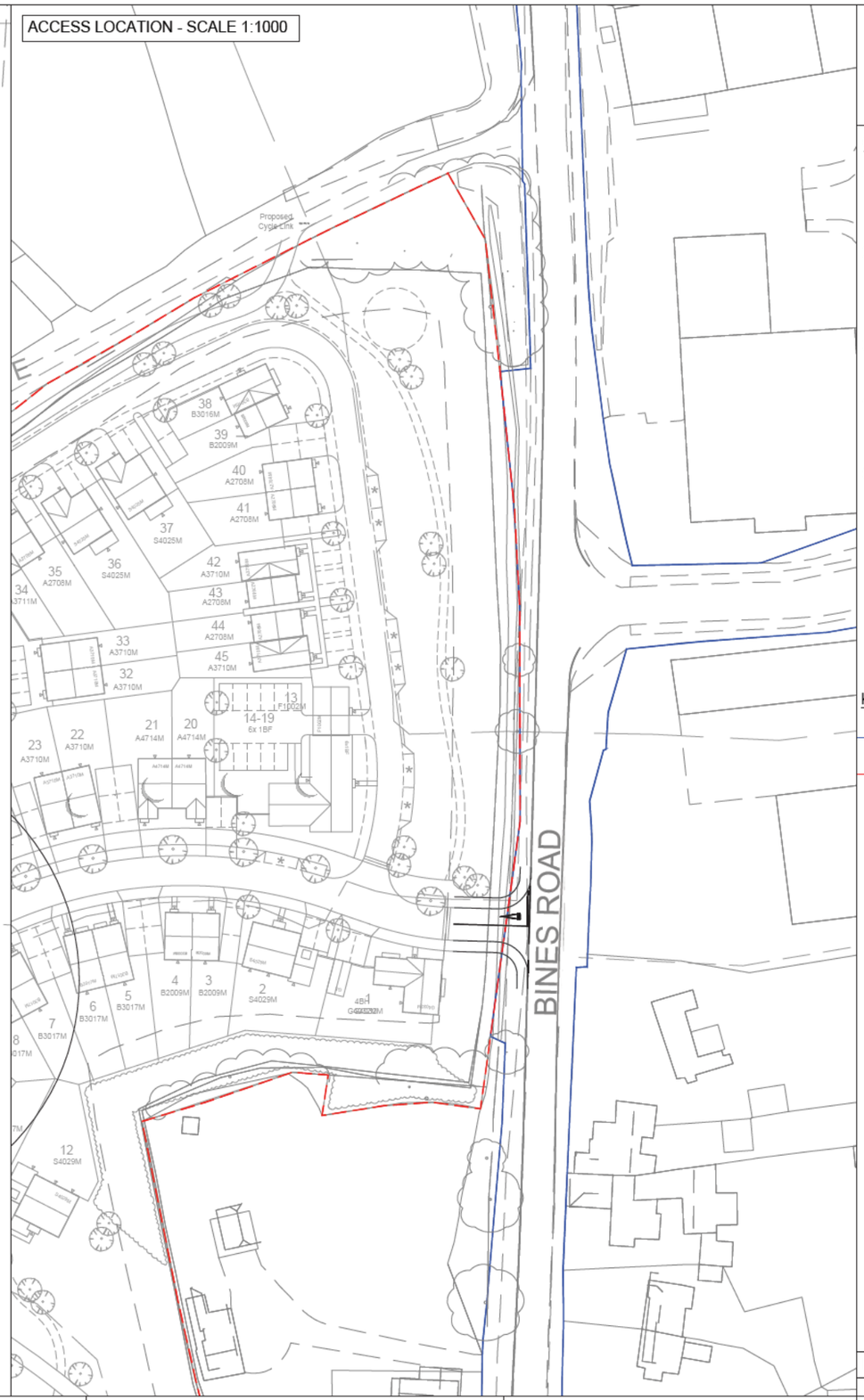
Appendix N

ACCESS DESIGN - SCALE 1:250

ACCESS LOCATION - SCALE 1:1000



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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY

INDICATIVE HIGHWAY BOUNDARY

INDICATIVE SITE BOUNDARY

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	29.08.24	OSC	CAT

Project Name	Title	Client
PROJECT NAME, LOCATION	PROPOSED ACCESS DESIGN	croudacehomes
Project Phase: PRELIMINARY		

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Date Created	Drawn By	Approved By	Suitabilty Code
28.08.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	AS SHOWN	(AT A3)

PBA Drawing No:	Revison
093.0004.0012	P01

1. Vegetation Enhancement and Boundary Treatment

The new planting, where proposed will be of native species. This will enhance the existing biodiversity and complement the rural aesthetic of the surroundings. Focal avenue trees will define the main road. Native trees and wildflower meadow will be planted along the cycle route, the recreational route and the boundaries to enhance the vegetation.

A native hedgerow and thicket will be planted at the western boundary. Both the southern and western boundaries will be planted with wildflower meadows, it will reinforced with native trees and tickets in order to retain the rural character and encourage biodiversity.

Tree Species :

Quercus robur

Carpinus betulus

Acer campestre

Thicket Species :

Corylus avellana

Rosa canina

Lonicera periclymenum

Hedgerow Species :

Taxus baccata

Crataegus monogyna

2. Sustainable Drainage and Swales

Sustainable Drainage Systems (SuDS) and swales are proposed in the scheme. These feature will help maximise the benefits to biodiversity as well as creating an attractive and varied design. The basins will be seeded with a wildflower seed mix.

Species will include :

Plantago lanceolata

Malva moschata

Leucanthemum vulgare

Centurea nigra

3. Play Strategy

A variety of play opportunities will be provided across the site. There will be provision of a LEAP and two areas of naturalistic play placed in sight of the new housing to ensure safety through natural surveillance. The LEAP is located at the centre of the Site, with ease of access from the residential areas. The large open amenity space to the south provides a breakout area for kicking a ball around. The naturalistic play areas are located near the eastern, and western edges of the residential areas providing alternate play access. Both the LEAP and naturalistic play areas incorporate inclusive play equipment. Trim trails will be incorporated along the western recreational route providing exercise for adults and teens.

4. Walking route and Cycle route

A recreational walking route for the public will be created around the Site. The route will wind amongst retained and newly planted trees and the proposed SuDS and swales creating a nature friendly walk enhanced with wildflowers. Board walks across the swales will provide a variety of possible routes and access for residents.

The Downs Link cycle route would be rerouted away from the main road north of Bridleway 2372_2 to merge back just south of Lock Lane Bridleway 1864. The route will pass though the open space within the Site.

Rural Setting of Listed Building

The land immediately adjoining the listed building will be an area of public green open space bordered with wildflower meadow. This together with the retained mature oak trees will respect the rural setting of the listed building.

3 m Cycle lane

5. Existing Vegetation

The Site benefits from an existing landscape framework with field boundary vegetation to the north, south and west of the Site. This includes the mature oak trees both in the boundaries and spread within the Site. The majority of the existing vegetation will be retained.

Enhanced Habitat Corridor

The existing small agricultural watercourse on southern boundary of the Site will be retained and enhanced for ecological and biodiversity value. Habitat piles will be provided alongside the retained watercourse along with marginal native planting. This will help increase biodiversity along the watercourse.

6. Allotments

All the existing allotments will be retained and two new plots will be added adjoining the existing plots.

LEGEND

- APPLICATION BOUNDARY
- EXISTING TREES / VEGETATION
- TREES / VEGETATION REMOVED
- AVENUE TREE
- NATIVE TREES
- ORNAMENTAL TREES
- NATIVE HEDGE PLANTING
- NATIVE HEDGE BLOCK
- THICKET MIX
- AMENITY GRASS SEEDING
- WILDFLOWER MEADOW MIX
- SUDS BASIN AND SWALE
- MOWN PATH
- PLAY AREA
- NATURALISTIC PLAY EQUIPMENT
- TRIM TRAIL EQUIPMENT
- RECREATIONAL PATH
- BOARDWALK
- HABITAT PILES
- POST AND RAIL FENCE
- EXISTING DITCH
- CYCLING ROUTE
- LISTED BUILDING

Rev	Date	By	Description

Drawing Status

FOR INFORMATION

CSA environmental

Dixies Barns, High Street,
Ashwell, Hertfordshire SG7 5NT

t 01462 743647
e ashwell@csaenvironmental.co.uk
w csaenvironmental.co.uk

Project	Partridge Green
Title	Landscape Strategy Plan
Client	Croudace Homes

Scale	1:1250 @ A2	Drawn	JP
Date	April 2024	Checked	CA
Drawing No.	CSA/5573/105	Rev	

APPENDIX C: *Bines Road, Partridge Green*

Road Safety Audit Decision Log Cover Sheet

This report should be read in conjunction with the Stage *1* Road Safety Audit.

Produced: May 2025	Date: 12.05.25
Signed: C.I.Duff	
(for Design Organisation)	

Reviewed:	Date:
Signed:	
(Lead Professional Safety Audit)	

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit Decision Log on behalf of the Highway Authority.

Overseeing Organisation (Project Manager if all RSA recommendations are accepted, otherwise Manager Highway Projects):	
Name: Tim Townsend	Date: 21/05/2025
Signed: [redacted]	

RESPONSE REPORT

relating to the

ROAD SAFETY AUDIT STAGE 1 (DMRB GG 119)

dated 28th March 2025 for

Proposed Offsite Works, Bines Road, Partridge Green

Residential

Date of Issue: 28/03/2025

Note: Based on a Road Safety Audit Report prepared by M B Projects Ltd.

Readers are recommended to refer to the original audit report for the full context of the issues identified and any associated additional comments.

F1 Project Details

TABLE F1: PROJECT DETAILS

Report title	Road Safety Audit Stage 1, Proposed Offsite Works, Bines Road, Partridge Green, West Sussex
Date	March 2025
Document reference and revision	Road Safety Audit Stage 1 Report
Prepared by	M B Projects Ltd
On behalf of	Paul Basham Associates

TABLE F2: AUTHORISATION SHEET

Project:	Bines Road, Partridge Green, West Sussex
Report title:	Proposed Offsite Works, Bines Road, Partridge Green, West Sussex
Prepared by	Paul Basham Associates
Name:	Caroline Duff
Position:	Senior Transport Planner
Signed	C.Duff
Organisation:	Paul Basham Associates
Date:	12.05.25
Approved by:	Note: Road Safety Audit Decision Log Cover Sheet to be completed instead of shaded section for WSCC-led schemes
Name:	
Position:	
Signed	
Organisation:	
Date:	

F2 Introduction

This report describes a Stage 1 Road Safety Audit carried out on proposed off-site works associated with a 105-unit residential development off Bines Road, Partridge Green, as below:

- Widening of the existing footway along Bines Road
- The crossing point by High Street
- The crossing point by Star Road Industrial Estate
- Internal Layout – where cycle path crosses main spine road
- Proposed cycle route through the site where it joins the carriageway opposite the Downs Link.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Overseeing Organisation.

F3 Key Personnel

TABLE F3: KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
RSA Team	M B Projects Ltd
Design Organisation	Paul Basham Associates

F4 Road Safety Audit Decision Log

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.4.1	**Summary:** Misaligned tactile paving could lead to pedestrian trips. Tactile paving is proposed on the footways at the cycle crossing; however, the paving on the southern side of the carriageway is misaligned. Visually impaired pedestrians use the tactile paving to line-up when crossing, where a misalignment could direct these pedestrians into the carriageway, increasing the risk of vehicle to pedestrian collisions.	It is recommended that the tactile paving be aligned in accordance with Department for Transport guidelines.	Agreed - The tactile paving has been realigned in accordance with Department for Transport guidelines.	Accept Audit Recommendation and Design Organisation Response to it.	That the tactile paving be aligned in accordance with Department for Transport guidelines.
3.4.2	**Summary:** Lack of pedestrian facilities could compromise pedestrian safety. There is no formal pedestrian crossing point across Lock Lane junction mouth, where this is a pedestrian desire line. This may present difficulties particularly for the visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.	It is recommended that a pedestrian crossing point including flush drop kerbs and tactile paving be provided at the junction.	Agreed - a pedestrian crossing point including flush drop kerbs and tactile paving will be provided at the junction and a drawing has been provided to show the design.	Accept Audit Recommendation and Design Organisation Response to it.	That a pedestrian crossing point including flush drop kerbs and tactile paving be provided at the junction.
3.4.3	**Summary:** Lack of pedestrian to vehicle inter-visibility	It is recommended that appropriate	Lock Lane is a private road and PRoW Bridleway	Accept Audit Recommendation and Design	The junction is relatively wide and already provides

	Where pedestrians cross the Lock Lane junction mouth, there is a lack of vehicle to pedestrian intervisibility. A lack of intervisibility could mean that approaching vehicles exiting Lock Lane will see pedestrians crossing the junction very late that could lead to vehicle to pedestrian collisions, or sudden braking and rear end shunt collisions.	intervisibility splays are provided for assessment.	with access to a small number of properties. This junction is existing and no amendments other than providing flush kerbs with tactile paving is provided. As the road is private and there is a section of third party land to the south of the junction, inter-visibility splays would not be achievable within highway land for pedestrians heading north. Visibility for pedestrians heading south could be achievable, subject to the required vegetation cut back being within the PRoW ownership. This is an existing crossing point with no known accident data suggesting issues with the junction design.	Organisation Response to it.	for some intervisibility between users as existing. The installation of formal dropped kerbs and tactile paving will also raise awareness of the junction to pedestrians crossing it (and if positioned in such a way as to reduce the size of the bellmouth, intervisibility into and out of the lane might also be improved – something to be considered at detailed design stage). Additionally, the current users of the lane, including any new users from the development (i.e. walkers and cyclists), will all be approaching its junction with Bines Road at reduced speed. Where possible, vegetation should be cut back, as-per the audit recommendation.
3.4.4	**Summary:** Hedgerow in the intervisibility splay could lead to vehicle to pedestrian collisions. The proposed pedestrian crossing across Bines Road south of the junction with High Street has hedgerow in the southern intervisibility	It is recommended that the hedgerow be removed from the visibility splay of the new crossing point and kept at an appropriate level with regular maintenance.	Agreed – hedgerow will be removed from the visibility splay of the new crossing point and kept at an appropriate level with regular maintenance. This has been updated on the crossing pint	Accept Audit Recommendation and Design Organisation Response to it.	That the hedgerow be removed from the visibility splay of the new crossing point and kept at an appropriate level with regular maintenance.

	on the western side of the carriageway that may restrict vehicle to pedestrian intervisibility. This could lead to pedestrians attempting to cross the road with insufficient intervisibility that could increase the risk of vehicle to pedestrian collisions.		design and visibility drawing.		
3.4.5	**Summary:** Proposed crossing point south of Bines Road/Star Road junction may not match the likely pedestrian desire line that could lead to vehicle to pedestrian collisions or pedestrian injury. A pedestrian crossing point is proposed south of the Bines Road junction with Star Road and whilst it is accepted that this would cater for movements between the new development and the Industrial Estate. However, the crossing may not cater for the likely pedestrian movement from the north where the main concentration of population is located, in the village of Partridge Green, as it is unlikely that pedestrians between the site and the village will cross south of the Star Road junction. This could lead to pedestrians crossing north of the junction at a location that lacks pedestrian	It is recommended that an additional crossing point is provided to the north side of the Star Road junction in order to match the likely main pedestrian desire line.	Agreed – A crossing point has been provided to the north of Star Road in order to match the likely main pedestrian desire line.	Accept Audit Recommendation and Design Organisation Response to it.	That an additional crossing point is provided to the north side of the Star Road junction in order to match the likely main pedestrian desire line.

	facilities, resulting in pedestrian trips and falls or vehicle to pedestrian collisions.				
3.4.6	**Summary:** Levels difference between the main carriageway and footway at proposed location of pedestrian crossing point could lead to pedestrian injury. A pedestrian crossing point is proposed south of the Bines Road junction with Star Road, where it was observed that there is a distinct levels difference between the main carriageway and the footway on the western side. No details have been provided relating to the necessary accommodation works to remove what would be a distinct gradient. Inappropriate gradients could result in pedestrian slips, trips and falls, particularly involving the visually and mobility impaired.	It is recommended that the crossing point on the western side is constructed to ensure that any gradient is not steeper than 1 in 12.	Agreed - the crossing will be constructed to ensure that any gradient is not steeper than 1 in 12 and full details will be provided at the detailed design stage.	Accept Audit Recommendation and Design Organisation Response to it.	That the crossing point on the western side is constructed to ensure that any gradient is not steeper than 1 in 12.
3.4.7	**Summary:** Restricted visibility could lead to vehicle to pedestrian / cyclist collisions. No details relating to the intervisibility where the internal cycle route joins Bines Road have been provided for assessment. There is concern that excess vegetation on the western side of the carriageway may restrict intervisibility,	It is recommended that the vegetation be cut back and regularly maintained to retain visibility	Agreed – A visibility splay assessment has now been provided where the internal cycle route joins Bines Road. Where visibility cuts across existing vegetation, it will be ensured that vegetation be cut back to below 0.6m and regularly maintained to retain visibility.	Accept Audit Recommendation and Design Organisation Response to it.	That the vegetation be cut back and regularly maintained to retain visibility.

	where restricted intervisibility could increase the risk of vehicle to cyclist collisions.				
3.4.8	**Summary:** Lack of ditch protection could lead to cyclist falls and cyclist injury. The proposed internal cycle route leading to Bines Road goes over an existing drainage ditch, where no protection details are proposed. There is concern that, should cyclists fall into the ditch injury maybe sustained.	It is recommended that the detailed design review ditch protection around the cycle route.	Agreed - ditch protection around the cycle route will be reviewed at detailed design.	Accept Audit Recommendation and Design Organisation Response to it.	That the detailed design will review ditch protection around the cycle route and measures provided, if necessary.
3.5.1	**Summary:** Insufficient warning of cyclist crossing could lead to vehicle to cyclist collisions. The internal cycleway connects onto Bines Road to the south of the development linking to Downs Link on the eastern side of Bines Road. However, there is no proposed signage on Bines Road to warn traffic of the proposed hazard of cyclists crossing the carriageway, which could increase the risk of vehicle to cyclist collisions.	It is recommended that 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950.1 be installed in advance of the proposed crossing point.	Agreed - 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950 will be installed in advance of the proposed crossing point. The drawing has been updated to show this.	Accept Audit Recommendation and Design Organisation Response to it.	That 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950.1 be installed in advance of the proposed crossing point.

F5 Design Organisation and Overseeing Organisation Statements

TABLE F5: DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that: 1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Caroline Duff
Signed	C.I.Duff
Position:	Senior Transport Planner
Organisation:	Paul Basham Associates
Date:	12.05.25

TABLE F6: OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that: 1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Design Organisation, and 2) The agreed RSA Action will be progressed.	
Name:	Tim Townsend
Signed	
Position:	Principal Transport Planner, County Highways Team
Organisation:	West Sussex County Council

APPENDIX C: *Bines Road, Partridge Green*

Road Safety Audit Decision Log Cover Sheet

This report should be read in conjunction with the Stage *1* Road Safety Audit.

Produced: May 2025	Date: 12.05.25
Signed: C.I.Duff	
(for Design Organisation)	

Reviewed:	Date:
Signed:	
(Lead Professional Safety Audit)	

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit Decision Log on behalf of the Highway Authority.

Overseeing Organisation (Project Manager if all RSA recommendations are accepted, otherwise Manager Highway Projects):	
Name: Tim Townsend	Date: 21/05/2025
Signed: [redacted]	

RESPONSE REPORT

relating to the

ROAD SAFETY AUDIT STAGE 1 (DMRB GG 119)

dated 6th September 2024 for

Bines Road, Partridge Green

Residential

Date of Issue: 06/09/2024

Note: Based on a Road Safety Audit Report prepared by M B Projects Ltd.

Readers are recommended to refer to the original audit report for the full context of the issues identified and any associated additional comments.

