

## **APPENDIX A. WSCC Pre-Application Response**

## WEST SUSSEX COUNTY COUNCIL - PRE APPLICATION CONSULTATION

<b>TO:</b>	Organisation: Odyssey - FAO: Stefanie Rachmann-Davies
<b>FROM:</b>	WSCC - Highways Authority
<b>DATE:</b>	24 August 2023
<b>LOCATION:</b>	CHESAPEKE, REEDS LANE, SAYERS COMMON, WEST SUSSEX, BN6 9JG
<b>SUBJECT:</b>	Internal Reference: PRE-55-23  Residential development of up to 33 dwellings at Chesapeake, Reeds Lane, Sayers Common.
<b>DATE OF VIRTUAL MEETING:</b>	24th August 2023
<b>RECOMMENDATION:</b>	Advice

The Highways Authority has been consulted for pre-application advice regarding the proposed development at Chesapeake, Reeds Lane, Sayers Common. Preliminary proposals are for up to 33 x dwellings and associated works.

A virtual Teams meeting was held on 24th August 2023. Review of the Transport Scoping Note and discussions in the meeting have formed the basis for the following comments.

Comments are made against the submitted scoping note where appropriate.

### **Site Context & Sustainable Transport**

2.1.2 – It is noted that the site is included in the Mid Sussex Draft Consultation Local Plan as suitable for up to 33 x dwellings (DPH19). Whilst the plan is not made it is worth noting suggested requirements of site: Prioritise pedestrian and cycle access through the site into Significant allocation DPSC2 and towards Reeds Lane, Upgrade and integrate the existing PROW which crosses the southern portion of the site, Provide suitable access onto Reeds Lane either directly or via Meadow View.

3.1.2 - Reeds Lane is subject to 30mph in this location. The junction with private cul-de-sac Meadow View is approximately 30 metres to the west and the mini-roundabout junction with B2118 is approximately 215m east. Access to the existing single dwelling is taken from a vehicle crossover to Reeds Lane.

3.2 - Footway runs along the south side of the carriageway in this location culminating at Meadow View to the west and linking in with footway on the B2118 to the east. The nearest bus stops are on B2118 north of the site (6 minute walk). The village hall/community shop is also in vicinity of the bus stops.

PROW footpath 11Hu crosses the site. Routes to nearby amenities (bus stops/pub/shop) include existing dropped kerb/tactile paved crossings for continuous pedestrian links and thus LHA would seek mostly improvements to PROW network rather than other improvements on nearby footway network. WSCC PROW team have been consulted and comments are below.

### **PROW Comments**

*I note the applicant plans to retain FP11Hu, incorporating it into the site layout and improve its surfacing, also that there may be a further allocation of houses in adjacent fields that this path can create a connection to.*

*From my desktop study, I ask that the entire length of FP11Hu is improved, necessitating the developer to seek landowner permission for that part of the PROW outside their red line boundary. These improvements would ideally consist of;*

- *widening the path to 3m,*
- *surfacing it to our bridleway specification (attached), and*
- *themselves and any other landowner whose land FP11Hu passes through entering into a legal agreement to allow cycling rights as a minimum, bridleway rights aspirationally.*

This would provide a westwards link from the B2118 London Road, into this development and potentially any future allocation in adjacent fields. Heading eastwards, there is a bridleway (BW86Hu), just over 100m to the south along the London Road from where FP11Hu joins it that takes users over the A23 towards Hurstpierpoint.

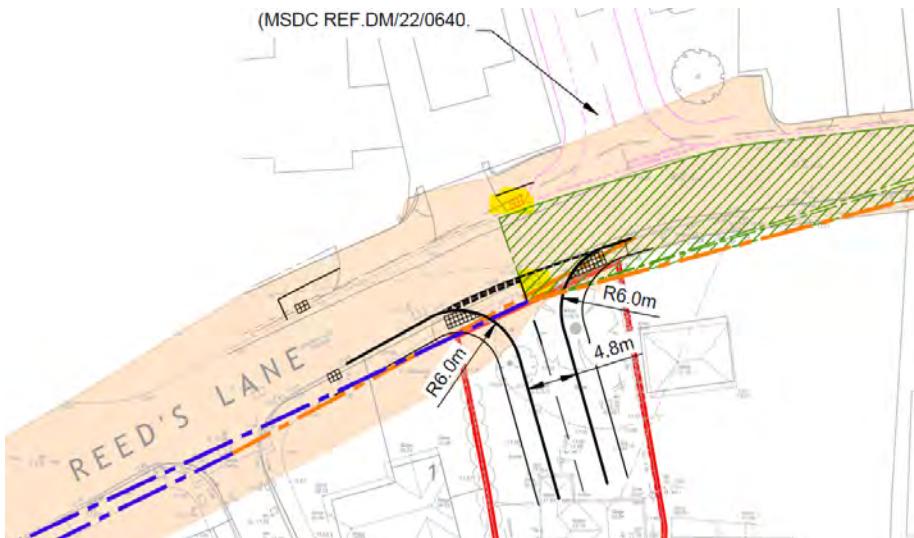
3.3 - Bus services are relatively frequent considering the semi-rural location (northbound services to Burgess Hill and Crawley, southbound services to Brighton and Pulborough). Nearest Train Stations at Burgess Hill and Hassocks can be reached by bus or approx. 20 minute cycle.

It is worth noting that a Travel Plan would not be required as the development is under 50 dwellings in size.

### **Access Arrangements**

4.2.1 - It is noted that the proposed bellmouth site access with kerbed radii and dropped kerb/tactile will be located diagonal from that approved under DM/22/0640 on land north of Reeds Lane (39 x dwellings). This will in effect result in a staggered junction. It is advised that when a Road Safety Audit is undertaken that the auditor is made aware of the approved access arrangements for DM/22/0640.

DM/22/0640 also secured a dropped kerb/tactile paved crossing of Reeds Lane. From inspection of the Proposed Site Access plan (drawing 22-258/003) the proposed access is located where this dropped kerb/tactile has been approved (highlighted yellow). A new location for the crossing is shown further west but this appears to be an isolated feature on the northern side of Reeds Lane, linking in to driveways only. Considering the position of the dropped kerb/tactile crossing that was approved under DM/22/0640 the southern side dropped kerb would be located in the middle of the proposed access which is not acceptable. LHA question why another dropped kerb/tactile paved point is shown further west. Is it proposed as a new crossing point or relocated from the DM/22/0640 development to allow the access location to this development? Considering that relocation of the access is not feasible due to plot boundary constraints, the approved crossing will require location. This would likely require the developer of DM/22/0640 to vary approved plans to amend location which would require further review by highways under a planning consultation from the Local Planning Authority. It is advised that the developer is contacted regarding this matter to find a solution.



4.2.2 - The scoping note states that the seven-day speed survey revealed 85th percentile speeds of 37mph for eastbound traffic and 30mph for westbound traffic. This would require splays of 2.4m by 58m to the west and 43m to the east. From an inspection of the ATC data there appears to be different figures for 85th percentile speeds and two different sets of data (ATC 1 and 3). The applicant should clarify as the splay requirements may alter.

4.2.3 - The eastern splay will cross Homelands third party land – it is proposed that the land will be dedicated to be able to secure the splay in perpetuity. The extent of land required will be dependent on clarification of 85th percentile speeds as above and would be secured by condition on any planning permission.

### **Internal Layout**

4.3 - The plans show footway either side of the proposed access to link in to the site. The links to footpath 11Hu within the site are noted and PROW comments above.

4.4.1 - Swept path tracking for fire appliance, refuse vehicle etc would be required.

4.4.2 – The link to WSCC parking standards are included below.

## **Capacity**

5.1.2 – TRICs estimates up to 15 two-way trips in the peak hours.

5.1.3 – The number of trips would not require junction capacity modelling (under 30 movements in any hour). Nevertheless, it is acknowledged that the site access junction will be modelled and include flows from the transport assessment for DM/22/0640.

The Highway Authority would require the following documents to be submitted as part of any future application:

Transport Statement to include:

- A site location plan scale (1:1250) with site boundary indicated.
- Description, including site layout plans, of the proposed development and schedule of use
- Schedule of existing uses including planning history with reference numbers
- Review accident data
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated with full justification against guidance and raw speed survey data
- Full swept path tracking
- Full accessibility review including location plan of key services, availability of sustainable modes of transport and of site with walking//cycling distances and provision against relevant guidance
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Proposed trip rates supported with TRICS outputs and site selection methodology existing/future vehicular generation

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmrb/>

WSCC supports the approach set out in MfS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres - major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MfS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MfS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