F1 Project Details

TABLE F1: PROJECT DETAILS

Report title	Road Safety Audit Stage 1, Proposed Access, Bines Road, Partridge Green, West Sussex
Date	September 2024
Document reference and revision	Road Safety Audit Stage 1 Report
Prepared by	M B Projects Ltd
On behalf of	Paul Basham Associates

TABLE F2: AUTHORISATION SHEET

Project:	Bines Road, Partridge Green, West Sussex
Report title:	Proposed Access, Bines Road, Partridge Green, West Sussex
Prepared by	Paul Basham Associates
Name:	Caroline Duff
Position:	Senior Transport Planner
Signed	C.Duff
Organisation:	Paul Basham Associates
Date:	12.05.25
Approved by:	Note: Road Safety Audit Decision Log Cover Sheet to be completed instead of shaded section for WSCC-led schemes
Name:	
Position:	
Signed	
Organisation:	
Date:	

F2 Introduction

This report describes a Stage 1 Road Safety Audit carried out on a proposed access associated with a 105-unit residential development off Home 4 Brookfield', Bines Road, Partridge Green, as below:

- A priority access on the western side of the carriageway.
- A pedestrian / cyclist connection onto Lock Lane to the north and Bines Road to the south of the proposed access.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Overseeing Organisation.

F3 Key Personnel

TABLE F3: KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
RSA Team	M B Projects Ltd
Design Organisation	Paul Basham Associates

F4 Road Safety Audit Decision Log

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.3.1	**Location**: Proposed junction with Bines Road. **Summary:** Insufficient visibility could lead to side swipe collisions or rear end shunts. There is concern that the visibility splay could pass over non-highway land, where vegetation or the directional sign in these splays could restrict visibility, see figures 1 and 2 below. Insufficient visibility could lead to side swipe collisions or rear end shunts. This issue is likely to be exacerbated by the high speeds captured in the speed survey data.	It is recommended that the full extent of the visibility splays should either fall within the adoptable highway or under the responsibility of a private management company to ensure vegetation is kept managed.	Visibility splays have been drawn to recorded 85th percentile speeds and are shown to be achievable in line with Design Manual for Roads and Bridges (DMRB) standards. Vegetation which may obstruct visibility will be kept below 0.6m to ensure visibility and maintained regularly.	Audit recommendation and Design Organisation Response to it both accepted.	That Visibility splays be provided to recorded 85th percentile speeds and in line with Design Manual for Roads and Bridges (DMRB) standards. And that vegetation which may obstruct visibility will be kept below 0.6m to ensure visibility and maintained regularly.
3.3.2	**Location**: Road space between proposed access and existing access of Star Lane industrial estate. **Summary:** Inappropriate stagger distance between junctions could increase the risk of side swipe collisions. The proposed stagger distance was not provided, where an inappropriate stagger distance between the junctions could lead to queue tails for right turning traffic impeding visibility for emerging traffic. This could increase the risk of side swipe collision with unseen vehicle approaching in the opposing lane.	It is recommended that the stagger separation distance and queue lengths for the industrial estate traffic should be reviewed for the design speed to ensure visibility can be maintained for emerging vehicle, especially during periods of peak usage for the industrial estate.	The access has been designed in accordance with DMRB guidance which states that the minimum distance between priority junctions is 50m. The distance between the site access and Star Road junction is c.70m and so falls in line with the guidance. The site access has been modelled, which demonstrates that no queueing is experienced in the peak hours. Therefore, this is not anticipated to be an issue.	Audit recommendation and Design Organisation Response to it both accepted.	That the site access be provided as-per its modified iteration, as referred to in the Design Organisation's response.
3.4.1	**Location**: Proposed access. **Summary:** Lack of pedestrian facilities could lead to pedestrian injury. There is no pedestrian	It is recommended that a pedestrian crossing point including drop kerbs and tactile paving should be provided at the access.	A pedestrian crossing in the form of dropped kerbs and tactile paving will be provided at the access.	Audit recommendation and Design Organisation Response to it both accepted.	That a pedestrian crossing in the form of dropped kerbs and tactile paving

	crossing point across the proposed junction mouth, where this is likely to be a pedestrian desire line. This may present difficulties particularly for visually and mobility impaired pedestrians, which may				will be provided at the access.
3.4.2	**Location:** Bines Road. **Summary:** Insufficient crossing provision could lead to pedestrian trips and fall injuries. The existing footpath provision is limited to the eastern footpath of the carriageway and a small amount around the mouth of the junction into Star Lane industrial estate. There is also a public footpath running adjacent south of the industrial estate that may have draws for new residents of any development. A lack of pedestrian crossings across Bines Road could lead to pedestrian trips and fall injuries s tripping up or down inappropriate kerbs for onward travel to and from these locations.	It is recommended that an appropriate crossing location should be identified to provide onward travel for pedestrians wishing to access Star Road industrial estate and public footpath.	A pedestrian crossing point will be provided near the Star Road Industrial Estate (this has been subject to a separate RSA)	Audit recommendation and Design Organisation Response to it both accepted.	That a pedestrian crossing point will be provided near the Star Road Industrial Estate.
3.4.3	**Location:** Lock Lane, proposed pedestrian / cyclist connection. **Summary:** Restricted visibility could lead to vehicle to pedestrian / cyclist collisions. No details relating to the intervisibility where the pedestrians and cyclist join Lock Lane have been provided for assessment. There is concern that the hedgerow on the southern side of the carriageway may restrict intervisibility, where restricted intervisibility could lead to vehicle to pedestrian / cyclist collisions.	It is recommended that the hedgerow should be cut back and periodically maintained to retain visibility.	Lock Lane is a private road and PRoW Bridleway. The hedgerow will be cut back and regularly maintained subject to agreement from Countryside Services and whether the land falls within their ownership. A desktop assessment suggests cycle visibility of 2.4m x 31m is achievable, subject to vegetation being cut back. A detailed assessment of this connection can be provided at detailed design.	Audit recommendation and Design Organisation Response to it both accepted.	That the hedgerow will be cut back and regularly maintained subject to agreement from Countryside Services and whether the land falls within their ownership. A desktop assessment suggests cycle visibility of 2.4m x 31m is achievable, subject to vegetation being cut back. A detailed assessment of this connection to

					be provided at detailed design stage.
3.5.1	**Location**: Lock Lane. **Summary:** Lack of warning could lead to vehicle to pedestrian collisions. The internal shared use footway / cycleway connects onto Lock Lane to the north of the development linking to public footpath, where pedestrians will have to walk in the carriageway. However, without sufficient warning to approaching traffic this could lead potential vehicle to pedestrian collisions.	It is recommended that 'Pedestrians in the road ahead' warning signs to diagram 544.1 should cover the extent of the route, where pedestrians are expected to walk in the carriageway.	Appropriate signage in line with diagram 544.1 will be provided to warn drivers of pedestrians utilising this route.	Audit recommendation and Design Organisation Response to it both accepted.	That appropriate signage in line with diagram 544.1 will be provided to warn drivers of pedestrians utilising this route.
3.5.2	**Location**: Bines Road. **Summary:** Lack of warning could lead to vehicle to pedestrian collisions. The internal shared use footway / cycleway connects onto Bines Road to the south of the development linking to public footpath, where pedestrians will have to walk in the carriageway as there are no footways. However, without sufficient warning to approaching traffic this could lead potential vehicle to pedestrian collisions.	It is recommended that 'Pedestrians in the road ahead' warning signs to diagram 544.1 should cover the extent of the route, where pedestrians are expected to walk in the carriageway	Appropriate signage in line with diagram 544.1 will be provided to warn drivers of pedestrians utilising this route.	Audit recommendation and Design Organisation Response to it both accepted.	That appropriate signage in line with diagram 544.1 will be provided to warn drivers of pedestrians utilising this route.

F5 Design Organisation and Overseeing Organisation Statements

TABLE F5: DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that: 1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Caroline Duff
Signed	C.I.Duff
Position:	Senior Transport Planner
Organisation:	Paul Basham Associates
Date:	12.05.25

TABLE F6: OVERSEEING ORGANISATION STATEMENT

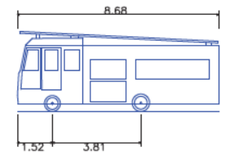
On behalf of the Overseeing Organisation, I certify that: 1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Design Organisation, and 2) The agreed RSA Action will be progressed.	
Name:	Tim Townsend
Signed	[redacted]
Position:	Principal Planner, County Highways Team
Organisation:	West Sussex County Council

Appendix O

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



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

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	04.10.24	OSC	CAT

Project Name	Title
LAND WEST OF BINES ROAD, PARTRIDGE GREEN	FIRE TENDER SWEPT PATH ANALYSIS
Project Phase	
PRELIMINARY	

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client: croudacehomes

Date Created	Drawn By	Approved By	Suitability Code
25.09.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	1:500	(AT A3)

PBA Drawing No:	Revison
093.0004.0010	P01

GENERAL NOTES

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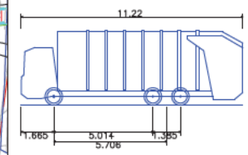
VEHICLE PROFILE



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

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED LAYOUT	06.11.25	OSC	CAN
P01	FIRST ISSUE	04.10.24	OSC	CAT

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
INTERNAL REFUSE VEHICLE SWEPT PATH ANALYSIS

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Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
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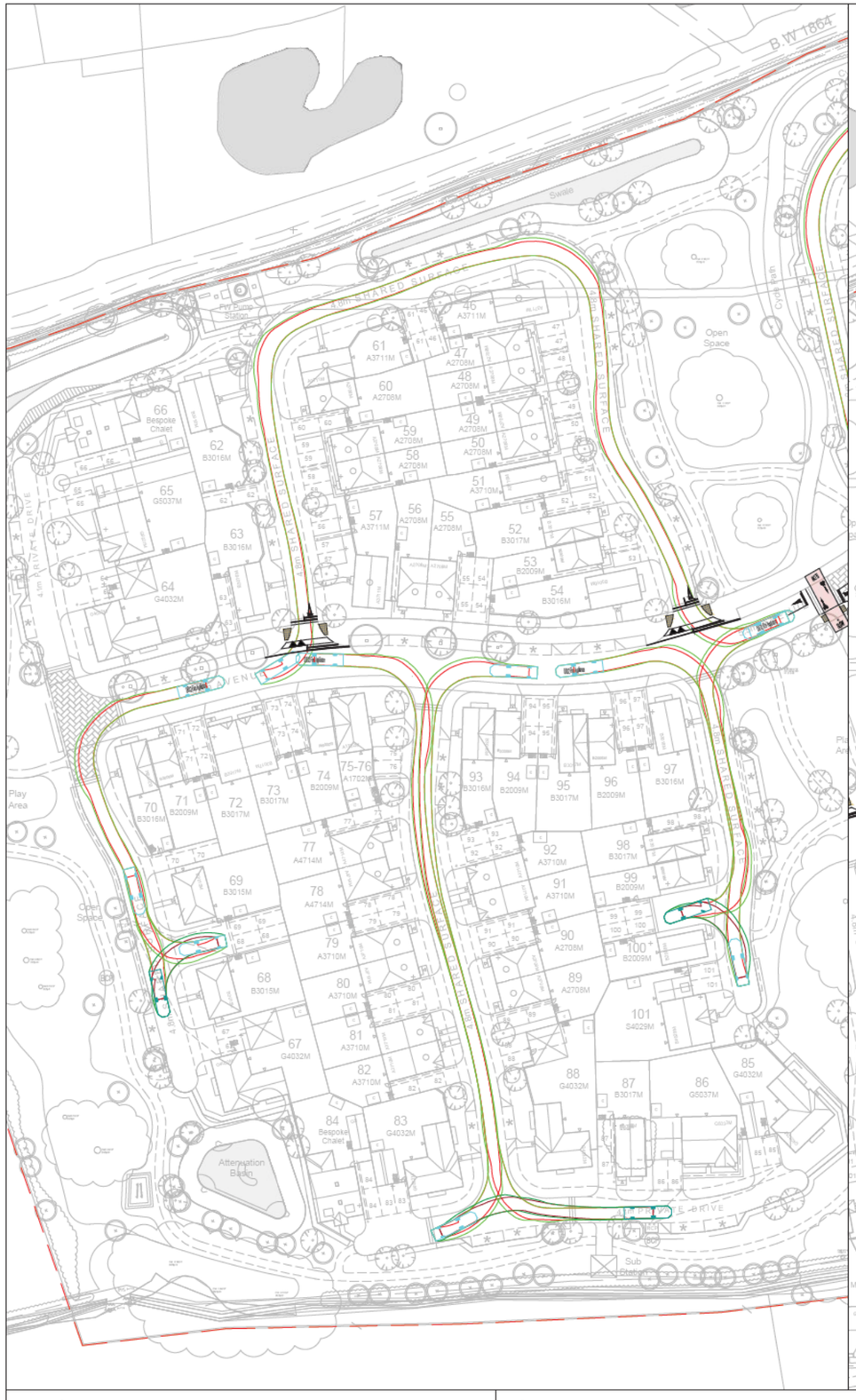
Client
croudacehomes

Date Created	Drawn By	Approved By	Suitabilty Code
30.09.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	1:500	(AT A3)

PBA Drawing No:	Revison
093.0004.0014	P02



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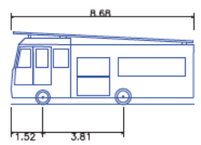
VEHICLE PROFILE



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

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED LAYOUT	06.11.25	OSC	CAN
P01	FIRST ISSUE	04.10.24	OSC	CAT

Project Name
LAND WEST OF BINES ROAD, PATRIDGE GREEN

Project Phase
PRELIMINARY

Title
INTERNAL FIRE TENDER SWEPT PATH ANALYSIS

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Client
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Date Created	Drawn By	Approved By	Suitabilty Code
30.09.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	1:500	(AT A3)

PBA Drawing No:	Revison
093.0004.0015	P02

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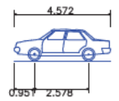
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED LAYOUT	06.11.25	OSC	CAN
P01	FIRST ISSUE	04.10.24	OSC	CAT

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
PRIVATE CAR SWEPT PATH ANALYSIS

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Client
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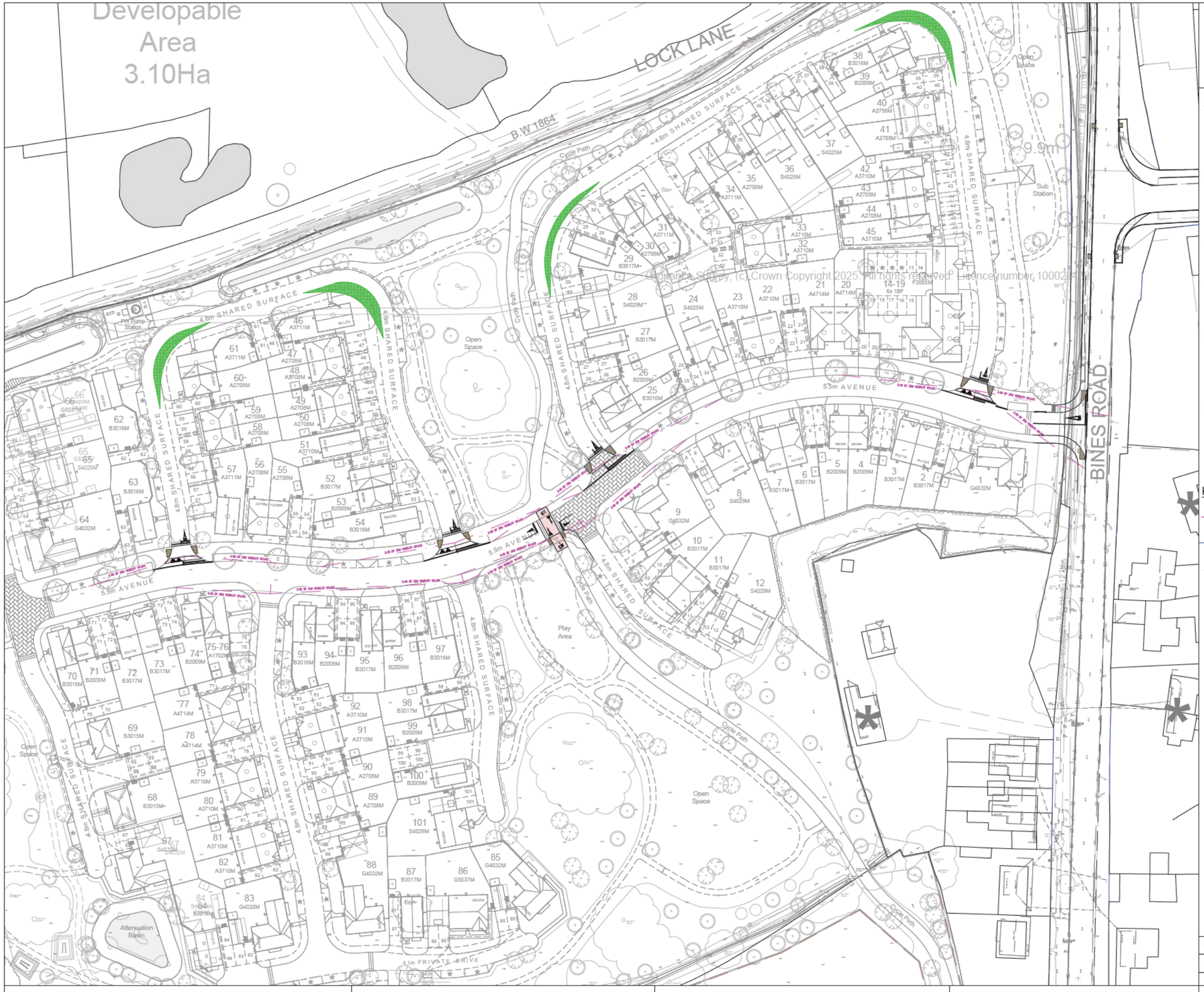
Date Created	Drawn By	Approved By	Suitabilty Code
30.09.24	OSC	CAT	-

PBA Project Number	Scale	
093.0004	1:250	(AT A3)

PBA Drawing No:	Revison
093.0004.0016	P02

Appendix P



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6. VISIBILITY SPLAYS HAVE BEEN DRAWN TO SPEEDS OF 20MPH AND IN ACCORDANCE WITH MANUAL FOR STREETS GUIDANCE. FORWARD VISIBILITY HAS BEEN DRAWN TO SPEEDS OF 15MPH AND IN LINE WITH MANUAL FOR STREETS GUIDANCE.