## **Parking**

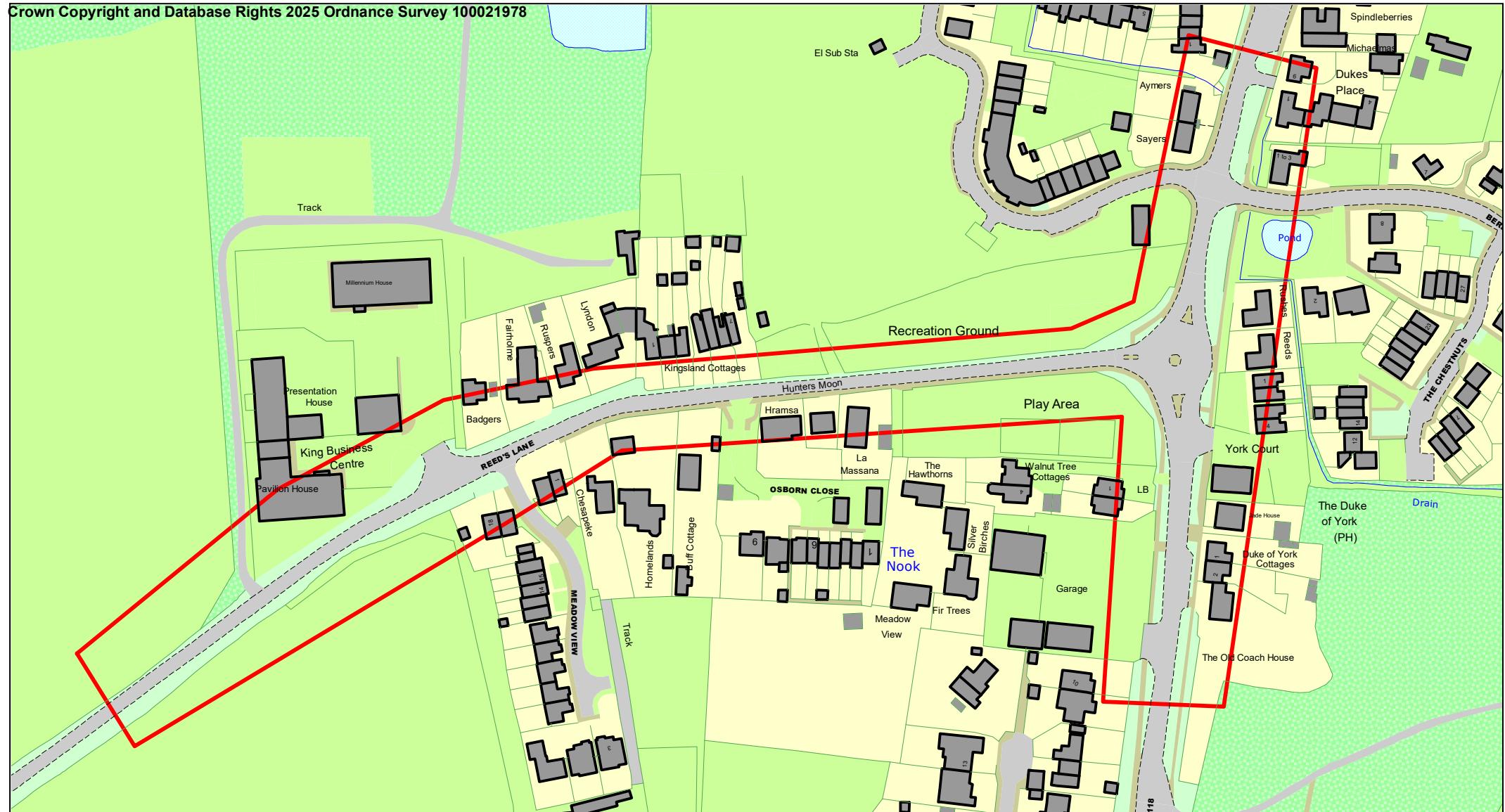
West Sussex County Council's latest parking standards which we adopted in Sep 2020 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

**Katie Kurek  
Planning Services**

## **APPENDIX B. PIA Data**



SCALE	1 : 2000
DATE	07/03/2025
DRAWING No.	
DRAWN BY	

## Ben Burrows

---

**From:** Karen Tugwell-Smith <Karen.Tugwell-Smith@westsussex.gov.uk> on behalf of Sussex Safer Roads Data <data@sussexsaferroads.gov.uk>  
**Sent:** 07 March 2025 07:42  
**To:** Alana Jordan  
**Subject:** RE: PIA Data Request  
**Attachments:** Reeds Lane Sayers Common map (i-Transport).pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION:** This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Good morning Alana,

As you can see from the attached map, there have been no recordable collisions within your study area for the most recent five year period 01/01/2020 – 31/12/2024, we are therefore unable to provide a report in this case.

Kind regards

Kat

**Kat Tugwell-Smith**

Data Technician, Sussex Safer Roads Partnership  
Shoreham Police Station, Ham Road, Shoreham-by Sea, BN43 6PA

Email [Karen.Tugwell-Smith@WestSussex.gov.uk](mailto:Karen.Tugwell-Smith@WestSussex.gov.uk)  
Web [WWW.SussexSaferRoads.gov.uk](http://WWW.SussexSaferRoads.gov.uk)



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**From:** Alana Jordan <alana.jordan@i-transport.co.uk>  
**Sent:** 06 March 2025 09:22  
**To:** Sussex Safer Roads Data <data@sussexsaferroads.gov.uk>  
**Subject:** PIA Data Request

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\*\*EXTERNAL\*\*

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Good Morning,

We would like to request a quote to obtain some Personal Injury Accident (PIA) data for an area in Sayers Common. Please see the below plan for the area we are interested in, outlined in red.

We would like data for the most recent five-year period you have available.

If you could provide a quote and advise if VAT is included that would be greatly appreciated.

## **APPENDIX C. Site Masterplan**



## APPENDIX D. Visibility Calculations

# Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2):  $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

**Fill in the white boxes only**

Enter the vehicle 85%ile speed below

26.8 mph      11.981 m/s

v = 11.981 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type      Light vehicles only

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles ( $\leq$ 64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles ( $>$ 64kph)	2	0.250 g (Desirable minimum)	CD 109

SSD = 34 m

SSD adjusted for bonnet length (MfS only) = 37 m (SSD + 2.4m)

**NOTE:** The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph  to kph  0.0

kph  to mph  0.0

## Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2):  $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

**Fill in the white boxes only**

Enter the vehicle 85%ile speed below

32.1 mph      14.350 m/s

v = 14.350 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type      Light vehicles only

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles ( $\leq$ 64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles ( $>$ 64kph)	2	0.250 g (Desirable minimum)	CD 109

SSD = 45 m

SSD adjusted for bonnet length (MfS only) = 47 m (SSD + 2.4m)

**NOTE:** The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph  to kph  0.0

kph  to mph  0.0

## **APPENDIX E. Stage 1 Road Safety Audit and Designer Response**

LAND AT REAR OF  
CHESAPEKE,  
REEDS LANE,  
SAYERS COMMON,  
WEST SUSSEX

Stage 1 Road Safety Audit

J190543

Antler Homes

27<sup>th</sup> March 2025



**GR 119**  
**Grange Transport Consulting**

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Registered office: 119 Grange Road, Banbury, Oxfordshire, OX16 9AT



## Land at rear of Chesapeake, Reeds Lane, Sayers Common, West Sussex

J190543

March 2025

Client: i-Transport LLP

Scheme:	Land at rear of Chesapeake, Reeds Lane, Sayers Common, West Sussex
Issue Date:	27.03.25
Document reference and Revision:	250327_J190543_Sayers Common_RSA1_Final.docx Rev 1.0
Prepared by:	Wing Lee
Approved by:	Ian Medd
Status:	For issue

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## 1. Introduction

### 1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on Friday 14 March 2025. The audit was undertaken on behalf of Antler Homes, in regard to the latest proposals for the site access and external highway works to service a residential development from Reeds Lane in Sayers Common.
- 1.1.2 This Stage 1 Road Safety Audit has been carried out following a request by Ben Burrows of i-Transport LLP. An Audit Brief has been provided to the Audit Team. The Audit Team were approved by Ben Burrows of i-Transport LLP.
- 1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee      BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE  
**Audit Team Leader**

Ian Medd      MCIHT, FSoRSA  
**Audit Team Member**

Jennie Lee  
**Audit Team Observer**

- 1.1.4 A site visit was undertaken by the Audit Team on Monday 10 March 2025, between the hours of 14:45 and 15:30. The weather was overcast and cold. The road surface was dry with damp patches. The level of traffic was minimal. The observed level of pedestrians and cyclists passing the site during the visit was minimal.

### 1.2 Site Location

- 1.2.1 The site is located at the western extent of the settlement of Sayers Common, West Sussex. It is bounded: to north by Reeds Lane; to the east by Homelands, a field, and dwellings fronting onto Furzeland Way; and to the west by Meadow View. The site currently has a gated access onto Reeds Lane. A site location plan is shown at **Appendix A**.

### 1.3 Strategic Decisions

- 1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the proposed scheme.

### 1.4 Highway description

- 1.4.1 Reeds Lane is a single carriageway road and is subject to a 30mph speed limit. It predominantly serves residential dwellings and some commercial units to the northwest. Reeds Lane has varying widths between 5.4 and 5.9 metres. A footway and street lighting are provided on the southern side of Reeds Lane, whilst verges line the northern side, which has no kerbing. There



There are no parking restrictions present along Reeds Lane, however a number of 'H' bar markings are provided in front of some adjacent driveways.

- 1.4.2 In the vicinity of the site frontage, the horizontal alignment of Reeds Lane has a gentle left-hand bend in the westbound direction. The vertical alignment is generally level.
- 1.4.3 A review of the Sussex Safer Roads website indicates that no collisions were recorded in the vicinity of the site during the 5-year period 01/01/20 and 31/12/24.

## 1.5 Previous Road Safety Audits

- 1.5.1 The Audit Team has not been made aware of any Road Safety Audits previously carried out for the site access for the residential scheme.