KEY

- VISIBILITY SPLAYS
- INDICATIVE HIGHWAY BOUNDARY
- SITE BOUNDARY
- FORWARD VISIBILITY

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED LAYOUT	06.11.25	OSC	TAF
P01	FIRST ISSUE	04.10.24	OSC	CAT

Project Name
LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase
PRELIMINARY

Title
INTERNAL LAYOUT VISIBILITY SPLAYS

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Client
croudacehomes

Date Created	Drawn By	Approved By	Suitability Code
25.09.24	OSC	CAT	-

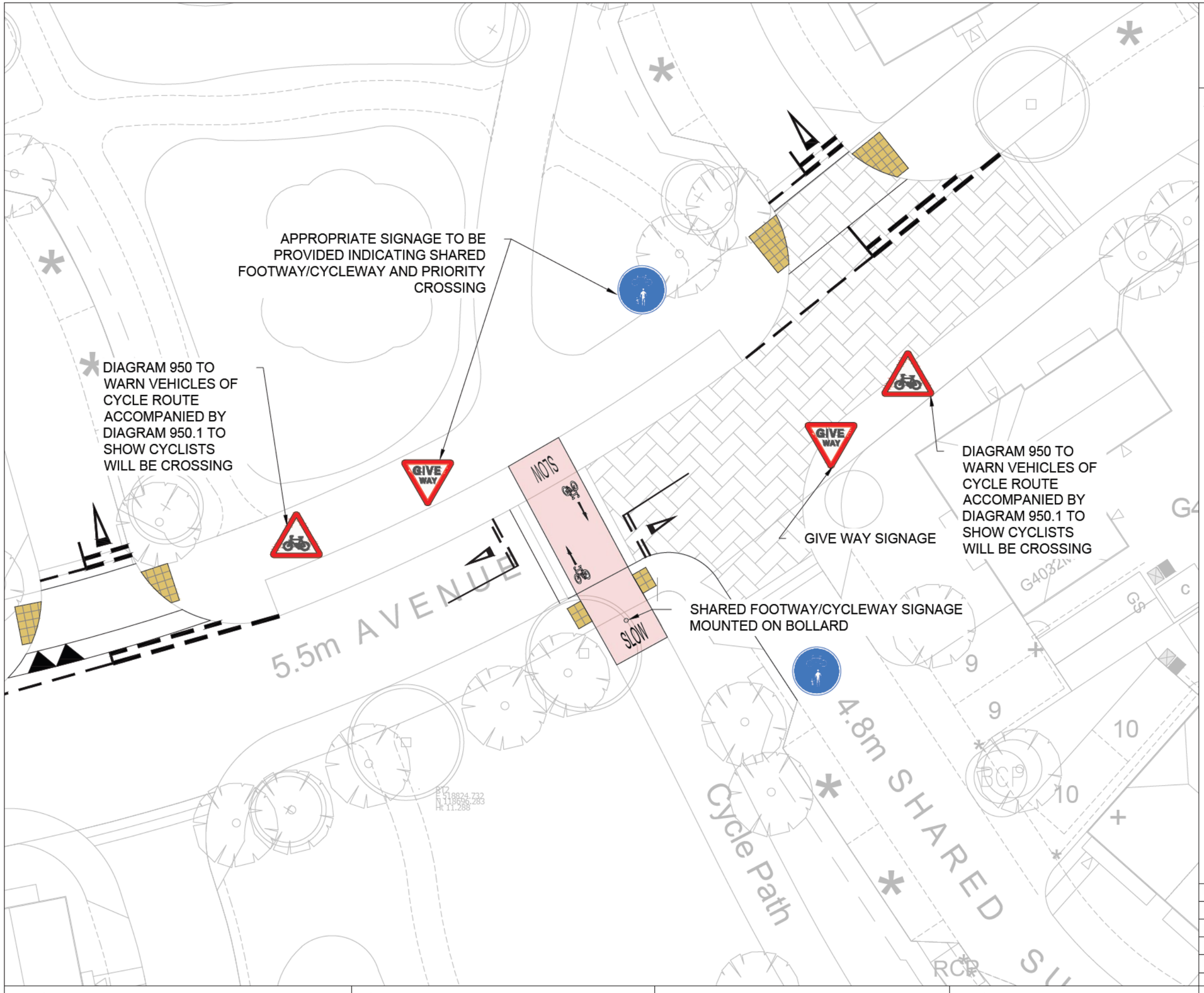
PBA Project Number	Scale
093.0004	1:1000 (AT A3)

PBA Drawing No: 093.0004.0008

Revison: P02

QMS2011/v8/210723/JM

Appendix Q



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PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P05	UPDATED LAYOUT	06.11.25	OSC	CAN
P04	WSCC COMMENTS	28.05.25	OSC	CID
P03	RSA COMMENTS	28.03.25	CID	TAF
P02	UPDATED LAYOUT	17.03.25	OSC	SSN
P01	FIRST ISSUE	16.01.25	OSC	TAF

Project Name: LAND WEST OF BINES ROAD, PARTRIDGE GREEN

Project Phase: PRELIMINARY

Title: CYCLE PRIORITY CROSSING

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Client: croudacehomes

Date Created	Drawn By	Approved By	Suitability Code
16.01.25	OSC	TAF	-

PBA Project Number	Scale	
093.0004	1:200	(AT A3)

PBA Drawing No:	Revison
093.0004.0017	P05

Appendix R

Calculation Reference: AUDIT-247601-240130-0122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	3 days
03	**SOUTH WEST**		
	SM	SOMERSET	2 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 32 to 159 (units:)
Range Selected by User: 25 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	14

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	14

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	5 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	10 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **AC-03-A-06** **DETACHED HOUSES** **CHESHIRE WEST & CHESTER**
COMMON LANE
NEAR CHESTER
WAVERTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 99
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

2 **CA-03-A-08** **DETACHED & SEMI-DETACHED** **CAMBRIDGESHIRE**
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

3 **KC-03-A-08** **MIXED HOUSES** **KENT**
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

4 **LE-03-A-02** **DETACHED & OTHERS** **LEICESTERSHIRE**
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

5 **NF-03-A-27** **MIXED HOUSES & FLATS** **NORFOLK**
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY *16/09/21* *Survey Type: MANUAL*

6 **NF-03-A-43** **MIXED HOUSES** **NORFOLK**
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *15/09/21* *Survey Type: MANUAL*

7 **SC-03-A-09** **MIXED HOUSES & FLATS** **SURREY**
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

8 **SC-03-A-10** **MIXED HOUSES** **SURREY**
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **SF-03-A-06** **DETACHED & SEMI-DETACHED** **SUFFOLK**
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

10 **SM-03-A-02** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

11 **SM-03-A-03** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

12 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

13 **WS-03-A-16** **DETACHED & SEMI-DETACHED** **WEST SUSSEX**
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

14 **WS-03-A-18** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
CA-03-A-07	COVID
WS-03-A-12	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.070	14	86	0.248	14	86	0.318
08:00 - 09:00	14	86	0.140	**14**	**86**	**0.290**	**14**	**86**	**0.430**
09:00 - 10:00	14	86	0.127	14	86	0.164	14	86	0.291
10:00 - 11:00	14	86	0.130	14	86	0.156	14	86	0.286
11:00 - 12:00	14	86	0.109	14	86	0.142	14	86	0.251
12:00 - 13:00	14	86	0.140	14	86	0.149	14	86	0.289
13:00 - 14:00	14	86	0.145	14	86	0.141	14	86	0.286
14:00 - 15:00	14	86	0.130	14	86	0.157	14	86	0.287
15:00 - 16:00	14	86	0.205	14	86	0.135	14	86	0.340
16:00 - 17:00	14	86	0.227	14	86	0.162	14	86	0.389
17:00 - 18:00	**14**	**86**	**0.277**	14	86	0.130	14	86	0.407
18:00 - 19:00	14	86	0.238	14	86	0.124	14	86	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.938			1.998			3.936

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	32 - 159 (units:)
Survey date date range:	01/01/15 - 04/07/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.002	14	86	0.002	14	86	0.004
08:00 - 09:00	14	86	0.004	**14**	**86**	**0.005**	14	86	0.009
09:00 - 10:00	14	86	0.002	14	86	0.002	14	86	0.004
10:00 - 11:00	14	86	0.001	14	86	0.002	14	86	0.003
11:00 - 12:00	14	86	0.002	14	86	0.002	14	86	0.004
12:00 - 13:00	14	86	0.002	14	86	0.001	14	86	0.003
13:00 - 14:00	14	86	0.002	14	86	0.002	14	86	0.004
14:00 - 15:00	14	86	0.002	14	86	0.002	14	86	0.004
15:00 - 16:00	**14**	**86**	**0.005**	14	86	0.005	**14**	**86**	**0.010**
16:00 - 17:00	14	86	0.004	14	86	0.004	14	86	0.008
17:00 - 18:00	14	86	0.002	14	86	0.001	14	86	0.003
18:00 - 19:00	14	86	0.001	14	86	0.000	14	86	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.028			0.057

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.002	14	86	0.000	14	86	0.002
08:00 - 09:00	14	86	0.001	14	86	0.001	14	86	0.002
09:00 - 10:00	14	86	0.003	14	86	0.003	14	86	0.006
10:00 - 11:00	**14**	**86**	**0.004**	14	86	0.003	14	86	0.007
11:00 - 12:00	14	86	0.003	14	86	0.003	14	86	0.006
12:00 - 13:00	14	86	0.004	**14**	**86**	**0.004**	**14**	**86**	**0.008**
13:00 - 14:00	14	86	0.001	14	86	0.003	14	86	0.004
14:00 - 15:00	14	86	0.001	14	86	0.000	14	86	0.001
15:00 - 16:00	14	86	0.000	14	86	0.001	14	86	0.001
16:00 - 17:00	14	86	0.000	14	86	0.000	14	86	0.000
17:00 - 18:00	14	86	0.000	14	86	0.000	14	86	0.000
18:00 - 19:00	14	86	0.000	14	86	0.000	14	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**14**	**86**	**0.001**	**14**	**86**	**0.001**	**14**	**86**	**0.002**
08:00 - 09:00	14	86	0.000	14	86	0.000	14	86	0.000
09:00 - 10:00	14	86	0.000	14	86	0.000	14	86	0.000
10:00 - 11:00	14	86	0.000	14	86	0.000	14	86	0.000
11:00 - 12:00	14	86	0.000	14	86	0.000	14	86	0.000
12:00 - 13:00	14	86	0.000	14	86	0.000	14	86	0.000
13:00 - 14:00	14	86	0.000	14	86	0.000	14	86	0.000
14:00 - 15:00	14	86	0.000	14	86	0.000	14	86	0.000
15:00 - 16:00	14	86	0.001	14	86	0.001	14	86	0.002
16:00 - 17:00	14	86	0.000	14	86	0.000	14	86	0.000
17:00 - 18:00	14	86	0.001	14	86	0.001	14	86	0.002
18:00 - 19:00	14	86	0.000	14	86	0.000	14	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.001	14	86	0.005	14	86	0.006
08:00 - 09:00	14	86	0.005	**14**	**86**	**0.016**	**14**	**86**	**0.021**
09:00 - 10:00	14	86	0.001	14	86	0.005	14	86	0.006
10:00 - 11:00	14	86	0.004	14	86	0.000	14	86	0.004
11:00 - 12:00	14	86	0.000	14	86	0.004	14	86	0.004
12:00 - 13:00	14	86	0.003	14	86	0.000	14	86	0.003
13:00 - 14:00	14	86	0.001	14	86	0.002	14	86	0.003
14:00 - 15:00	14	86	0.005	14	86	0.003	14	86	0.008
15:00 - 16:00	**14**	**86**	**0.013**	14	86	0.002	14	86	0.015
16:00 - 17:00	14	86	0.010	14	86	0.009	14	86	0.019
17:00 - 18:00	14	86	0.006	14	86	0.010	14	86	0.016
18:00 - 19:00	14	86	0.007	14	86	0.002	14	86	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.058			0.114

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.076	14	86	0.332	14	86	0.408
08:00 - 09:00	14	86	0.164	**14**	**86**	**0.448**	**14**	**86**	**0.612**
09:00 - 10:00	14	86	0.144	14	86	0.209	14	86	0.353
10:00 - 11:00	14	86	0.153	14	86	0.204	14	86	0.357
11:00 - 12:00	14	86	0.135	14	86	0.179	14	86	0.314
12:00 - 13:00	14	86	0.174	14	86	0.195	14	86	0.369
13:00 - 14:00	14	86	0.191	14	86	0.176	14	86	0.367
14:00 - 15:00	14	86	0.167	14	86	0.208	14	86	0.375
15:00 - 16:00	14	86	0.328	14	86	0.176	14	86	0.504
16:00 - 17:00	14	86	0.328	14	86	0.219	14	86	0.547
17:00 - 18:00	**14**	**86**	**0.419**	14	86	0.178	14	86	0.597
18:00 - 19:00	14	86	0.346	14	86	0.172	14	86	0.518
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.625			2.696			5.321

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.018	14	86	0.034	14	86	0.052
08:00 - 09:00	14	86	0.044	**14**	**86**	**0.135**	14	86	0.179
09:00 - 10:00	14	86	0.057	14	86	0.052	14	86	0.109
10:00 - 11:00	14	86	0.034	14	86	0.035	14	86	0.069
11:00 - 12:00	14	86	0.025	14	86	0.032	14	86	0.057
12:00 - 13:00	14	86	0.033	14	86	0.040	14	86	0.073
13:00 - 14:00	14	86	0.032	14	86	0.032	14	86	0.064
14:00 - 15:00	14	86	0.038	14	86	0.045	14	86	0.083
15:00 - 16:00	**14**	**86**	**0.144**	14	86	0.077	**14**	**86**	**0.221**
16:00 - 17:00	14	86	0.038	14	86	0.030	14	86	0.068
17:00 - 18:00	14	86	0.046	14	86	0.038	14	86	0.084
18:00 - 19:00	14	86	0.046	14	86	0.037	14	86	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.555			0.587			1.142

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/ TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.000	**14**	**86**	**0.025**	14	86	0.025
08:00 - 09:00	14	86	0.000	14	86	0.008	14	86	0.008
09:00 - 10:00	14	86	0.000	14	86	0.007	14	86	0.007
10:00 - 11:00	14	86	0.006	14	86	0.002	14	86	0.008
11:00 - 12:00	14	86	0.001	14	86	0.002	14	86	0.003
12:00 - 13:00	14	86	0.002	14	86	0.002	14	86	0.004
13:00 - 14:00	14	86	0.002	14	86	0.000	14	86	0.002
14:00 - 15:00	14	86	0.002	14	86	0.002	14	86	0.004
15:00 - 16:00	**14**	**86**	**0.027**	14	86	0.001	**14**	**86**	**0.028**
16:00 - 17:00	14	86	0.009	14	86	0.001	14	86	0.010
17:00 - 18:00	14	86	0.004	14	86	0.002	14	86	0.006
18:00 - 19:00	14	86	0.007	14	86	0.001	14	86	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.053			0.113

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.000	14	86	0.002	14	86	0.002
08:00 - 09:00	14	86	0.001	14	86	0.004	**14**	**86**	**0.005**
09:00 - 10:00	14	86	0.000	**14**	**86**	**0.005**	14	86	0.005
10:00 - 11:00	14	86	0.000	14	86	0.001	14	86	0.001
11:00 - 12:00	14	86	0.001	14	86	0.001	14	86	0.002
12:00 - 13:00	14	86	0.000	14	86	0.001	14	86	0.001
13:00 - 14:00	14	86	0.000	14	86	0.000	14	86	0.000
14:00 - 15:00	14	86	0.001	14	86	0.000	14	86	0.001
15:00 - 16:00	14	86	0.000	14	86	0.000	14	86	0.000
16:00 - 17:00	**14**	**86**	**0.004**	14	86	0.001	14	86	0.005
17:00 - 18:00	14	86	0.001	14	86	0.000	14	86	0.001
18:00 - 19:00	14	86	0.004	14	86	0.000	14	86	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.015			0.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.000	14	86	0.001	14	86	0.001
08:00 - 09:00	14	86	0.000	14	86	0.000	14	86	0.000
09:00 - 10:00	14	86	0.000	14	86	0.000	14	86	0.000
10:00 - 11:00	14	86	0.000	14	86	0.000	14	86	0.000
11:00 - 12:00	14	86	0.000	14	86	0.000	14	86	0.000
12:00 - 13:00	14	86	0.000	14	86	0.000	14	86	0.000
13:00 - 14:00	14	86	0.000	14	86	0.000	14	86	0.000
14:00 - 15:00	14	86	0.000	14	86	0.000	14	86	0.000
15:00 - 16:00	**14**	**86**	**0.003**	**14**	**86**	**0.003**	**14**	**86**	**0.006**
16:00 - 17:00	14	86	0.000	14	86	0.000	14	86	0.000
17:00 - 18:00	14	86	0.003	14	86	0.003	14	86	0.006
18:00 - 19:00	14	86	0.000	14	86	0.000	14	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.007			0.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.000	**14**	**86**	**0.027**	14	86	0.027
08:00 - 09:00	14	86	0.001	14	86	0.012	14	86	0.013
09:00 - 10:00	14	86	0.000	14	86	0.012	14	86	0.012
10:00 - 11:00	14	86	0.006	14	86	0.003	14	86	0.009
11:00 - 12:00	14	86	0.002	14	86	0.003	14	86	0.005
12:00 - 13:00	14	86	0.002	14	86	0.002	14	86	0.004
13:00 - 14:00	14	86	0.002	14	86	0.000	14	86	0.002
14:00 - 15:00	14	86	0.003	14	86	0.002	14	86	0.005
15:00 - 16:00	**14**	**86**	**0.030**	14	86	0.004	**14**	**86**	**0.034**
16:00 - 17:00	14	86	0.013	14	86	0.002	14	86	0.015
17:00 - 18:00	14	86	0.008	14	86	0.005	14	86	0.013
18:00 - 19:00	14	86	0.011	14	86	0.001	14	86	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.073			0.151

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.095	14	86	0.399	14	86	0.494
08:00 - 09:00	14	86	0.214	**14**	**86**	**0.611**	**14**	**86**	**0.825**
09:00 - 10:00	14	86	0.202	14	86	0.278	14	86	0.480
10:00 - 11:00	14	86	0.197	14	86	0.243	14	86	0.440
11:00 - 12:00	14	86	0.162	14	86	0.218	14	86	0.380
12:00 - 13:00	14	86	0.213	14	86	0.238	14	86	0.451
13:00 - 14:00	14	86	0.227	14	86	0.211	14	86	0.438
14:00 - 15:00	14	86	0.213	14	86	0.259	14	86	0.472
15:00 - 16:00	**14**	**86**	**0.515**	14	86	0.260	14	86	0.775
16:00 - 17:00	14	86	0.390	14	86	0.260	14	86	0.650
17:00 - 18:00	14	86	0.479	14	86	0.231	14	86	0.710
18:00 - 19:00	14	86	0.409	14	86	0.212	14	86	0.621
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.316			3.420			6.736

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.053	14	86	0.218	14	86	0.271
08:00 - 09:00	14	86	0.108	**14**	**86**	**0.257**	14	86	0.365
09:00 - 10:00	14	86	0.100	14	86	0.141	14	86	0.241
10:00 - 11:00	14	86	0.100	14	86	0.125	14	86	0.225
11:00 - 12:00	14	86	0.078	14	86	0.106	14	86	0.184
12:00 - 13:00	14	86	0.110	14	86	0.116	14	86	0.226
13:00 - 14:00	14	86	0.123	14	86	0.115	14	86	0.238
14:00 - 15:00	14	86	0.104	14	86	0.131	14	86	0.235
15:00 - 16:00	14	86	0.175	14	86	0.116	14	86	0.291
16:00 - 17:00	14	86	0.194	14	86	0.132	14	86	0.326
17:00 - 18:00	**14**	**86**	**0.253**	14	86	0.115	**14**	**86**	**0.368**
18:00 - 19:00	14	86	0.221	14	86	0.107	14	86	0.328
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.619			1.679			3.298

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.012	14	86	0.024	14	86	0.036
08:00 - 09:00	**14**	**86**	**0.027**	14	86	0.027	14	86	0.054
09:00 - 10:00	14	86	0.020	14	86	0.017	14	86	0.037
10:00 - 11:00	14	86	0.024	14	86	0.025	14	86	0.049
11:00 - 12:00	14	86	0.026	**14**	**86**	**0.029**	**14**	**86**	**0.055**
12:00 - 13:00	14	86	0.025	14	86	0.027	14	86	0.052
13:00 - 14:00	14	86	0.019	14	86	0.020	14	86	0.039
14:00 - 15:00	14	86	0.020	14	86	0.022	14	86	0.042
15:00 - 16:00	14	86	0.024	14	86	0.012	14	86	0.036
16:00 - 17:00	14	86	0.027	14	86	0.026	14	86	0.053
17:00 - 18:00	14	86	0.021	14	86	0.013	14	86	0.034
18:00 - 19:00	14	86	0.014	14	86	0.017	14	86	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.259			0.518

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	86	0.000	**14**	**86**	**0.002**	14	86	0.002
08:00 - 09:00	14	86	0.001	14	86	0.001	14	86	0.002
09:00 - 10:00	14	86	0.001	14	86	0.001	14	86	0.002
10:00 - 11:00	14	86	0.000	14	86	0.001	14	86	0.001
11:00 - 12:00	14	86	0.000	14	86	0.001	14	86	0.001
12:00 - 13:00	14	86	0.000	14	86	0.001	14	86	0.001
13:00 - 14:00	14	86	0.000	14	86	0.001	14	86	0.001
14:00 - 15:00	**14**	**86**	**0.002**	14	86	0.001	**14**	**86**	**0.003**
15:00 - 16:00	14	86	0.000	14	86	0.000	14	86	0.000
16:00 - 17:00	14	86	0.002	14	86	0.000	14	86	0.002
17:00 - 18:00	14	86	0.000	14	86	0.000	14	86	0.000
18:00 - 19:00	14	86	0.002	14	86	0.000	14	86	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Appendix S

TS061 - Method used to travel to work

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 super output areas - middle layer
area name	E02006598 : Horsham 011

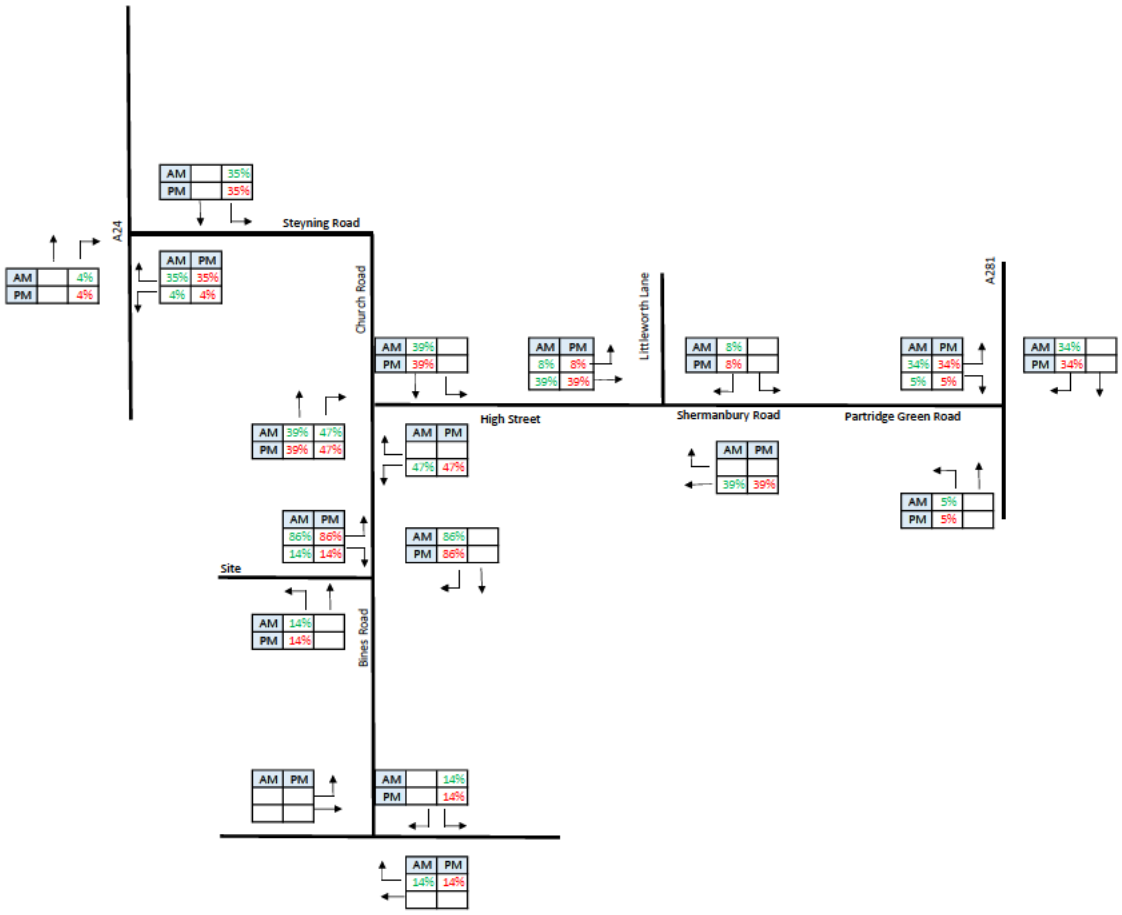
Method of travel to workplace	2021	
Total: All usual residents aged 16 years and over in employment the week before the census	2,767	1,624
Work mainly at or from home	1,117	
Underground, metro, light rail, tram	0	0%
Train	29	2%
Bus, minibus or coach	14	1%
Taxi	3	0%
Motorcycle, scooter or moped	7	0%
Driving a car or van	1,369	84%
Passenger in a car or van	77	5%
Bicycle	15	1%
On foot	110	7%
Other method of travel to work	26	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected. Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021.

Appendix T

Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: CID
Approved By: CAT

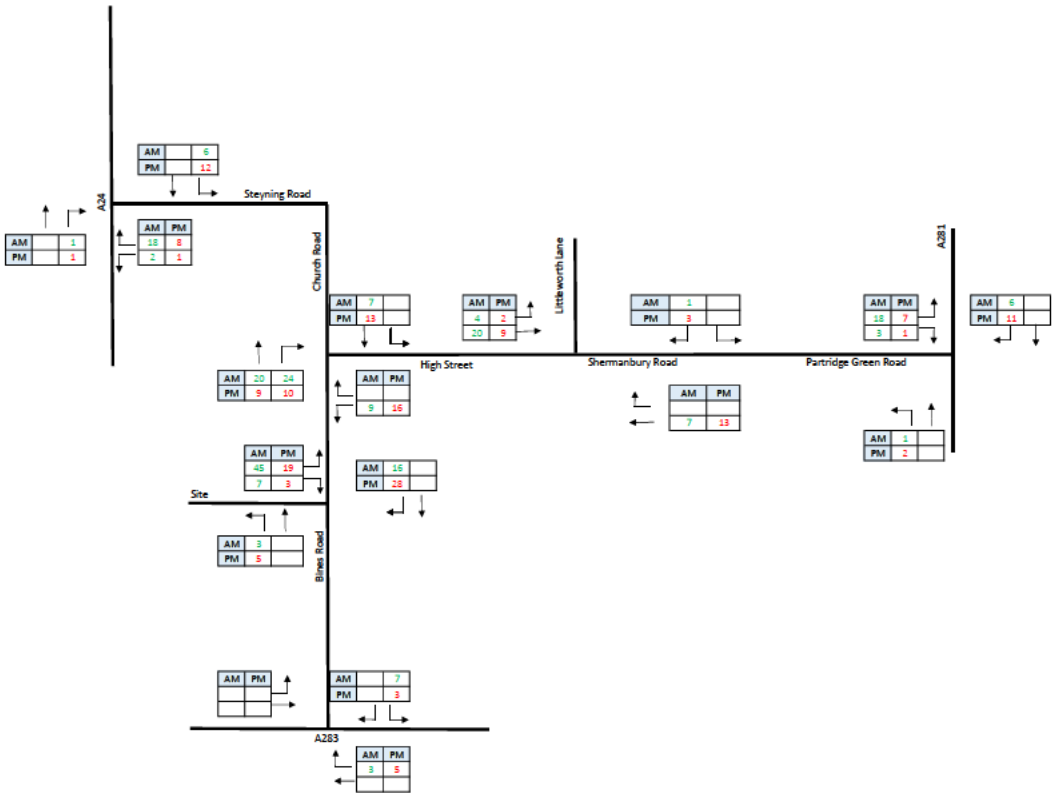
Scenario: Development Trip Distribution



Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: CID
Approved By: OAT
Scenario: Development Trip Generation (Using Census Data)

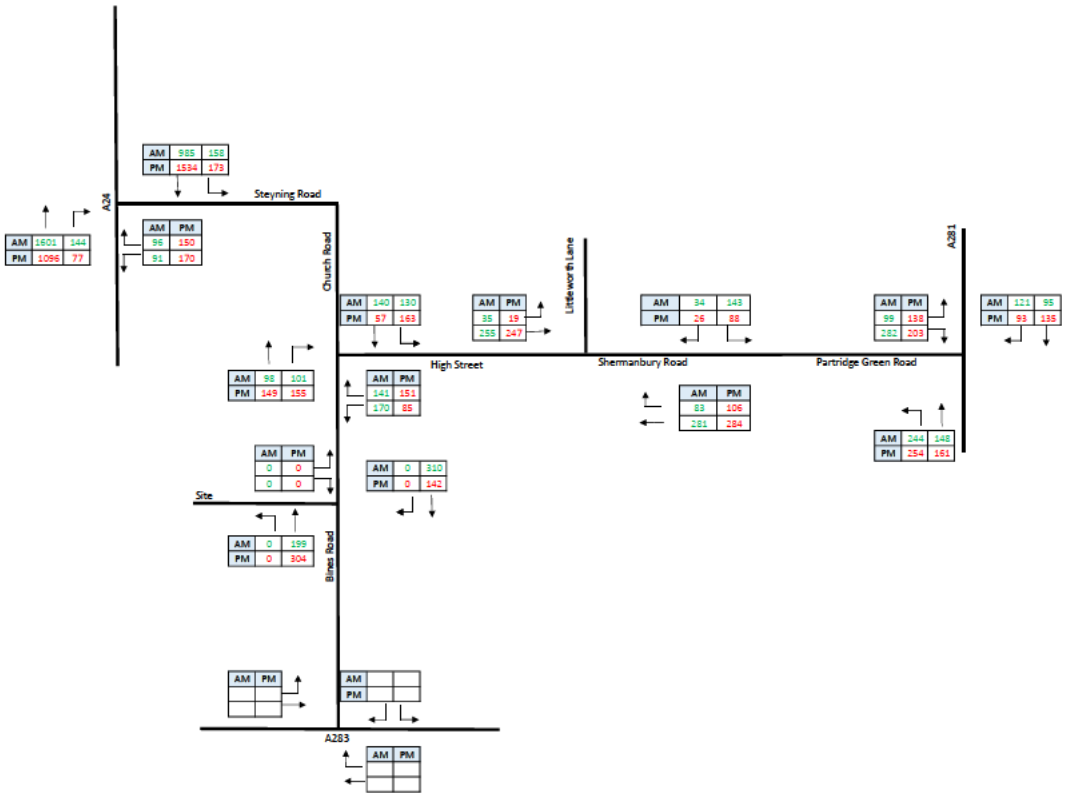
	AM			PM		
	arrival	depart	2-way	arrival	depart	2-way
All person Trip Rates	0.214	0.611	0.825	0.390	0.260	0.650
Vehicle Trips (84%)	18	52	70	33	22	55

101 units



Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: CID
Approved By: CAT

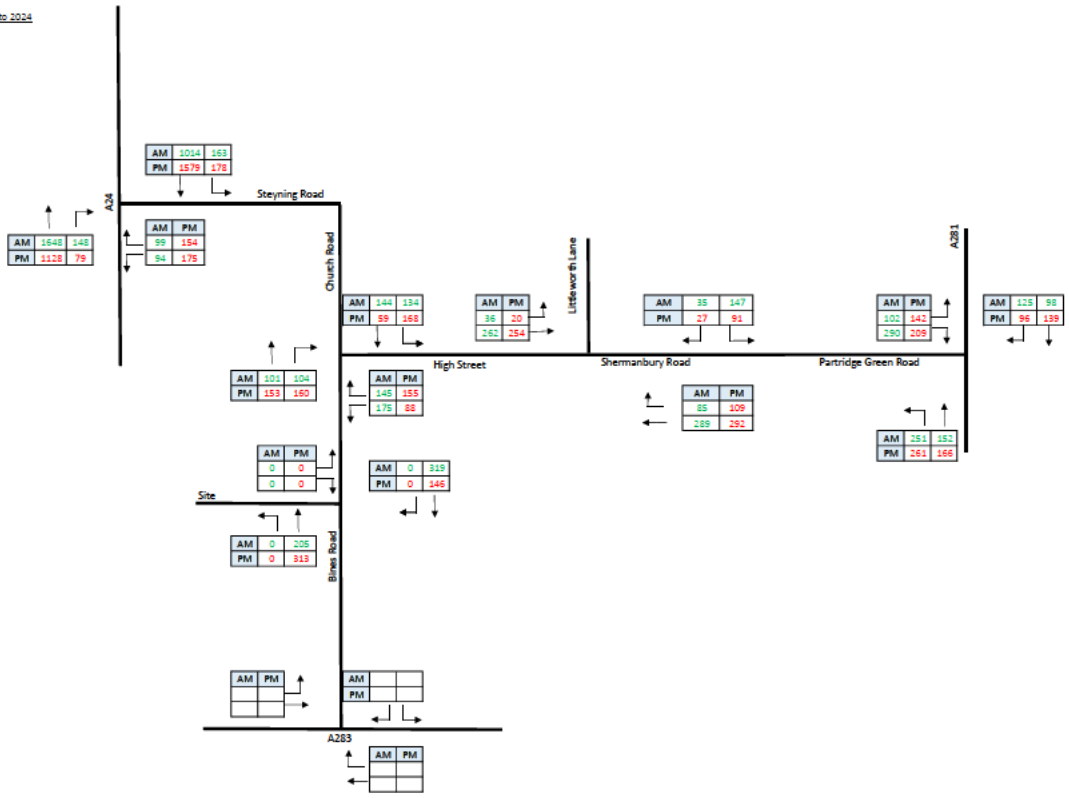
Scenario: Baseline 2022



Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: OSC
Approved By: CAT

Scenario: Baseline 2024

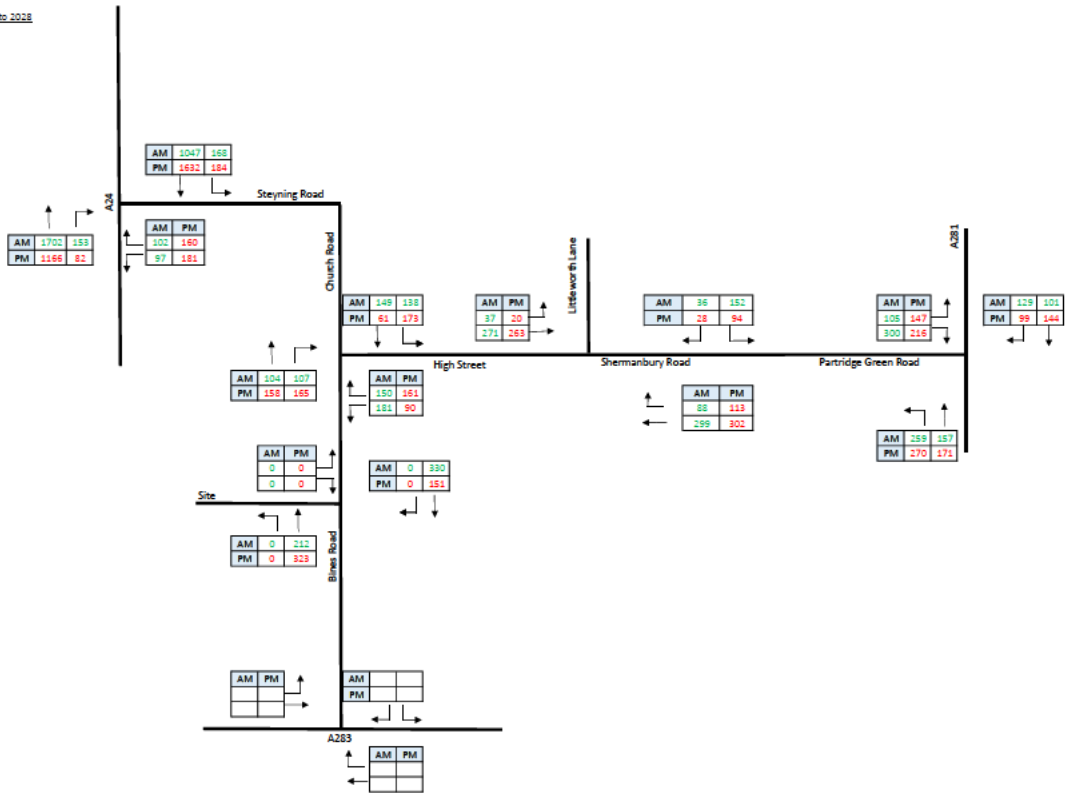
TEMPro Growth Factor - 2022 to 2024
AM 1.0293
PM 1.0295



Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: OSC
Approved By: CAT

Scenario: Baseline 2028

TEMPro Growth Factor - 2024 to 2028
AM **1.0328**
PM **1.0331**



paulbasham associates

Project Name: Bines Road, Partridge Green

Project Number: 093.0004

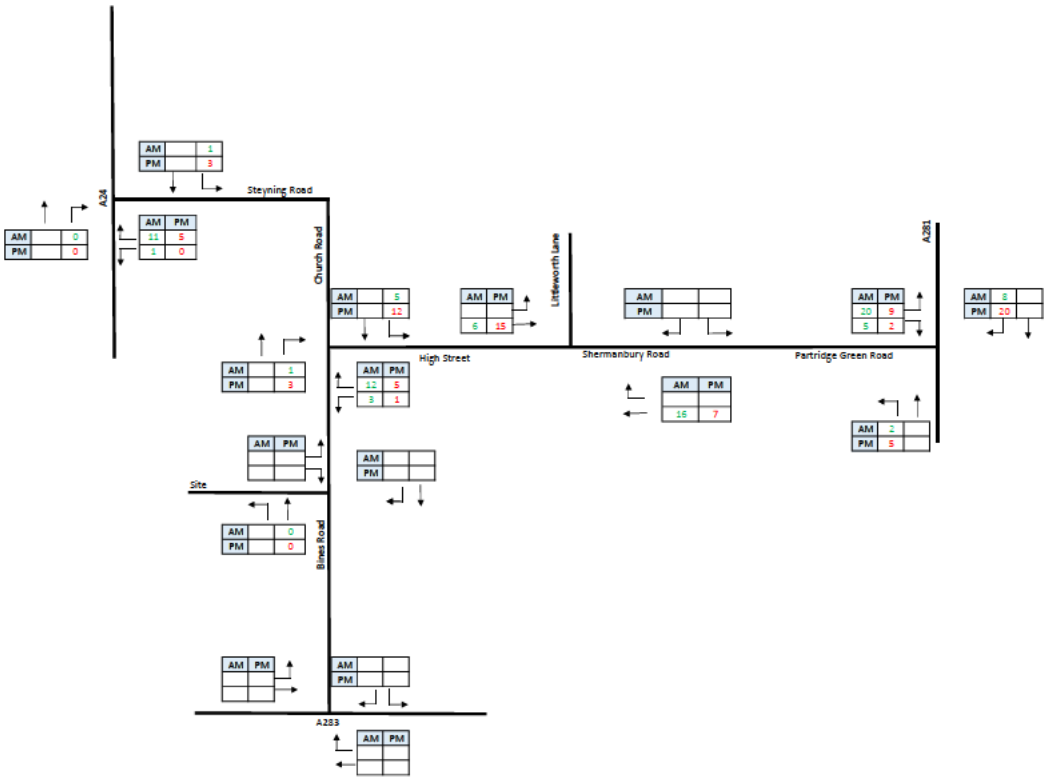
Drawn By: OSC

Approved By: CAT

Scenario: 120 unit OD DC/24/0428

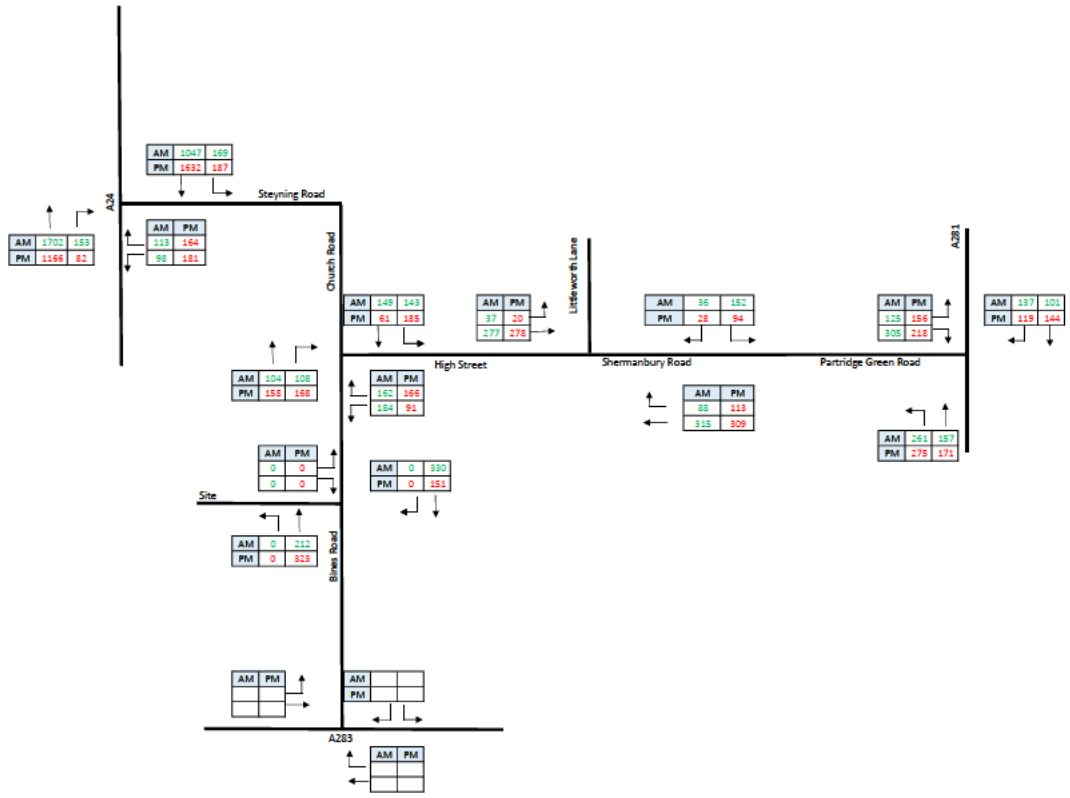
	AM			PM		
	arrival	depart	2-way	arrival	depart	2-way
All person Trip Rates	0.135	0.345	0.480	0.334	0.148	0.48
Vehicle Trips	16	41	58	40	18	58