## 1.6 Scheme proposals

- 1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the site access proposals in association with the residential development:
  - Amended site access and new kerbing;
  - New road markings;
  - New and amended footways;
  - New and amended uncontrolled pedestrian crossings;
  - Pedestrian and visibility splays; and
  - Swept path analysis.

## 1.7 Departures from Standards

- 1.7.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

## 1.8 Road Safety Audit

- 1.8.1 The Road Safety Audit has been carried out in accordance with the principles of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.
- 1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by i-Transport LLP, and has not examined or verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit, to clearly explain a safety problem or the recommendation to resolve a problem.
- 1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this can be found at **Appendix B**.



- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this , which are shown at **Appendix C**.
- 1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.



## 2. Problems identified from this audit

### 2.1 Reeds Lane

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	East of site access
Summary	Risk of obstructed visibility
	
<p>Parked cars were observed on Reeds Lane, outside the two dwellings (Nos. 1 &amp; 2 Meadow View) adjacent and to the west of the site access. This may obstruct visibility splays at the new site access. This may result in side-swipe collisions between exiting vehicles and those passing along Reeds Lane.</p>	
Recommendation	Ensure appropriate visibility splays can be achieved.



## Problem 2

<b>Location</b>	Site access
<b>Summary</b>	Risk of vehicle collisions
<p>The width of the site access appears relatively narrow. Swept path analysis indicates that there is insufficient space for two vehicles to pass each other at the northern extent. The access road has a meandering alignment, while there is vegetation along Reeds Lane. This may cause obstructions to visibility for both entering and exiting vehicles. This may result in head-on or side-swipe type collisions when vehicles turn into the site.</p>	
<b>Recommendation</b>	Provide sufficient width to allow vehicles to pass on the site access.

## Problem 3

<b>Location</b>	Site access
<b>Summary</b>	Risk of pedestrian falls
<p>The site access will include a tactile paved crossing facility. The crossing is set back away from the desire line. This may cause visually impaired pedestrians (VIPs) not to detect the crossing. This may result in VIPs falling in the carriageway when encountering full-height kerbs.</p>	
<b>Recommendation</b>	Relocate pedestrian crossing onto the pedestrian desire line.



### 3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed:

A handwritten signature in black ink, appearing to read 'Wing Lee'.

Name: Wing Lee

Date: 27.03.25

Road Safety Audit Team Member

Signed:

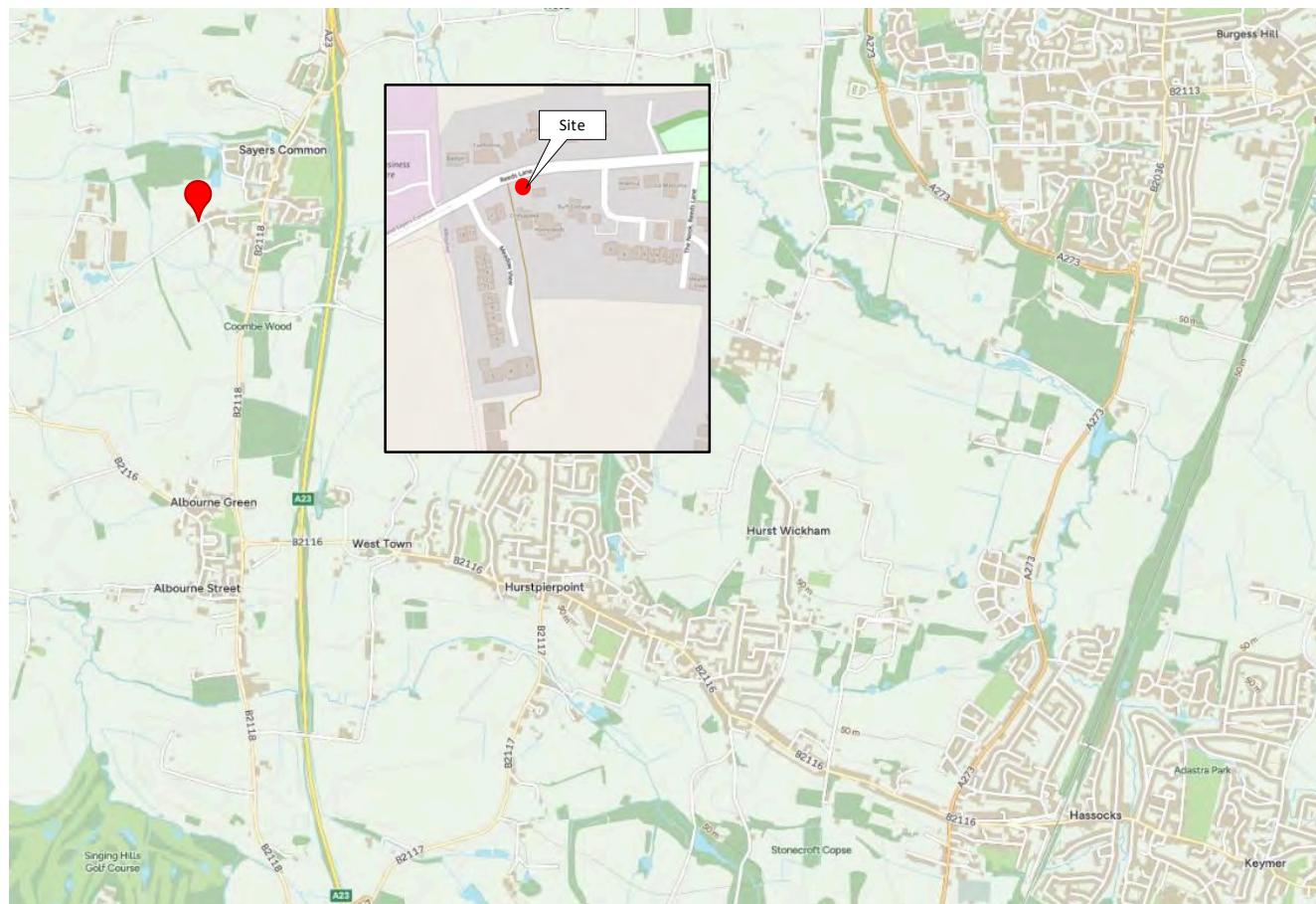
A handwritten signature in black ink, appearing to read 'Ian Medd'.