120 units



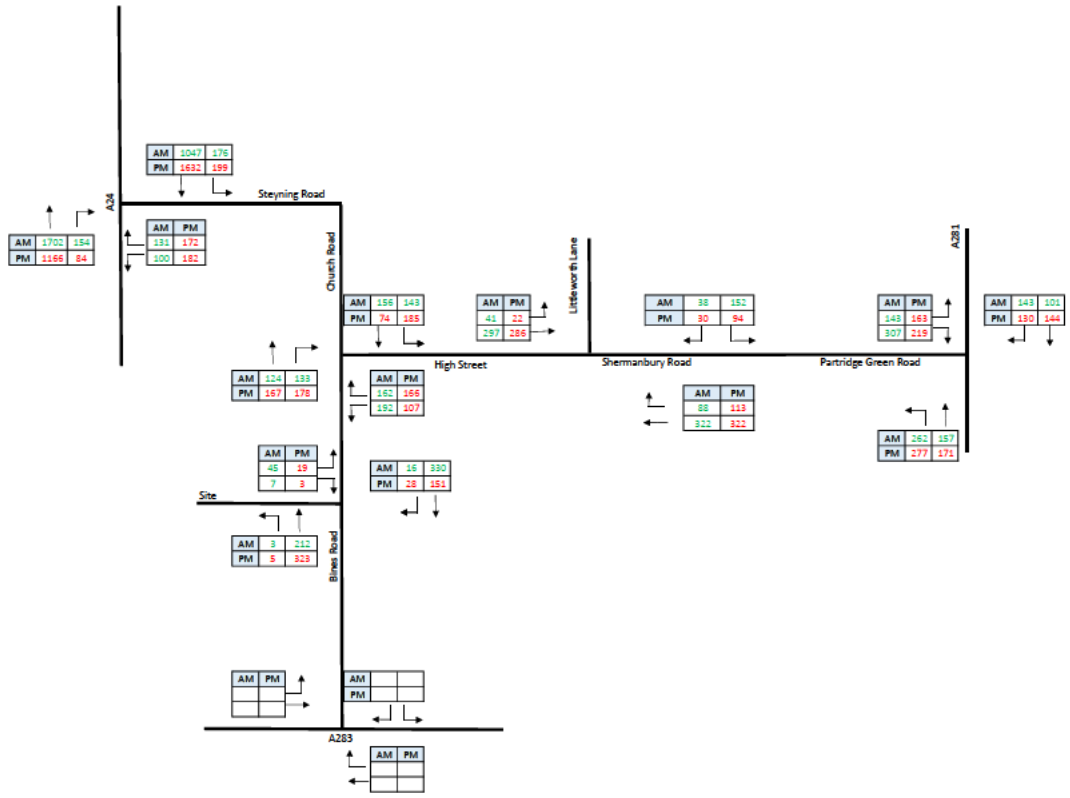
Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: OSC
Approved By: OID

Scenario: Baseline 2028 + Committed Development



Project Name: Bines Road, Partridge Green
Project Number: 093.0004
Drawn By: OSC
Approved By: OID

Scenario: Baseline 2028 + Committed Development + Proposed Development



Appendix U

Partridge Green, Tuesday 13th September 2022

Junction: 1
Approach: B281 North

	Ahead to B281 (South)					Right to Partridge Green Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	17	0	1	18	19.0	5	0	0	5	5.0
07:15 - 07:30	14	2	0	16	18.6	16	1	1	18	20.3
07:30 - 07:45	25	1	0	26	27.3	20	1	0	21	22.3
07:45 - 08:00	21	1	0	22	23.3	22	2	0	24	26.6
Hourly Total	**77**	**4**	**1**	**82**	**88.2**	**63**	**4**	**1**	**68**	**74.2**
08:00 - 08:15	17	1	0	18	19.3	23	3	1	27	31.9
08:15 - 08:30	24	0	0	24	24.0	27	3	1	31	35.9
08:30 - 08:45	28	0	0	28	28.0	32	2	0	34	36.6
08:45 - 09:00	24	1	0	25	26.3	26	3	0	29	32.9
Hourly Total	**93**	**2**	**0**	**95**	**97.6**	**108**	**11**	**2**	**121**	**137.3**
09:00 - 09:15	16	1	0	17	18.3	11	2	0	13	15.6
09:15 - 09:30	23	2	0	25	27.6	18	1	0	19	20.3
09:30 - 09:45	19	2	0	21	23.6	18	1	0	19	20.3
09:45 - 10:00	21	0	0	21	21.0	18	1	0	19	20.3
Hourly Total	**79**	**5**	**0**	**84**	**90.5**	**65**	**5**	**0**	**70**	**76.5**
TOTAL	**249**	**11**	**1**	**261**	**276.3**	**236**	**20**	**3**	**259**	**288.0**
16:00 - 16:15	32	1	0	33	34.3	19	0	0	19	19.0
16:15 - 16:30	29	1	0	30	31.3	17	0	0	17	17.0
16:30 - 16:45	25	3	0	28	31.9	26	0	1	27	28.0
16:45 - 17:00	37	0	0	37	37.0	20	0	0	20	20.0
Hourly Total	**123**	**5**	**0**	**128**	**134.5**	**82**	**0**	**1**	**83**	**84.0**
17:00 - 17:15	40	2	0	42	44.6	22	0	0	22	22.0
17:15 - 17:30	28	0	0	28	28.0	24	0	0	24	24.0
17:30 - 17:45	18	0	0	18	18.0	31	1	0	32	33.3
17:45 - 18:00	32	0	0	32	32.0	21	0	1	22	23.0
Hourly Total	**118**	**2**	**0**	**120**	**122.6**	**98**	**1**	**1**	**100**	**102.3**
18:00 - 18:15	22	0	0	22	22.0	21	0	0	21	21.0
18:15 - 18:30	29	2	0	31	33.6	17	1	0	18	19.3
18:30 - 18:45	21	0	0	21	21.0	9	0	0	9	9.0
18:45 - 19:00	17	0	0	17	17.0	12	0	1	13	14.0
Hourly Total	**89**	**2**	**0**	**91**	**93.6**	**59**	**1**	**1**	**61**	**63.3**
TOTAL	**330**	**9**	**0**	**339**	**350.7**	**239**	**2**	**3**	**244**	**249.6**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 1
Approach: B281 South

	Left to Partridge Green Road					Ahead to B281 (North)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	25	1	1	27	29.3	32	1	0	33	34.3
07:15 - 07:30	46	0	0	46	46.0	43	0	0	43	43.0
07:30 - 07:45	44	1	0	45	46.3	46	2	0	48	50.6
07:45 - 08:00	45	1	0	46	47.3	36	0	0	36	36.0
Hourly Total	**160**	**3**	**1**	**164**	**168.9**	**157**	**3**	**0**	**160**	**163.9**
08:00 - 08:15	57	1	1	59	61.3	37	2	0	39	41.6
08:15 - 08:30	68	1	0	69	70.3	44	1	0	45	46.3
08:30 - 08:45	61	1	0	62	63.3	28	0	0	28	28.0
08:45 - 09:00	52	1	1	54	56.3	36	0	0	36	36.0
Hourly Total	**238**	**4**	**2**	**244**	**251.2**	**145**	**3**	**0**	**148**	**151.9**
09:00 - 09:15	38	1	0	39	40.3	28	1	0	29	30.3
09:15 - 09:30	39	1	1	41	43.3	24	1	0	25	26.3
09:30 - 09:45	26	2	0	28	30.6	35	1	0	36	37.3
09:45 - 10:00	32	0	0	32	32.0	27	2	0	29	31.6
Hourly Total	**135**	**4**	**1**	**140**	**146.2**	**114**	**5**	**0**	**119**	**125.5**
TOTAL	**533**	**11**	**4**	**548**	**566.3**	**416**	**11**	**0**	**427**	**441.3**
16:00 - 16:15	57	1	1	59	61.3	28	1	0	29	30.3
16:15 - 16:30	40	1	0	41	42.3	22	0	0	22	22.0
16:30 - 16:45	53	0	1	54	55.0	36	0	0	36	36.0
16:45 - 17:00	52	0	0	52	52.0	43	0	1	44	45.0
Hourly Total	**202**	**2**	**2**	**206**	**210.6**	**129**	**1**	**1**	**131**	**133.3**
17:00 - 17:15	83	1	1	85	87.3	39	1	0	40	41.3
17:15 - 17:30	62	1	0	63	64.3	40	1	0	41	42.3
17:30 - 17:45	62	1	1	64	66.3	34	1	1	36	38.3
17:45 - 18:00	64	3	0	67	70.9	27	1	0	28	29.3
Hourly Total	**271**	**6**	**2**	**279**	**288.8**	**140**	**4**	**1**	**145**	**151.2**
18:00 - 18:15	66	0	0	66	66.0	30	0	0	30	30.0
18:15 - 18:30	35	0	0	35	35.0	30	1	0	31	32.3
18:30 - 18:45	30	0	1	31	32.0	26	0	0	26	26.0
18:45 - 19:00	22	1	0	23	24.3	20	0	0	20	20.0
Hourly Total	**153**	**1**	**1**	**155**	**157.3**	**106**	**1**	**0**	**107**	**108.3**
TOTAL	**626**	**9**	**5**	**640**	**656.7**	**375**	**6**	**2**	**383**	**392.8**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 1
Approach: Partridge Green Road

	Left to B281 (North)					Right to B281 (South)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	19	1	0	20	21.3	28	0	0	28	28.0
07:15 - 07:30	40	0	1	41	42.0	48	0	0	48	48.0
07:30 - 07:45	30	0	0	30	30.0	54	0	1	55	56.0
07:45 - 08:00	25	0	0	25	25.0	72	0	0	72	72.0
Hourly Total	**114**	**1**	**1**	**116**	**118.3**	**202**	**0**	**1**	**203**	**204.0**
08:00 - 08:15	20	0	0	20	20.0	65	0	1	66	67.0
08:15 - 08:30	24	2	1	27	30.6	72	1	1	74	76.3
08:30 - 08:45	25	2	0	27	29.6	66	0	1	67	68.0
08:45 - 09:00	23	1	1	25	27.3	73	2	0	75	77.6
Hourly Total	**92**	**5**	**2**	**99**	**107.5**	**276**	**3**	**3**	**282**	**288.9**
09:00 - 09:15	40	1	0	41	42.3	58	0	0	58	58.0
09:15 - 09:30	17	1	0	18	19.3	44	3	0	47	50.9
09:30 - 09:45	17	1	1	19	21.3	38	0	1	39	40.0
09:45 - 10:00	27	2	0	29	31.6	34	0	0	34	34.0
Hourly Total	**101**	**5**	**1**	**107**	**114.5**	**174**	**3**	**1**	**178**	**182.9**
TOTAL	**307**	**11**	**4**	**322**	**340.3**	**652**	**6**	**5**	**663**	**675.8**
16:00 - 16:15	16	3	0	19	22.9	35	0	1	36	37.0
16:15 - 16:30	29	0	0	29	29.0	38	0	0	38	38.0
16:30 - 16:45	39	1	1	41	43.3	54	0	0	54	54.0
16:45 - 17:00	23	0	0	23	23.0	49	0	1	50	51.0
Hourly Total	**107**	**4**	**1**	**112**	**118.2**	**176**	**0**	**2**	**178**	**180.0**
17:00 - 17:15	58	0	0	58	58.0	42	1	0	43	44.3
17:15 - 17:30	16	0	0	16	16.0	56	0	0	56	56.0
17:30 - 17:45	30	0	1	31	32.0	59	0	0	59	59.0
17:45 - 18:00	20	1	0	21	22.3	53	0	0	53	53.0
Hourly Total	**124**	**1**	**1**	**126**	**128.3**	**210**	**1**	**0**	**211**	**212.3**
18:00 - 18:15	21	0	0	21	21.0	46	0	1	47	48.0
18:15 - 18:30	18	0	0	18	18.0	34	0	0	34	34.0
18:30 - 18:45	14	1	0	15	16.3	29	0	0	29	29.0
18:45 - 19:00	5	0	1	6	7.0	28	0	1	29	30.0
Hourly Total	**58**	**1**	**1**	**60**	**62.3**	**137**	**0**	**2**	**139**	**141.0**
TOTAL	**289**	**6**	**3**	**298**	**308.8**	**523**	**1**	**4**	**528**	**533.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

From: 1) 07:00

To: 1) 10:00

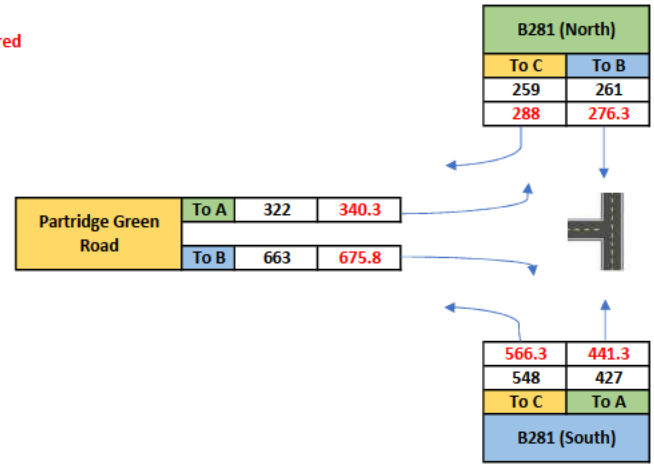
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red



Partridge Green, Tuesday 13th September 2022

Junction: 2
Approach: Littleworth Lane

	Left to High Street (East)					Right to High Street (West)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	10	0	0	10	10.0	0	0	0	0	0.0
07:15 - 07:30	32	0	2	34	36.0	2	0	0	2	2.0
07:30 - 07:45	33	0	0	33	33.0	1	0	0	1	1.0
07:45 - 08:00	33	0	0	33	33.0	2	0	0	2	2.0
Hourly Total	**108**	**0**	**2**	**110**	**112.0**	**5**	**0**	**0**	**5**	**5.0**
08:00 - 08:15	36	0	1	37	38.0	6	0	0	6	6.0
08:15 - 08:30	34	1	0	35	36.3	7	0	0	7	7.0
08:30 - 08:45	33	0	1	34	35.0	7	0	0	7	7.0
08:45 - 09:00	37	0	0	37	37.0	14	0	0	14	14.0
Hourly Total	**140**	**1**	**2**	**143**	**146.3**	**34**	**0**	**0**	**34**	**34.0**
09:00 - 09:15	20	0	0	20	20.0	2	0	0	2	2.0
09:15 - 09:30	15	0	0	15	15.0	3	0	0	3	3.0
09:30 - 09:45	16	0	2	18	20.0	4	0	0	4	4.0
09:45 - 10:00	14	0	0	14	14.0	7	0	0	7	7.0
Hourly Total	**65**	**0**	**2**	**67**	**69.0**	**16**	**0**	**0**	**16**	**16.0**
TOTAL	**313**	**1**	**6**	**320**	**327.3**	**55**	**0**	**0**	**55**	**55.0**
16:00 - 16:15	12	0	0	12	12.0	4	0	0	4	4.0
16:15 - 16:30	29	0	0	29	29.0	12	0	0	12	12.0
16:30 - 16:45	17	0	0	17	17.0	10	0	0	10	10.0
16:45 - 17:00	13	1	1	15	17.3	7	0	0	7	7.0
Hourly Total	**71**	**1**	**1**	**73**	**75.3**	**33**	**0**	**0**	**33**	**33.0**
17:00 - 17:15	19	0	0	19	19.0	7	0	0	7	7.0
17:15 - 17:30	28	0	0	28	28.0	3	0	0	3	3.0
17:30 - 17:45	22	0	1	23	24.0	5	0	0	5	5.0
17:45 - 18:00	18	0	0	18	18.0	11	0	0	11	11.0
Hourly Total	**87**	**0**	**1**	**88**	**89.0**	**26**	**0**	**0**	**26**	**26.0**
18:00 - 18:15	17	0	1	18	19.0	8	0	0	8	8.0
18:15 - 18:30	15	0	0	15	15.0	10	0	0	10	10.0
18:30 - 18:45	8	0	1	9	10.0	5	0	0	5	5.0
18:45 - 19:00	10	0	1	11	12.0	2	0	0	2	2.0
Hourly Total	**50**	**0**	**3**	**53**	**56.0**	**25**	**0**	**0**	**25**	**25.0**
TOTAL	**208**	**1**	**5**	**214**	**220.3**	**84**	**0**	**0**	**84**	**84.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 2
Approach: High Street East

	Ahead to High Street (West)					Right to Littleworth Lane				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	26	0	1	27	28.0	12	0	0	12	12.0
07:15 - 07:30	46	2	1	49	52.6	14	0	0	14	14.0
07:30 - 07:45	51	2	0	53	55.6	18	0	0	18	18.0
07:45 - 08:00	49	2	0	51	53.6	17	0	0	17	17.0
Hourly Total	**172**	**6**	**2**	**180**	**189.8**	**61**	**0**	**0**	**61**	**61.0**
08:00 - 08:15	64	3	1	68	72.9	16	1	1	18	20.3
08:15 - 08:30	79	3	1	83	87.9	18	0	0	18	18.0
08:30 - 08:45	62	2	0	64	66.6	25	1	0	26	27.3
08:45 - 09:00	63	3	0	66	69.9	20	0	1	21	22.0
Hourly Total	**268**	**11**	**2**	**281**	**297.3**	**79**	**2**	**2**	**83**	**87.6**
09:00 - 09:15	29	2	0	31	33.6	18	0	0	18	18.0
09:15 - 09:30	41	2	2	45	49.6	17	0	0	17	17.0
09:30 - 09:45	39	2	0	41	43.6	7	0	0	7	7.0
09:45 - 10:00	48	1	0	49	50.3	4	0	0	4	4.0
Hourly Total	**157**	**7**	**2**	**166**	**177.1**	**46**	**0**	**0**	**46**	**46.0**
TOTAL	**597**	**24**	**6**	**627**	**664.2**	**186**	**2**	**2**	**190**	**194.6**
16:00 - 16:15	60	1	1	62	64.3	16	0	0	16	16.0
16:15 - 16:30	55	1	0	56	57.3	12	0	0	12	12.0
16:30 - 16:45	60	0	2	62	64.0	18	0	0	18	18.0
16:45 - 17:00	44	0	0	44	44.0	24	0	0	24	24.0
Hourly Total	**219**	**2**	**3**	**224**	**229.6**	**70**	**0**	**0**	**70**	**70.0**
17:00 - 17:15	80	1	1	82	84.3	34	0	0	34	34.0
17:15 - 17:30	59	1	0	60	61.3	23	0	0	23	23.0
17:30 - 17:45	61	2	1	64	67.6	28	0	0	28	28.0
17:45 - 18:00	76	1	1	78	80.3	21	0	0	21	21.0
Hourly Total	**276**	**5**	**3**	**284**	**293.5**	**106**	**0**	**0**	**106**	**106.0**
18:00 - 18:15	71	0	0	71	71.0	21	0	0	21	21.0
18:15 - 18:30	46	0	0	46	46.0	7	0	0	7	7.0
18:30 - 18:45	29	1	1	31	33.3	11	0	0	11	11.0
18:45 - 19:00	30	0	1	31	32.0	5	0	0	5	5.0
Hourly Total	**176**	**1**	**2**	**179**	**182.3**	**44**	**0**	**0**	**44**	**44.0**
TOTAL	**671**	**8**	**8**	**687**	**705.4**	**220**	**0**	**0**	**220**	**220.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 2
Approach: High Street West

	Left to Littleworth Lane					Ahead to High Street (East)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	3	0	0	3	3.0	38	0	0	38	38.0
07:15 - 07:30	3	0	0	3	3.0	61	0	0	61	61.0
07:30 - 07:45	5	0	0	5	5.0	60	0	0	60	60.0
07:45 - 08:00	10	0	0	10	10.0	61	0	0	61	61.0
Hourly Total	**21**	**0**	**0**	**21**	**21.0**	**220**	**0**	**0**	**220**	**220.0**
08:00 - 08:15	11	0	0	11	11.0	49	0	2	51	53.0
08:15 - 08:30	4	0	0	4	4.0	71	6	0	77	84.8
08:30 - 08:45	13	0	0	13	13.0	54	2	0	56	58.6
08:45 - 09:00	7	0	0	7	7.0	67	3	1	71	75.9
Hourly Total	**35**	**0**	**0**	**35**	**35.0**	**241**	**11**	**3**	**255**	**272.3**
09:00 - 09:15	3	0	0	3	3.0	67	2	0	69	71.6
09:15 - 09:30	6	0	0	6	6.0	41	4	0	45	50.2
09:30 - 09:45	4	0	0	4	4.0	52	2	0	54	56.6
09:45 - 10:00	6	0	0	6	6.0	38	1	0	39	40.3
Hourly Total	**19**	**0**	**0**	**19**	**19.0**	**198**	**9**	**0**	**207**	**218.7**
TOTAL	**75**	**0**	**0**	**75**	**75.0**	**659**	**20**	**3**	**682**	**711.0**
16:00 - 16:15	7	1	0	8	9.3	35	2	0	37	39.6
16:15 - 16:30	2	0	0	2	2.0	55	0	0	55	55.0
16:30 - 16:45	10	0	0	10	10.0	81	1	0	82	83.3
16:45 - 17:00	9	0	0	9	9.0	54	0	0	54	54.0
Hourly Total	**28**	**1**	**0**	**29**	**30.3**	**225**	**3**	**0**	**228**	**231.9**
17:00 - 17:15	7	0	0	7	7.0	80	1	0	81	82.3
17:15 - 17:30	3	0	0	3	3.0	51	0	0	51	51.0
17:30 - 17:45	6	0	0	6	6.0	66	0	0	66	66.0
17:45 - 18:00	3	0	0	3	3.0	49	0	0	49	49.0
Hourly Total	**19**	**0**	**0**	**19**	**19.0**	**246**	**1**	**0**	**247**	**248.3**
18:00 - 18:15	5	1	0	6	7.3	48	0	0	48	48.0
18:15 - 18:30	5	0	0	5	5.0	39	0	0	39	39.0
18:30 - 18:45	2	0	0	2	2.0	32	1	0	33	34.3
18:45 - 19:00	5	0	0	5	5.0	25	0	0	25	25.0
Hourly Total	**17**	**1**	**0**	**18**	**19.3**	**144**	**1**	**0**	**145**	**146.3**
TOTAL	**64**	**2**	**0**	**66**	**68.6**	**615**	**5**	**0**	**620**	**626.5**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

From: 1) 07:00

To: 1) 10:00

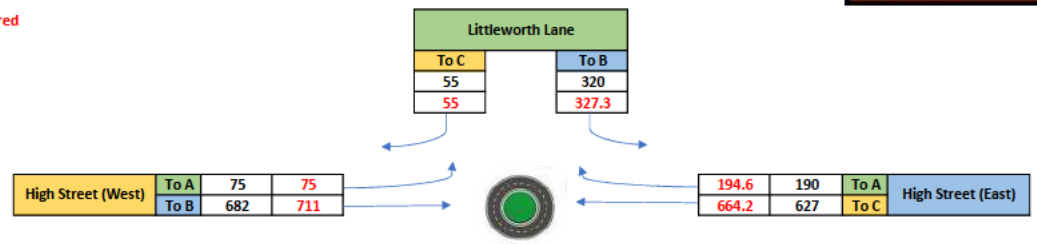
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red



Partridge Green, Tuesday 13th September 2022

Junction: 3
Approach: B2135 North

	Left to High Street					Ahead to B2135 (South)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	23	0	0	23	23.0	9	2	0	11	13.6
07:15 - 07:30	33	0	0	33	33.0	16	0	0	16	16.0
07:30 - 07:45	39	0	0	39	39.0	14	0	0	14	14.0
07:45 - 08:00	36	0	0	36	36.0	23	2	0	25	27.6
Hourly Total	**131**	**0**	**0**	**131**	**131.0**	**62**	**4**	**0**	**66**	**71.2**
08:00 - 08:15	37	0	1	38	39.0	24	1	1	26	28.3
08:15 - 08:30	23	2	0	25	27.6	50	2	0	52	54.6
08:30 - 08:45	32	1	0	33	34.3	37	1	0	38	39.3
08:45 - 09:00	33	1	0	34	35.3	23	1	0	24	25.3
Hourly Total	**125**	**4**	**1**	**130**	**136.2**	**134**	**5**	**1**	**140**	**147.5**
09:00 - 09:15	30	0	0	30	30.0	22	0	0	22	22.0
09:15 - 09:30	25	2	0	27	29.6	12	1	0	13	14.3
09:30 - 09:45	7	2	0	9	11.6	26	0	0	26	26.0
09:45 - 10:00	13	0	0	13	13.0	21	0	0	21	21.0
Hourly Total	**75**	**4**	**0**	**79**	**84.2**	**81**	**1**	**0**	**82**	**83.3**
TOTAL	**331**	**8**	**1**	**340**	**351.4**	**277**	**10**	**1**	**288**	**302.0**
16:00 - 16:15	21	0	0	21	21.0	17	3	0	20	23.9
16:15 - 16:30	39	0	0	39	39.0	11	2	0	13	15.6
16:30 - 16:45	32	0	0	32	32.0	11	0	0	11	11.0
16:45 - 17:00	42	0	0	42	42.0	13	2	0	15	17.6
Hourly Total	**134**	**0**	**0**	**134**	**134.0**	**52**	**7**	**0**	**59**	**68.1**
17:00 - 17:15	45	0	0	45	45.0	15	1	0	16	17.3
17:15 - 17:30	44	0	0	44	44.0	14	1	0	15	16.3
17:30 - 17:45	40	0	0	40	40.0	11	0	0	11	11.0
17:45 - 18:00	37	0	0	37	37.0	15	0	0	15	15.0
Hourly Total	**166**	**0**	**0**	**166**	**166.0**	**55**	**2**	**0**	**57**	**59.6**
18:00 - 18:15	28	0	0	28	28.0	10	0	0	10	10.0
18:15 - 18:30	25	0	0	25	25.0	9	2	0	11	13.6
18:30 - 18:45	22	0	0	22	22.0	5	0	0	5	5.0
18:45 - 19:00	14	0	0	14	14.0	8	0	0	8	8.0
Hourly Total	**89**	**0**	**0**	**89**	**89.0**	**32**	**2**	**0**	**34**	**36.6**
TOTAL	**389**	**0**	**0**	**389**	**389.0**	**139**	**11**	**0**	**150**	**164.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 3
Approach: High Street

	Left to B2135 (South)					Right to B2135 (North)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	6	0	0	6	6.0	27	0	1	28	29.0
07:15 - 07:30	17	1	0	18	19.3	25	1	1	27	29.3
07:30 - 07:45	27	1	0	28	29.3	33	2	0	35	37.6
07:45 - 08:00	27	3	0	30	33.9	28	0	0	28	28.0
Hourly Total	**77**	**5**	**0**	**82**	**88.5**	**113**	**3**	**2**	**118**	**123.9**
08:00 - 08:15	41	2	0	43	45.6	39	1	1	41	43.3
08:15 - 08:30	44	2	0	46	48.6	33	0	0	33	33.0
08:30 - 08:45	38	2	0	40	42.6	31	0	1	32	33.0
08:45 - 09:00	37	3	1	41	45.9	35	0	0	35	35.0
Hourly Total	**160**	**9**	**1**	**170**	**182.7**	**138**	**1**	**2**	**141**	**144.3**
09:00 - 09:15	16	1	0	17	18.3	28	1	0	29	30.3
09:15 - 09:30	20	0	0	20	20.0	23	1	0	24	25.3
09:30 - 09:45	17	2	0	19	21.6	24	1	2	27	30.3
09:45 - 10:00	19	1	0	20	21.3	19	1	0	20	21.3
Hourly Total	**72**	**4**	**0**	**76**	**81.2**	**94**	**4**	**2**	**100**	**107.2**
TOTAL	**309**	**18**	**1**	**328**	**352.4**	**345**	**8**	**6**	**359**	**375.4**
16:00 - 16:15	16	0	1	17	18.0	35	1	0	36	37.3
16:15 - 16:30	23	1	0	24	25.3	45	0	0	45	45.0
16:30 - 16:45	16	0	0	16	16.0	38	0	2	40	42.0
16:45 - 17:00	15	0	0	15	15.0	27	0	0	27	27.0
Hourly Total	**70**	**1**	**1**	**72**	**74.3**	**145**	**1**	**2**	**148**	**151.3**
17:00 - 17:15	23	1	0	24	25.3	41	0	1	42	43.0
17:15 - 17:30	30	0	0	30	30.0	42	0	0	42	42.0
17:30 - 17:45	17	0	0	17	17.0	33	1	1	35	37.3
17:45 - 18:00	15	0	0	15	15.0	53	2	0	55	57.6
Hourly Total	**85**	**1**	**0**	**86**	**87.3**	**169**	**3**	**2**	**174**	**179.9**
18:00 - 18:15	24	0	0	24	24.0	43	0	1	44	45.0
18:15 - 18:30	19	0	0	19	19.0	35	0	0	35	35.0
18:30 - 18:45	16	1	0	17	18.3	27	0	1	28	29.0
18:45 - 19:00	9	0	0	9	9.0	27	1	1	29	31.3
Hourly Total	**68**	**1**	**0**	**69**	**70.3**	**132**	**1**	**3**	**136**	**140.3**
TOTAL	**223**	**3**	**1**	**227**	**231.9**	**446**	**5**	**7**	**458**	**471.5**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 3
Approach: B2135 South

	Ahead to B2135 (North)					Right to High Street				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	6	2	0	8	10.6	13	0	0	13	13.0
07:15 - 07:30	14	0	0	14	14.0	18	0	0	18	18.0
07:30 - 07:45	12	0	1	13	14.0	14	0	0	14	14.0
07:45 - 08:00	12	2	0	14	16.6	14	0	0	14	14.0
Hourly Total	**44**	**4**	**1**	**49**	**55.2**	**59**	**0**	**0**	**59**	**59.0**
08:00 - 08:15	25	0	0	25	25.0	16	0	1	17	18.0
08:15 - 08:30	18	3	0	21	24.9	22	2	0	24	26.6
08:30 - 08:45	17	4	0	21	26.2	27	3	0	30	33.9
08:45 - 09:00	29	2	0	31	33.6	28	1	1	30	32.3
Hourly Total	**89**	**9**	**0**	**98**	**109.7**	**93**	**6**	**2**	**101**	**110.8**
09:00 - 09:15	18	5	0	23	29.5	33	1	0	34	35.3
09:15 - 09:30	19	1	0	20	21.3	21	2	0	23	25.6
09:30 - 09:45	19	2	0	21	23.6	23	1	0	24	25.3
09:45 - 10:00	10	1	0	11	12.3	17	1	0	18	19.3
Hourly Total	**66**	**9**	**0**	**75**	**86.7**	**94**	**5**	**0**	**99**	**105.5**
TOTAL	**199**	**22**	**1**	**222**	**251.6**	**246**	**11**	**2**	**259**	**275.3**
16:00 - 16:15	34	3	0	37	40.9	28	3	0	31	34.9
16:15 - 16:30	16	1	0	17	18.3	28	0	0	28	28.0
16:30 - 16:45	44	1	0	45	46.3	59	1	0	60	61.3
16:45 - 17:00	24	4	0	28	33.2	27	0	0	27	27.0
Hourly Total	**118**	**9**	**0**	**127**	**138.7**	**142**	**4**	**0**	**146**	**151.2**
17:00 - 17:15	43	2	0	45	47.6	44	1	0	45	46.3
17:15 - 17:30	31	0	0	31	31.0	23	0	0	23	23.0
17:30 - 17:45	41	0	0	41	41.0	37	0	0	37	37.0
17:45 - 18:00	24	0	0	24	24.0	23	0	0	23	23.0
Hourly Total	**139**	**2**	**0**	**141**	**143.6**	**127**	**1**	**0**	**128**	**129.3**
18:00 - 18:15	22	0	0	22	22.0	24	1	0	25	26.3
18:15 - 18:30	18	1	0	19	20.3	20	0	0	20	20.0
18:30 - 18:45	15	0	0	15	15.0	15	1	0	16	17.3
18:45 - 19:00	8	0	0	8	8.0	15	0	0	15	15.0
Hourly Total	**63**	**1**	**0**	**64**	**65.3**	**74**	**2**	**0**	**76**	**78.6**
TOTAL	**320**	**12**	**0**	**332**	**347.6**	**343**	**7**	**0**	**350**	**359.1**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

From: 1) 07:00

To: 1) 10:00

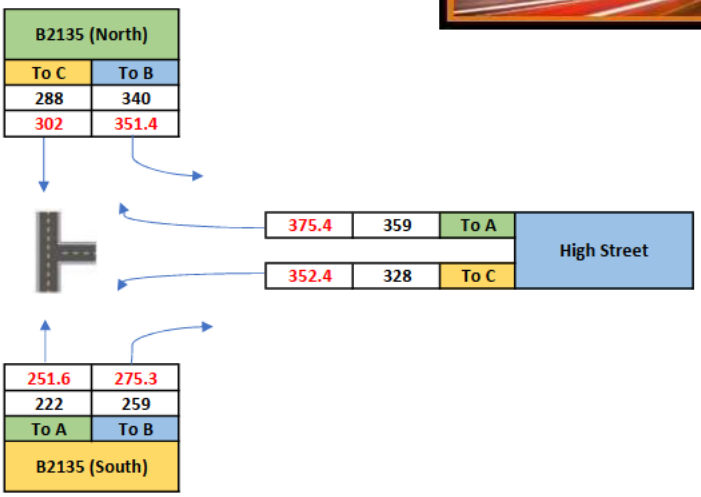
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red



Partridge Green, Tuesday 13th September 2022

Junction: 4
Approach: A24 Worthing Road North

	Left to B2135					Ahead to A24 Worthing Road (South)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	13	2	0	15	17.6	121	19	0	140	164.7
07:15 - 07:30	30	0	0	30	30.0	248	17	0	265	287.1
07:30 - 07:45	39	1	0	40	41.3	216	16	0	232	252.8
07:45 - 08:00	42	0	0	42	42.0	225	26	0	251	284.8
Hourly Total	**124**	**3**	**0**	**127**	**130.9**	**810**	**78**	**0**	**888**	**989.4**
08:00 - 08:15	43	2	1	46	49.6	214	22	1	237	266.6
08:15 - 08:30	41	0	0	41	41.0	250	20	0	270	296.0
08:30 - 08:45	44	0	0	44	44.0	218	20	1	239	266.0
08:45 - 09:00	45	1	0	46	47.3	173	17	1	191	214.1
Hourly Total	**173**	**3**	**1**	**177**	**181.9**	**855**	**79**	**3**	**937**	**1042.7**
09:00 - 09:15	29	0	0	29	29.0	177	14	0	191	209.2
09:15 - 09:30	22	2	0	24	26.6	180	16	2	198	220.8
09:30 - 09:45	23	1	0	24	25.3	158	20	1	179	206.0
09:45 - 10:00	24	0	0	24	24.0	193	21	1	215	243.3
Hourly Total	**98**	**3**	**0**	**101**	**104.9**	**708**	**71**	**4**	**783**	**879.3**
TOTAL	**395**	**9**	**1**	**405**	**417.7**	**2373**	**228**	**7**	**2608**	**2911.4**
16:00 - 16:15	24	2	0	26	28.6	309	9	2	320	333.7
16:15 - 16:30	38	0	0	38	38.0	349	7	2	358	369.1
16:30 - 16:45	40	1	0	41	42.3	340	5	2	347	355.5
16:45 - 17:00	35	2	0	37	39.6	423	4	0	427	432.2
Hourly Total	**137**	**5**	**0**	**142**	**148.5**	**1421**	**25**	**6**	**1452**	**1490.5**
17:00 - 17:15	45	2	0	47	49.6	371	10	1	382	396.0
17:15 - 17:30	56	0	0	56	56.0	379	9	0	388	399.7
17:30 - 17:45	33	0	0	33	33.0	324	6	7	337	351.8
17:45 - 18:00	43	0	0	43	43.0	380	2	1	383	386.6
Hourly Total	**177**	**2**	**0**	**179**	**181.6**	**1454**	**27**	**9**	**1490**	**1534.1**
18:00 - 18:15	30	1	0	31	32.3	312	5	0	317	323.5
18:15 - 18:30	29	1	0	30	31.3	372	5	1	378	385.5
18:30 - 18:45	22	0	0	22	22.0	294	4	4	302	311.2
18:45 - 19:00	19	0	0	19	19.0	246	3	2	251	256.9
Hourly Total	**100**	**2**	**0**	**102**	**104.6**	**1224**	**17**	**7**	**1248**	**1277.1**
TOTAL	**414**	**9**	**0**	**423**	**434.7**	**4099**	**69**	**22**	**4190**	**4301.7**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 4
Approach: B2135