Name: Ian Medd

Date: 27.03.25



## Appendix A Site Location Plan



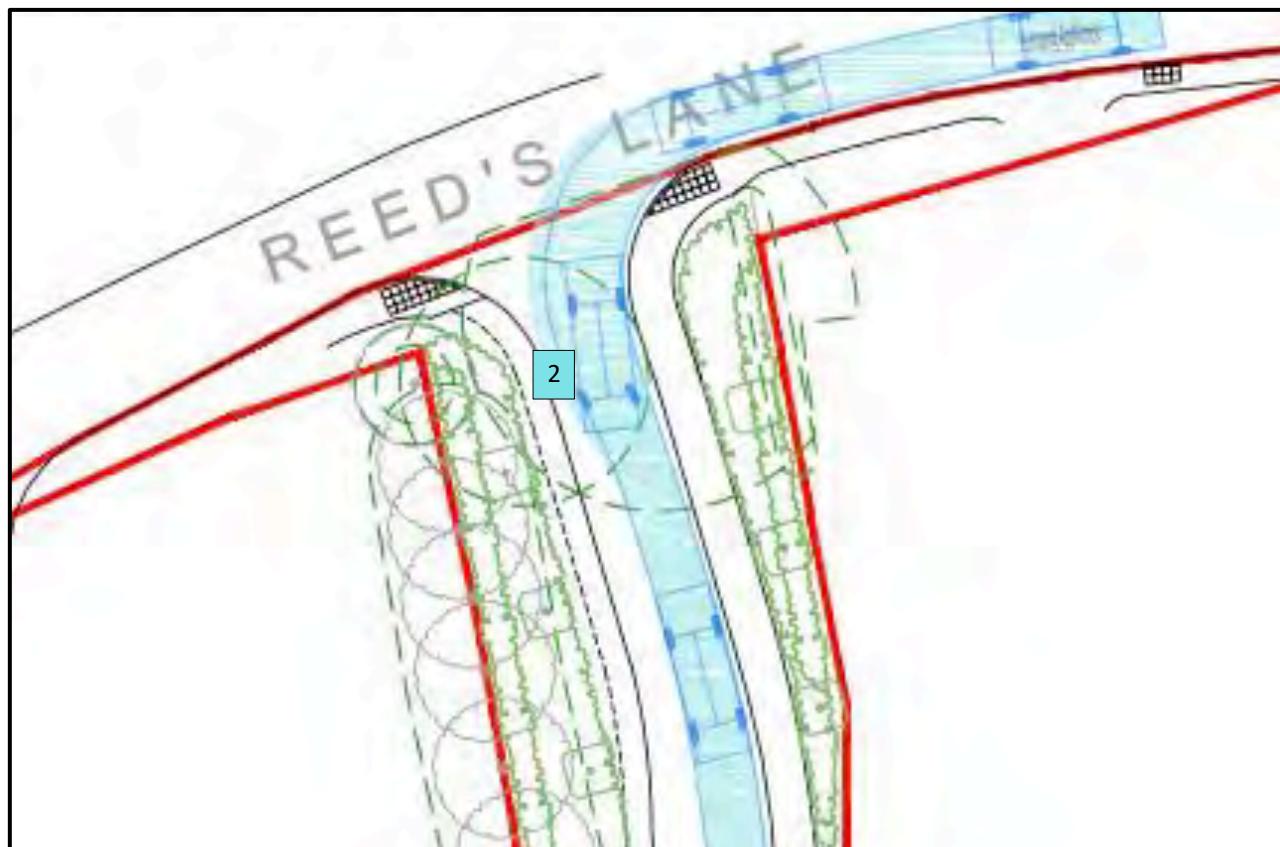
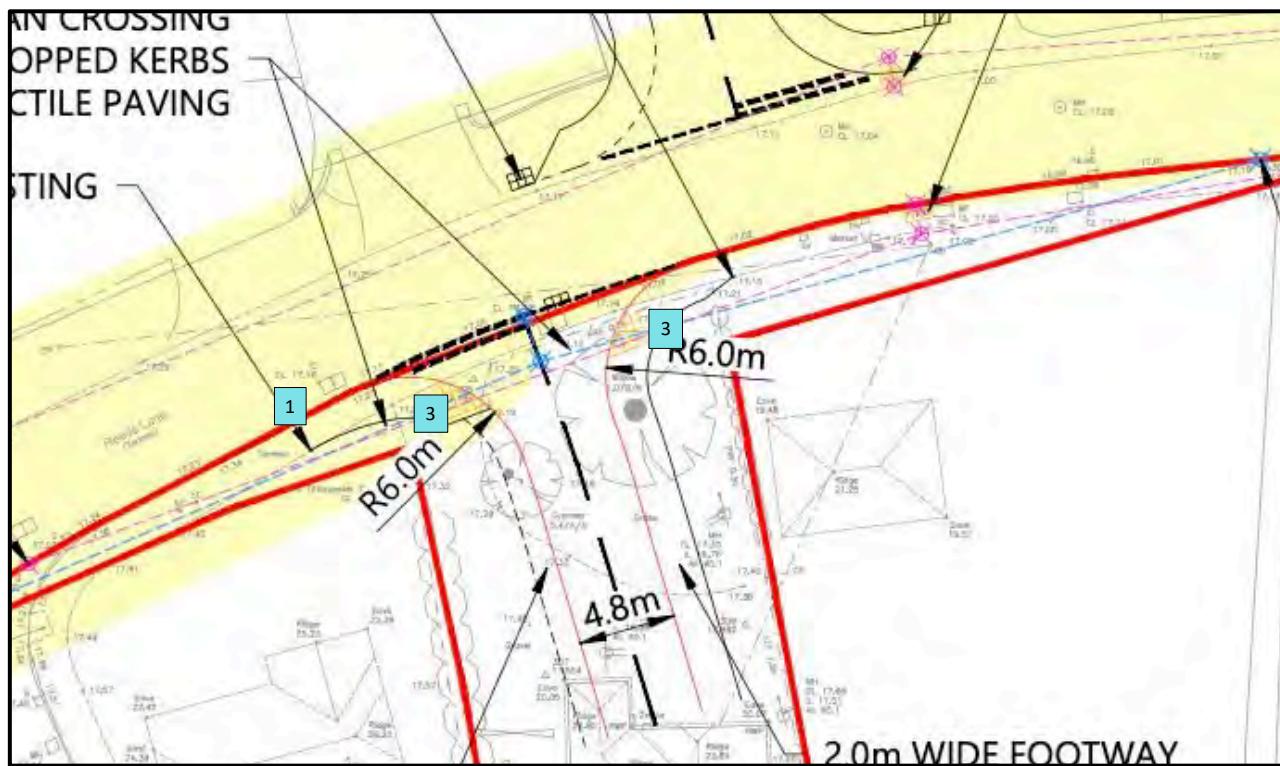


## Appendix B Documents provided for Audit

- **ITB200420-GA-001 Rev B**  
Potential Access Arrangement
- **ITB200420-GA-002 Rev A**  
Swept Path Analysis – Refuse Vehicle
- **ITB200420-GA-003 Rev A**  
Swept Path Analysis – Fire Appliance
- **TW/BB/ITB200420-002 TN**  
Stage 1 Road Safety Audit – Proposed Site Access Arrangement (11/03/25)
- **AH291-PL.03 Rev C**  
Site Layout Plan
- **21-T115-01 Rev B**  
Committed development Reeds Lane access arrangement
- **Highway Boundary**
- **Traffic Flows and Traffic Forecasts**
- **Speed limit and Traffic speeds**
- **Desire lines**



## Appendix C Problem Location Plan



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## Technical Note

Project No: ITB200420  
Project Title: Land at Chesapeake, Sayers Common  
Title: Stage 1 Road Safety Audit Brief – GG119 Response Format  
Ref: TW/BB/ITB200420-003 TN  
Date: 19 March 2025

### **SECTION 1 SUMMARY**

**1.1.1** i-Transport LLP has been appointed by Antler Homes to provide transport and highways advice in relation to a planning application for a residential development comprising 27 new homes on land to the south of Reeds Lane in Sayers Common, Mid Sussex.