	Left to A24 Worthing Road (South)					Right to A24 Worthing Road (North)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	10	0	0	10	10.0	10	0	0	10	10.0
07:15 - 07:30	20	1	0	21	22.3	18	1	0	19	20.3
07:30 - 07:45	23	1	0	24	25.3	28	1	0	29	30.3
07:45 - 08:00	16	2	0	18	20.6	28	0	0	28	28.0
Hourly Total	**69**	**4**	**0**	**73**	**78.2**	**84**	**2**	**0**	**86**	**88.6**
08:00 - 08:15	26	2	0	28	30.6	19	1	0	20	21.3
08:15 - 08:30	22	2	0	24	26.6	34	0	0	34	34.0
08:30 - 08:45	9	3	0	12	15.9	37	2	0	39	41.6
08:45 - 09:00	26	3	0	29	32.9	37	1	0	38	39.3
Hourly Total	**83**	**10**	**0**	**93**	**106.0**	**127**	**4**	**0**	**131**	**136.2**
09:00 - 09:15	22	3	0	25	28.9	28	1	0	29	30.3
09:15 - 09:30	16	4	0	20	25.2	20	0	0	20	20.0
09:30 - 09:45	25	1	0	26	27.3	28	3	0	31	34.9
09:45 - 10:00	17	2	0	19	21.6	16	0	0	16	16.0
Hourly Total	**80**	**10**	**0**	**90**	**103.0**	**92**	**4**	**0**	**96**	**101.2**
TOTAL	**232**	**24**	**0**	**256**	**287.2**	**303**	**10**	**0**	**313**	**326.0**
16:00 - 16:15	34	0	0	34	34.0	24	0	0	24	24.0
16:15 - 16:30	33	1	0	34	35.3	17	2	0	19	21.6
16:30 - 16:45	43	0	0	43	43.0	18	1	0	19	20.3
16:45 - 17:00	36	0	0	36	36.0	35	0	0	35	35.0
Hourly Total	**146**	**1**	**0**	**147**	**148.3**	**94**	**3**	**0**	**97**	**100.9**
17:00 - 17:15	44	1	0	45	46.3	31	2	0	33	35.6
17:15 - 17:30	43	2	1	46	49.6	44	1	0	45	46.3
17:30 - 17:45	42	1	0	43	44.3	35	2	0	37	39.6
17:45 - 18:00	55	3	0	58	61.9	31	0	0	31	31.0
Hourly Total	**184**	**7**	**1**	**192**	**202.1**	**141**	**5**	**0**	**146**	**152.5**
18:00 - 18:15	36	1	0	37	38.3	29	0	0	29	29.0
18:15 - 18:30	29	0	0	29	29.0	28	0	0	28	28.0
18:30 - 18:45	20	0	0	20	20.0	26	0	0	26	26.0
18:45 - 19:00	12	0	0	12	12.0	35	0	0	35	35.0
Hourly Total	**97**	**1**	**0**	**98**	**99.3**	**118**	**0**	**0**	**118**	**118.0**
TOTAL	**427**	**9**	**1**	**437**	**449.7**	**353**	**8**	**0**	**361**	**371.4**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

Junction: 4
Approach: A24 Worthing Road South

	Ahead to A24 Worthing Road (North)					Right to B2135				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	400	14	4	418	440.2	15	0	0	15	15.0
07:15 - 07:30	440	7	1	448	458.1	31	0	0	31	31.0
07:30 - 07:45	362	8	1	371	382.4	30	0	0	30	30.0
07:45 - 08:00	376	10	0	386	399.0	49	1	0	50	51.3
Hourly Total	**1578**	**39**	**6**	**1623**	**1679.7**	**125**	**1**	**0**	**126**	**127.3**
08:00 - 08:15	386	10	0	396	409.0	33	0	0	33	33.0
08:15 - 08:30	328	4	1	333	339.2	33	1	0	34	35.3
08:30 - 08:45	271	18	0	289	312.4	35	2	0	37	39.6
08:45 - 09:00	300	14	0	314	332.2	35	0	0	35	35.0
Hourly Total	**1285**	**46**	**1**	**1332**	**1392.8**	**136**	**3**	**0**	**139**	**142.9**
09:00 - 09:15	309	15	1	325	345.5	25	0	0	25	25.0
09:15 - 09:30	327	12	0	339	354.6	18	1	0	19	20.3
09:30 - 09:45	320	18	0	338	361.4	17	1	0	18	19.3
09:45 - 10:00	237	14	1	252	271.2	16	1	0	17	18.3
Hourly Total	**1193**	**59**	**2**	**1254**	**1332.7**	**76**	**3**	**0**	**79**	**82.9**
TOTAL	**4056**	**144**	**9**	**4209**	**4405.2**	**337**	**7**	**0**	**344**	**353.1**
16:00 - 16:15	239	14	2	255	275.2	15	3	0	18	21.9
16:15 - 16:30	219	14	2	235	255.2	17	0	0	17	17.0
16:30 - 16:45	267	10	0	277	290.0	13	0	0	13	13.0
16:45 - 17:00	254	10	0	264	277.0	21	0	0	21	21.0
Hourly Total	**979**	**48**	**4**	**1031**	**1097.4**	**66**	**3**	**0**	**69**	**72.9**
17:00 - 17:15	255	12	0	267	282.6	16	0	0	16	16.0
17:15 - 17:30	277	9	2	288	301.7	26	0	0	26	26.0
17:30 - 17:45	275	2	0	277	279.6	13	1	0	14	15.3
17:45 - 18:00	261	6	1	268	276.8	24	0	0	24	24.0
Hourly Total	**1068**	**29**	**3**	**1100**	**1140.7**	**79**	**1**	**0**	**80**	**81.3**
18:00 - 18:15	205	7	0	212	221.1	16	0	0	16	16.0
18:15 - 18:30	146	5	0	151	157.5	14	0	0	14	14.0
18:30 - 18:45	149	1	0	150	151.3	10	0	0	10	10.0
18:45 - 19:00	133	8	0	141	151.4	7	0	0	7	7.0
Hourly Total	**633**	**21**	**0**	**654**	**681.3**	**47**	**0**	**0**	**47**	**47.0**
TOTAL	**2680**	**98**	**7**	**2785**	**2919.4**	**192**	**4**	**0**	**196**	**201.2**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Partridge Green, Tuesday 13th September 2022

From: 1) 07:00

To: 1) 10:00

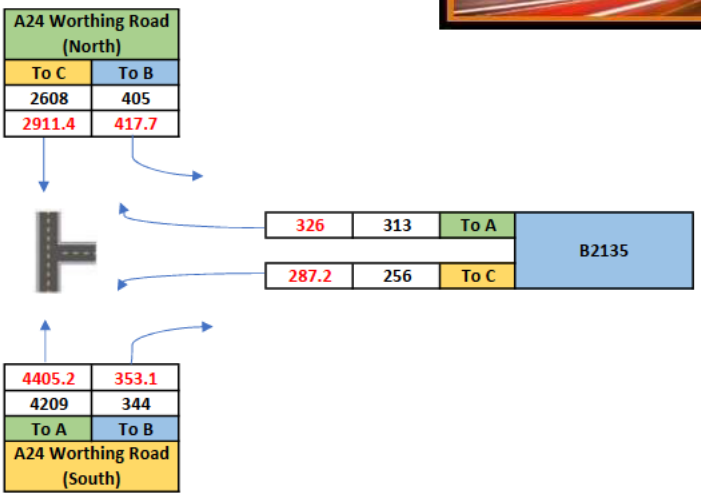
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red



Appendix V

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: Site Access.j9
Path: P:\Southern\090-099\093 Croudace Homes\093.0004 Bines Road, Partridge Green\Modelling
Report generation date: 16/09/2024 10:38:34

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline 2024							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Baseline 2028							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Baseline 2028 + CD + PD							
Stream B-AC	0.1	7.59	0.10	A	0.1	7.50	0.04	A
Stream C-AB	0.1	4.90	0.03	A	0.1	5.80	0.06	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.

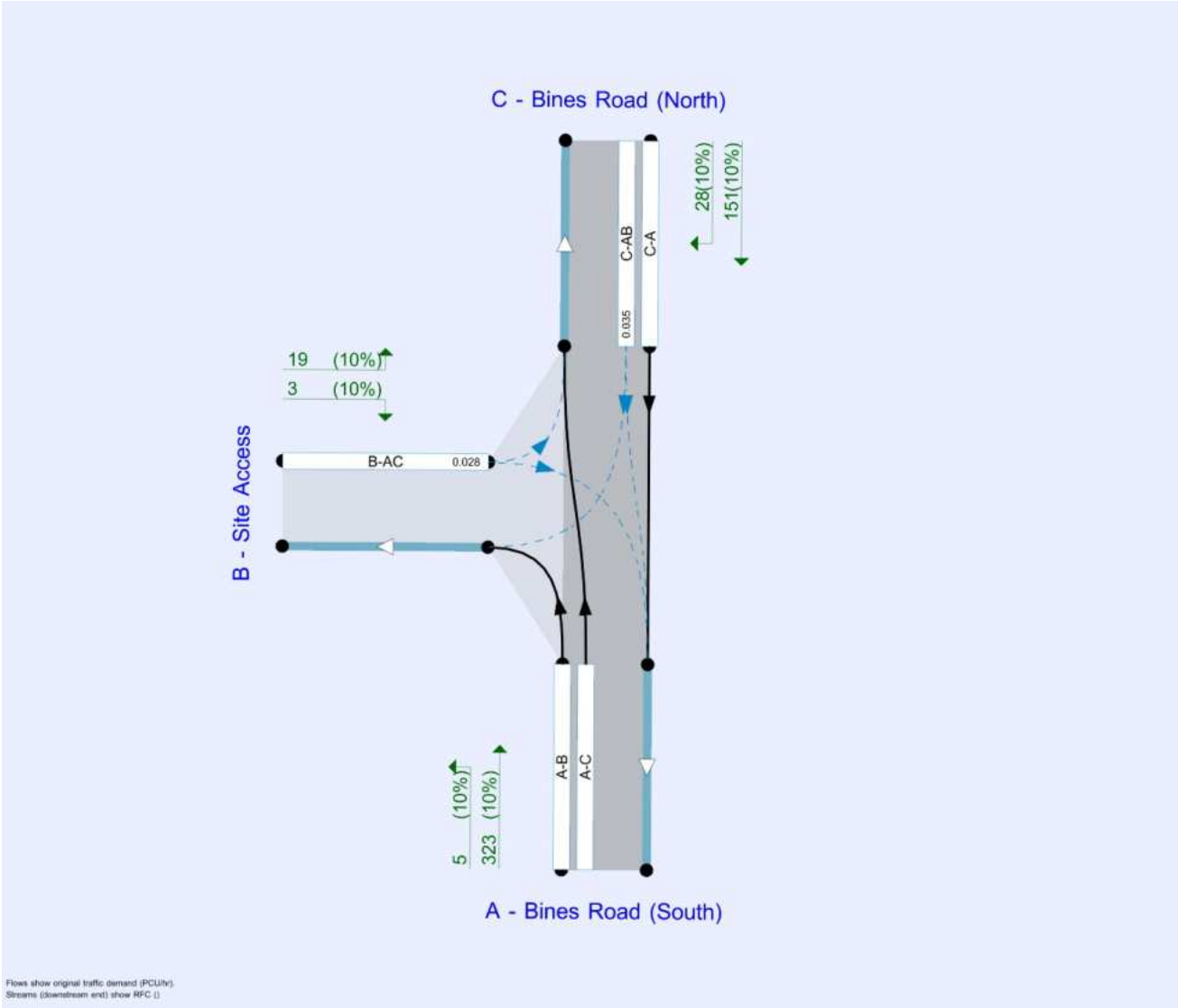
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2024	AM	ONE HOUR	07:45	09:15	15
D2	Baseline 2024	PM	ONE HOUR	16:45	18:15	15
D3	Baseline 2028	AM	ONE HOUR	07:45	09:15	15
D4	Baseline 2028	PM	ONE HOUR	16:45	18:15	15
D5	Baseline 2028 + CD + PD	AM	ONE HOUR	07:45	09:15	15
D6	Baseline 2028 + CD + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bines Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bines Road (South)		Major
B	Site Access		Minor
C	Bines Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bines Road (North)	5.50			244.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	105	83

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	554	0.103	0.260	0.164	0.372
1	B-C	676	0.106	0.268	-	-
1	C-B	715	0.283	0.283	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2024	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bines Road (South)		✓	205	100.000
B - Site Access		✓	0	100.000
C - Bines Road (North)		✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	0	0	205
	B - Site Access	0	0	0
	C - Bines Road (North)	319	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	10	10	10
	B - Site Access	10	10	10
	C - Bines Road (North)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Bines Road (South)	154	154
	B - Site Access	0	0
	C - Bines Road (North)	240	240
08:00-08:15	A - Bines Road (South)	184	184
	B - Site Access	0	0
	C - Bines Road (North)	287	287
08:15-08:30	A - Bines Road (South)	226	226
	B - Site Access	0	0
	C - Bines Road (North)	351	351
08:30-08:45	A - Bines Road (South)	226	226
	B - Site Access	0	0
	C - Bines Road (North)	351	351
08:45-09:00	A - Bines Road (South)	184	184
	B - Site Access	0	0
	C - Bines Road (North)	287	287
09:00-09:15	A - Bines Road (South)	154	154
	B - Site Access	0	0
	C - Bines Road (North)	240	240

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	543	0.000	0	0.0	0.000	A
C-AB	0	672	0.000	0	0.0	0.000	A
C-A	240			240			
A-B	0			0			
A-C	154			154			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	530	0.000	0	0.0	0.000	A
C-AB	0	663	0.000	0	0.0	0.000	A
C-A	287			287			
A-B	0			0			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	651	0.000	0	0.0	0.000	A
C-A	351			351			
A-B	0			0			
A-C	226			226			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	651	0.000	0	0.0	0.000	A
C-A	351			351			
A-B	0			0			
A-C	226			226			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	530	0.000	0	0.0	0.000	A
C-AB	0	663	0.000	0	0.0	0.000	A
C-A	287			287			
A-B	0			0			
A-C	184			184			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	543	0.000	0	0.0	0.000	A
C-AB	0	672	0.000	0	0.0	0.000	A
C-A	240			240			
A-B	0			0			
A-C	154			154			

Baseline 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bines Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2024	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bines Road (South)		✓	313	100.000
B - Site Access		✓	0	100.000
C - Bines Road (North)		✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	0	0	313
	B - Site Access	0	0	0
	C - Bines Road (North)	146	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	10	10	10
	B - Site Access	10	10	10
	C - Bines Road (North)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Bines Road (South)	236	236
	B - Site Access	0	0
	C - Bines Road (North)	110	110
17:00-17:15	A - Bines Road (South)	281	281
	B - Site Access	0	0
	C - Bines Road (North)	131	131
17:15-17:30	A - Bines Road (South)	345	345
	B - Site Access	0	0
	C - Bines Road (North)	161	161
17:30-17:45	A - Bines Road (South)	345	345
	B - Site Access	0	0
	C - Bines Road (North)	161	161
17:45-18:00	A - Bines Road (South)	281	281
	B - Site Access	0	0
	C - Bines Road (North)	131	131
18:00-18:15	A - Bines Road (South)	236	236
	B - Site Access	0	0
	C - Bines Road (North)	110	110

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	535	0.000	0	0.0	0.000	A
C-AB	0	649	0.000	0	0.0	0.000	A
C-A	110			110			
A-B	0			0			
A-C	236			236			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	520	0.000	0	0.0	0.000	A
C-AB	0	636	0.000	0	0.0	0.000	A
C-A	131			131			
A-B	0			0			
A-C	281			281			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	500	0.000	0	0.0	0.000	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	161			161			
A-B	0			0			
A-C	345			345			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	500	0.000	0	0.0	0.000	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	161			161			
A-B	0			0			
A-C	345			345			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	520	0.000	0	0.0	0.000	A
C-AB	0	636	0.000	0	0.0	0.000	A
C-A	131			131			
A-B	0			0			
A-C	281			281			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	535	0.000	0	0.0	0.000	A
C-AB	0	649	0.000	0	0.0	0.000	A
C-A	110			110			
A-B	0			0			
A-C	236			236			

Baseline 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bines Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Baseline 2028	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bines Road (South)		✓	212	100.000
B - Site Access		✓	0	100.000
C - Bines Road (North)		✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	0	0	212
	B - Site Access	0	0	0
	C - Bines Road (North)	330	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	10	10	10
	B - Site Access	10	10	10
	C - Bines Road (North)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Bines Road (South)	160	160
	B - Site Access	0	0
	C - Bines Road (North)	248	248
08:00-08:15	A - Bines Road (South)	191	191
	B - Site Access	0	0
	C - Bines Road (North)	297	297
08:15-08:30	A - Bines Road (South)	233	233
	B - Site Access	0	0
	C - Bines Road (North)	363	363
08:30-08:45	A - Bines Road (South)	233	233
	B - Site Access	0	0
	C - Bines Road (North)	363	363
08:45-09:00	A - Bines Road (South)	191	191
	B - Site Access	0	0
	C - Bines Road (North)	297	297
09:00-09:15	A - Bines Road (South)	160	160
	B - Site Access	0	0
	C - Bines Road (North)	248	248

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	541	0.000	0	0.0	0.000	A
C-AB	0	670	0.000	0	0.0	0.000	A
C-A	248			248			
A-B	0			0			
A-C	160			160			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	661	0.000	0	0.0	0.000	A
C-A	297			297			
A-B	0			0			
A-C	191			191			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	508	0.000	0	0.0	0.000	A
C-AB	0	649	0.000	0	0.0	0.000	A
C-A	363			363			
A-B	0			0			
A-C	233			233			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	508	0.000	0	0.0	0.000	A
C-AB	0	649	0.000	0	0.0	0.000	A
C-A	363			363			
A-B	0			0			
A-C	233			233			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	661	0.000	0	0.0	0.000	A
C-A	297			297			
A-B	0			0			
A-C	191			191			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	541	0.000	0	0.0	0.000	A
C-AB	0	670	0.000	0	0.0	0.000	A
C-A	248			248			
A-B	0			0			
A-C	160			160			

Baseline 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bines Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Baseline 2028	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bines Road (South)		✓	323	100.000
B - Site Access		✓	0	100.000
C - Bines Road (North)		✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	0	0	323
	B - Site Access	0	0	0
	C - Bines Road (North)	151	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	10	10	10
	B - Site Access	10	10	10
	C - Bines Road (North)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Bines Road (South)	243	243
	B - Site Access	0	0
	C - Bines Road (North)	114	114
17:00-17:15	A - Bines Road (South)	290	290
	B - Site Access	0	0
	C - Bines Road (North)	136	136
17:15-17:30	A - Bines Road (South)	356	356
	B - Site Access	0	0
	C - Bines Road (North)	166	166
17:30-17:45	A - Bines Road (South)	356	356
	B - Site Access	0	0
	C - Bines Road (North)	166	166
17:45-18:00	A - Bines Road (South)	290	290
	B - Site Access	0	0
	C - Bines Road (North)	136	136
18:00-18:15	A - Bines Road (South)	243	243
	B - Site Access	0	0
	C - Bines Road (North)	114	114

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	532	0.000	0	0.0	0.000	A
C-AB	0	646	0.000	0	0.0	0.000	A
C-A	114			114			
A-B	0			0			
A-C	243			243			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	518	0.000	0	0.0	0.000	A
C-AB	0	633	0.000	0	0.0	0.000	A
C-A	136			136			
A-B	0			0			
A-C	290			290			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	497	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	166			166			
A-B	0			0			
A-C	356			356			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	497	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	166			166			
A-B	0			0			
A-C	356			356			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	518	0.000	0	0.0	0.000	A
C-AB	0	633	0.000	0	0.0	0.000	A
C-A	136			136			
A-B	0			0			
A-C	290			290			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	532	0.000	0	0.0	0.000	A
C-AB	0	646	0.000	0	0.0	0.000	A
C-A	114			114			
A-B	0			0			
A-C	243			243			

Baseline 2028 + CD + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bines Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Baseline 2028 + CD + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bines Road (South)		✓	215	100.000
B - Site Access		✓	52	100.000
C - Bines Road (North)		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	0	3	212
	B - Site Access	7	0	45
	C - Bines Road (North)	330	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	10	10	10
	B - Site Access	10	10	10
	C - Bines Road (North)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Bines Road (South)	162	162
	B - Site Access	39	39
	C - Bines Road (North)	260	260
08:00-08:15	A - Bines Road (South)	193	193
	B - Site Access	47	47
	C - Bines Road (North)	311	311
08:15-08:30	A - Bines Road (South)	237	237
	B - Site Access	57	57
	C - Bines Road (North)	381	381
08:30-08:45	A - Bines Road (South)	237	237
	B - Site Access	57	57
	C - Bines Road (North)	381	381
08:45-09:00	A - Bines Road (South)	193	193
	B - Site Access	47	47
	C - Bines Road (North)	311	311
09:00-09:15	A - Bines Road (South)	162	162
	B - Site Access	39	39
	C - Bines Road (North)	260	260

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	7.59	0.1	A
C-AB	0.03	4.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	39	604	0.065	39	0.1	7.001	A
C-AB	17	825	0.021	17	0.0	4.899	A
C-A	243			243			
A-B	2			2			
A-C	160			160			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	47	594	0.079	47	0.1	7.238	A
C-AB	22	848	0.026	22	0.0	4.792	A
C-A	289			289			
A-B	3			3			
A-C	191			191			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	57	579	0.099	57	0.1	7.583	A
C-AB	30	881	0.034	30	0.1	4.654	A
C-A	351			351			
A-B	3			3			
A-C	233			233			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	57	579	0.099	57	0.1	7.586	A
C-AB	30	881	0.034	30	0.1	4.655	A
C-A	351			351			
A-B	3			3			
A-C	233			233			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	47	594	0.079	47	0.1	7.241	A
C-AB	22	848	0.026	22	0.0	4.793	A
C-A	289			289			
A-B	3			3			
A-C	191			191			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	39	604	0.065	39	0.1	7.009	A
C-AB	17	826	0.021	17	0.0	4.901	A
C-A	243			243			
A-B	2			2			
A-C	160			160			

Baseline 2028 + CD + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bines Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Baseline 2028 + CD + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bines Road (South)		✓	328	100.000
B - Site Access		✓	22	100.000
C - Bines Road (North)		✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	0	5	323
	B - Site Access	3	0	19
	C - Bines Road (North)	151	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bines Road (South)	B - Site Access	C - Bines Road (North)
From	A - Bines Road (South)	10	10	10
	B - Site Access	10	10	10
	C - Bines Road (North)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Bines Road (South)	247	247
	B - Site Access	17	17
	C - Bines Road (North)	135	135
17:00-17:15	A - Bines Road (South)	295	295
	B - Site Access	20	20
	C - Bines Road (North)	161	161
17:15-17:30	A - Bines Road (South)	361	361
	B - Site Access	24	24
	C - Bines Road (North)	197	197
17:30-17:45	A - Bines Road (South)	361	361
	B - Site Access	24	24
	C - Bines Road (North)	197	197
17:45-18:00	A - Bines Road (South)	295	295
	B - Site Access	20	20
	C - Bines Road (North)	161	161
18:00-18:15	A - Bines Road (South)	247	247
	B - Site Access	17	17
	C - Bines Road (North)	135	135

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.50	0.1	A
C-AB	0.06	5.80	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	585	0.028	16	0.0	6.958	A
C-AB	25	718	0.035	25	0.1	5.709	A
C-A	110			110			
A-B	4			4			
A-C	243			243			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	20	571	0.035	20	0.0	7.177	A
C-AB	31	720	0.043	31	0.1	5.750	A
C-A	130			130			
A-B	4			4			
A-C	290			290			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	24	552	0.044	24	0.1	7.501	A
C-AB	40	723	0.056	40	0.1	5.801	A
C-A	157			157			
A-B	6			6			
A-C	356			356			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	24	552	0.044	24	0.1	7.501	A
C-AB	40	723	0.056	40	0.1	5.804	A
C-A	157			157			
A-B	6			6			
A-C	356			356			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	20	571	0.035	20	0.0	7.178	A
C-AB	31	720	0.043	31	0.1	5.750	A
C-A	130			130			
A-B	4			4			
A-C	290			290			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	585	0.028	17	0.0	6.965	A
C-AB	25	718	0.035	25	0.1	5.716	A
C-A	110			110			
A-B	4			4			
A-C	243			243			

Appendix W

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: High Street.j9
Path: P:\Southern\090-099\093 Croudace Homes\093.0004 Bines Road, Partridge Green\Modelling
Report generation date: 16/09/2024 10:45:35

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline 2024							
Stream B-AC	2.4	25.79	0.70	D	1.4	19.87	0.57	C
Stream C-AB	0.4	8.92	0.24	A	0.8	9.96	0.38	A
	Baseline 2028							
Stream B-AC	2.8	28.52	0.73	D	1.6	21.25	0.60	C
Stream C-AB	0.4	9.02	0.25	A	0.9	10.16	0.39	B
	Baseline 2028 + CD							
Stream B-AC	3.3	33.14	0.77	D	1.7	22.57	0.62	C
Stream C-AB	0.4	9.07	0.25	A	0.9	10.29	0.40	B
	Baseline 2028 + CD + PD							
Stream B-AC	3.9	38.48	0.80	E	2.0	24.99	0.66	C
Stream C-AB	0.6	9.69	0.32	A	1.0	10.82	0.43	B

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

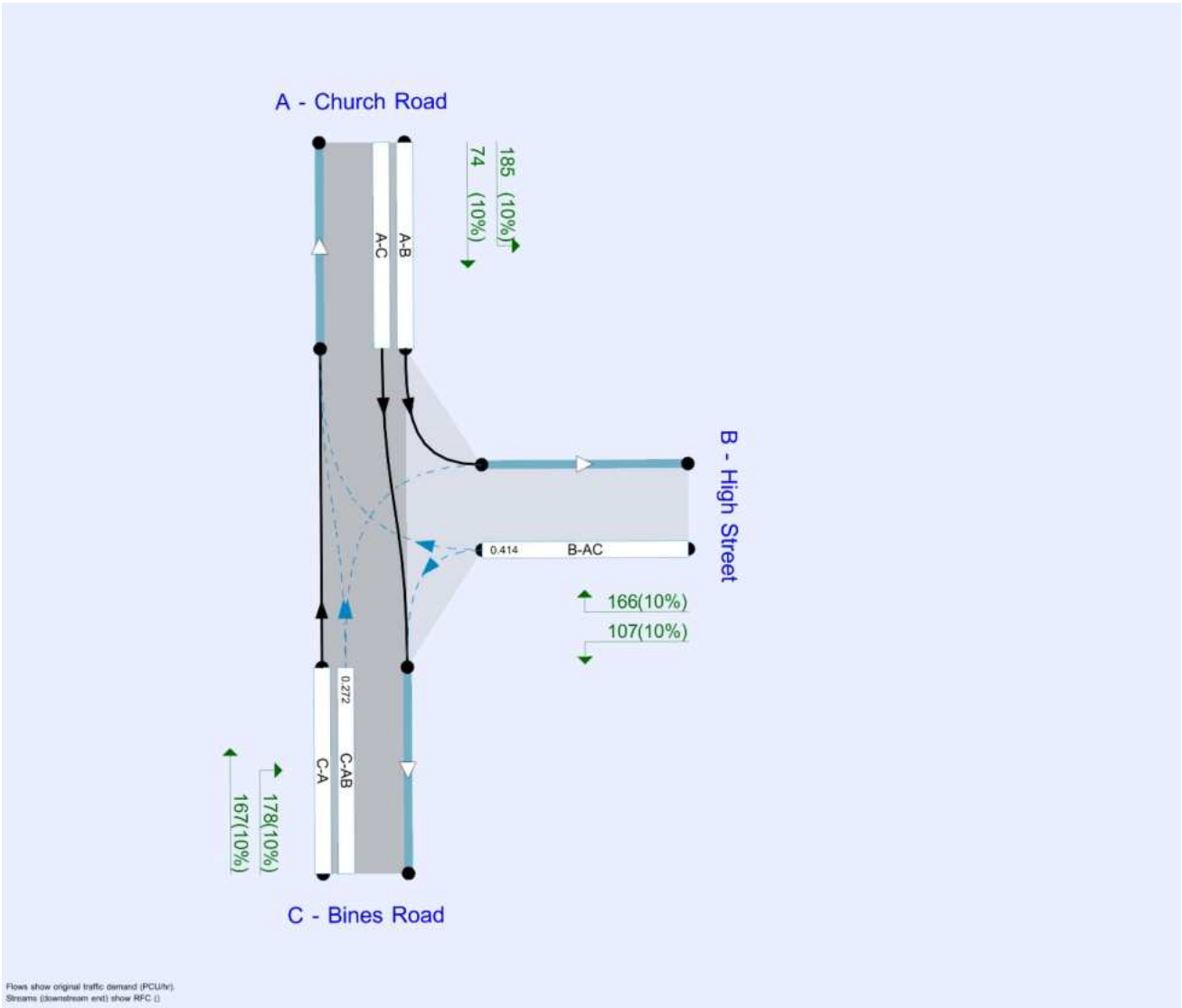
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Baseline 2028 + CD + PD	PM	ONE HOUR	16:45	18:15	15

Baseline 2028 + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	10.71	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Church Road		Major
B	High Street		Minor
C	Bines Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bines Road	6.00			0.0	✓	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 - High Street	One lane	3.00	56	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528	0.096	0.243	0.153	0.347
1	B-C	665	0.102	0.258	-	-
1	C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		✓	259	100.000
B - High Street		✓	273	100.000
C - Bines Road		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road	B - High Street	C - Bines Road
From	A - Church Road	0	185	74
	B - High Street	166	0	107
	C - Bines Road	167	178	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road	B - High Street	C - Bines Road
From	A - Church Road	10	10	10
	B - High Street	10	10	10
	C - Bines Road	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Church Road	195	195
	B - High Street	206	206
	C - Bines Road	260	260
17:00-17:15	A - Church Road	233	233
	B - High Street	245	245
	C - Bines Road	310	310
17:15-17:30	A - Church Road	285	285
	B - High Street	301	301
	C - Bines Road	380	380
17:30-17:45	A - Church Road	285	285
	B - High Street	301	301
	C - Bines Road	380	380
17:45-18:00	A - Church Road	233	233
	B - High Street	245	245
	C - Bines Road	310	310
18:00-18:15	A - Church Road	195	195
	B - High Street	206	206
	C - Bines Road	260	260

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.66	24.99	2.0	C
C-AB	0.43	10.82	1.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	206	497	0.414	203	0.8	13.326	B
C-AB	168	619	0.272	166	0.5	8.713	A
C-A	92			92			
A-B	139			139			
A-C	56			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	245	481	0.511	244	1.1	16.629	C
C-AB	211	629	0.335	210	0.7	9.454	A
C-A	99			99			
A-B	166			166			
A-C	67			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	301	458	0.656	297	2.0	24.053	C
C-AB	275	643	0.429	274	1.0	10.745	B
C-A	104			104			
A-B	204			204			
A-C	81			81			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	301	458	0.656	300	2.0	24.985	C
C-AB	276	643	0.429	276	1.0	10.824	B
C-A	104			104			
A-B	204			204			
A-C	81			81			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	245	480	0.511	249	1.2	17.348	C
C-AB	211	630	0.335	212	0.7	9.547	A
C-A	99			99			
A-B	166			166			
A-C	67			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	206	496	0.414	207	0.8	13.774	B
C-AB	169	620	0.272	169	0.5	8.821	A
C-A	91			91			
A-B	139			139			
A-C	56			56			

Appendix X

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: A281.j9
Path: P:\Southern\090-099\093 Croudace Homes\093.0004 Bines Road, Partridge Green\Modelling
Report generation date: 06/09/2024 12:51:44

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline 2024							
Stream B-C	0.3	10.13	0.22	B	0.4	10.00	0.28	A
Stream B-A	2.2	25.99	0.68	D	1.1	17.59	0.51	C
Stream C-AB	0.5	9.51	0.29	A	0.4	8.40	0.23	A
	Baseline 2028							
Stream B-C	0.3	10.51	0.23	B	0.5	10.29	0.30	B
Stream B-A	2.5	28.82	0.71	D	1.2	18.59	0.53	C
Stream C-AB	0.5	9.68	0.30	A	0.4	8.50	0.24	A
	Baseline 2028 + CD							
Stream B-C	0.4	11.28	0.28	B	0.5	10.61	0.32	B
Stream B-A	2.8	31.53	0.73	D	1.3	19.68	0.54	C
Stream C-AB	0.6	9.96	0.32	A	0.6	9.10	0.29	A
	Baseline 2028 + CD + PD							
Stream B-C	0.5	11.64	0.30	B	0.5	10.74	0.32	B
Stream B-A	2.9	32.58	0.74	D	1.3	20.07	0.55	C
Stream C-AB	0.6	10.10	0.33	B	0.6	9.36	0.31	A

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

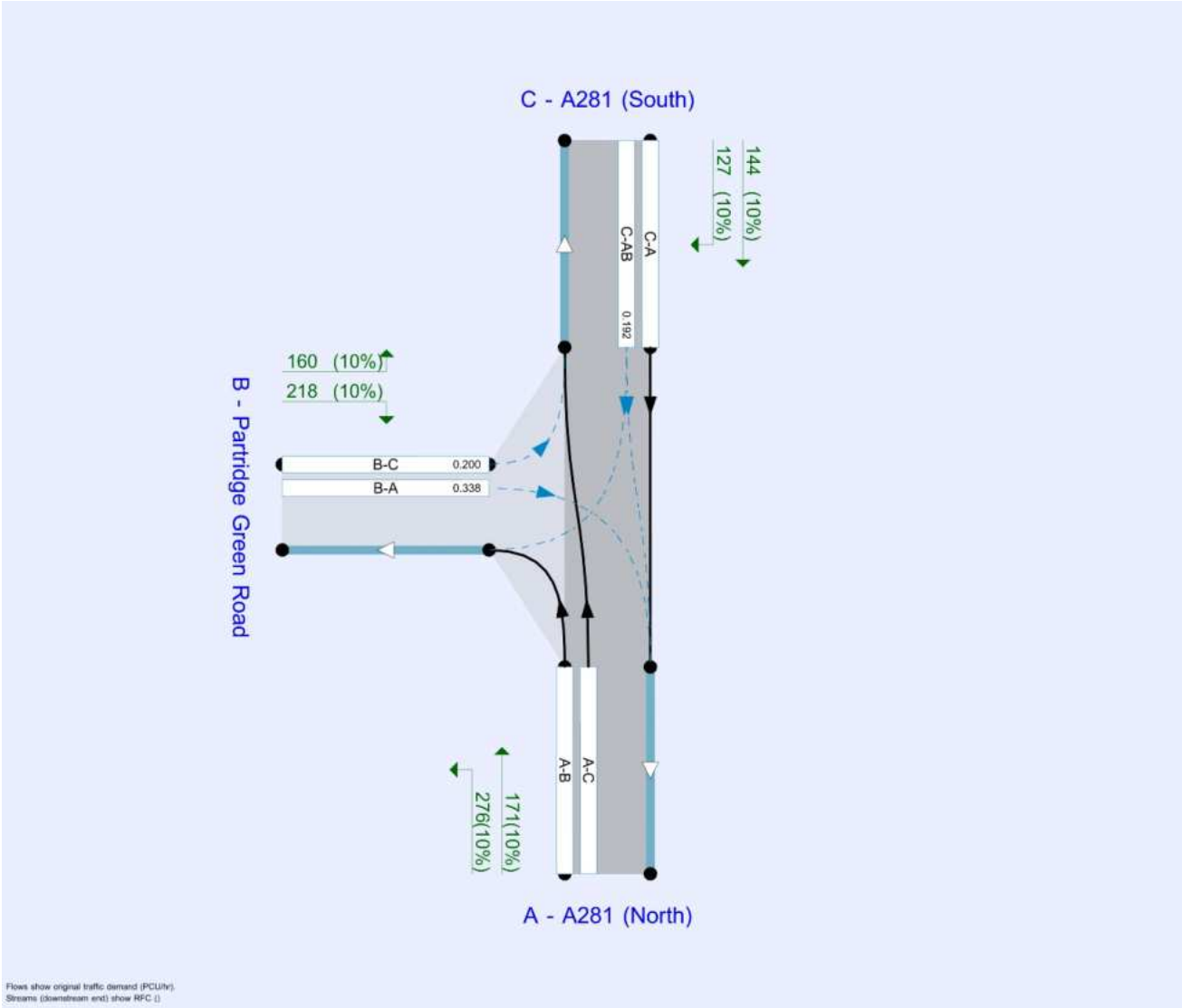
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Baseline 2028 + CD + PD	PM	ONE HOUR	17:00	18:30	15

Baseline 2028 + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A281 (North)		Major
B	Partridge Green Road		Minor
C	A281 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A281 (South)	8.00			50.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Partridge Green Road	One lane plus flare	10.00	10.00	5.61	4.40	3.67		10.00	60	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	588	0.098	0.247	0.155	0.353
1	B-C	712	0.100	0.252	-	-
1	C-B	603	0.213	0.213	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A281 (North)		✓	447	100.000
B - Partridge Green Road		✓	378	100.000
C - A281 (South)		✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A281 (North)	B - Partridge Green Road	C - A281 (South)
From	A - A281 (North)	0	276	171
	B - Partridge Green Road	218	0	160
	C - A281 (South)	144	127	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A281 (North)	B - Partridge Green Road	C - A281 (South)
From	A - A281 (North)	10	10	10
	B - Partridge Green Road	10	10	10
	C - A281 (South)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A281 (North)	337	337
	B - Partridge Green Road	285	285
	C - A281 (South)	204	204
17:15-17:30	A - A281 (North)	402	402
	B - Partridge Green Road	340	340
	C - A281 (South)	244	244
17:30-17:45	A - A281 (North)	492	492
	B - Partridge Green Road	416	416
	C - A281 (South)	298	298
17:45-18:00	A - A281 (North)	492	492
	B - Partridge Green Road	416	416
	C - A281 (South)	298	298
18:00-18:15	A - A281 (North)	402	402
	B - Partridge Green Road	340	340
	C - A281 (South)	244	244
18:15-18:30	A - A281 (North)	337	337
	B - Partridge Green Road	285	285
	C - A281 (South)	204	204

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	10.74	0.5	B
B-A	0.55	20.07	1.3	C
C-AB	0.31	9.36	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	120	603	0.200	119	0.3	8.168	A
B-A	164	485	0.338	162	0.6	12.180	B
C-AB	116	608	0.192	115	0.3	8.028	A
C-A	88			88			
A-B	208			208			
A-C	129			129			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	144	579	0.248	143	0.4	9.079	A
B-A	196	465	0.422	195	0.8	14.641	B
C-AB	145	610	0.238	145	0.4	8.521	A
C-A	98			98			
A-B	248			248			
A-C	154			154			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	176	546	0.323	176	0.5	10.682	B
B-A	240	437	0.549	238	1.3	19.696	C
C-AB	189	613	0.309	188	0.6	9.331	A
C-A	109			109			
A-B	304			304			
A-C	188			188			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	176	545	0.323	176	0.5	10.743	B
B-A	240	437	0.549	240	1.3	20.069	C
C-AB	189	613	0.309	189	0.6	9.364	A
C-A	109			109			
A-B	304			304			
A-C	188			188			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	144	578	0.249	144	0.4	9.149	A
B-A	196	465	0.422	198	0.8	14.961	B
C-AB	145	610	0.238	146	0.4	8.565	A
C-A	98			98			
A-B	248			248			
A-C	154			154			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	120	602	0.200	121	0.3	8.241	A
B-A	164	485	0.339	165	0.6	12.435	B
C-AB	117	608	0.192	117	0.3	8.083	A
C-A	87			87			
A-B	208			208			
A-C	129			129			