**1.1.2** Access to the proposals will be provided onto Reeds Lane and will comprise:

- A new priority junction with a 4.8m wide carriageway.
- A new 2.0m wide footway on the eastern side of the access road, which will tie into the existing footway provision on the southern side of Reeds Lane.

**1.1.3** A Stage 1 RSA has been undertaken of the Reeds Lane access by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.

## ROAD SAFETY AUDIT RESPONSE

### 1.2 Project Details

**Table F.1: Project Details**

Report Title:	Stage 1 Road Safety Audit
Date:	March 2025
Document Reference and Revision:	J190543
Prepared by:	Grange Transport Consulting
On behalf of:	i-Transport

### 1.3 Authorisation Sheet

**Table F.2: Authorisation Sheet**

Project:	Land at Chesapeake, Sayers Common
Report Title:	RSA Response Summary
<b>Prepared by (Design Organisation)</b>	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	19/03/2025
<b>Approved by (Overseeing Organisation)</b>	
Name:	TBC – WCC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

### Key Personnel

**Table F.3: Key Personnel**

Overseeing Organisation:	West Sussex County Council
RSA Team:	Grange Transport Consulting
Design Organisation:	i-Transport LLP

## Road Safety Audit Decision Log

Table F.4: RSA Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<b>1:</b> Parked cars were observed on Reeds Lane, outside the two dwellings (Nos. 1 & 2 Meadow View) adjacent and to the west of the site access. This may obstruct visibility splays at the new site access. This may result in side-swipe collisions between existing vehicles and those passing along Reeds Lane.	Ensure appropriate visibility splays can be achieved.	Acknowledged – On-street parking is temporary and Rule 243 of the Highway Code states that vehicles must not park opposite, or within 10 metres, of a junction or access. However, if deemed necessary at the detailed design stage, parking restrictions in the form of signing and lining could be introduced to prevent on-street parking within the vicinity of the site access.	-	-

<p><b>2:</b> The width of the site access appears relatively narrow. Swept path analysis indicates that there is insufficient space for two vehicles to pass each other at the northern extent. The access road has a meandering alignment, while there is vegetation along Reeds Lane. This may cause obstructions to visibility for both entering and exiting vehicles. This may result in head-on or side-swipe type collisions when vehicles turn into the site.</p>	<p>Provide passing places or sufficient width to allow vehicles to pass on the site access.</p>	<p>Acknowledged – Figure 7.1 of the Manual for Streets (MfS) indicates that a 4.8m wide carriageway width is suitable for two cars to pass one another comfortably. Furthermore, guidance in paragraph 6.8.1 of MfS states that along streets with low traffic flows (such as the proposed on-site street) it can be assumed that larger vehicles (such as service vehicles) can use the full width of the carriageway to manoeuvre. On this basis, a 4.8m wide carriageway width is suitable to serve the proposed development.</p> <p>Notwithstanding this, additional swept path analysis of two large estate cars has been undertaken. The tracking is shown as drawing no. <b>ITB200420-GA-007</b> and demonstrates that two large cars are able to pass one another simultaneously at the proposed site access and along the full length of the internal</p>	<p>-</p>	<p>-</p>
--	---	--	----------	----------

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
		<p>site access road on approach to the site access junction. Moreover, an internal visibility assessment (shown as drawing no. <b>ITB200420-GA-005B</b>) demonstrates that appropriate forward visibility is provided around the bends in the site access road – based on a 20mph design speed. A note has also been added to the proposed access drawing to confirm that any vegetation within the extent of the visibility splays will be maintained appropriately. This will ensure no impact on visibility for approaching/emerging vehicles. The updated drawing is shown as drawing no. <b>ITB200420-GA-001C</b>.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>3:</b> The site will include a tactile paved crossing facility. The crossing is set back away from the desire line. This may cause visually impaired pedestrians (VIPs) not to detect the crossing. This may result in VIPs falling in the carriageway when encountering full-height kerbs.</p>	<p>Relocate pedestrian crossing onto the pedestrian desire line.</p>	<p>Accepted – the proposed pedestrian crossing has been relocated further to the north to ensure it is on the pedestrian desire line. The updated proposals are shown on drawing no. <b>ITB200420-GA-001C.</b></p>		

## 1.4 Design Organisation and Overseeing Organisation Statements

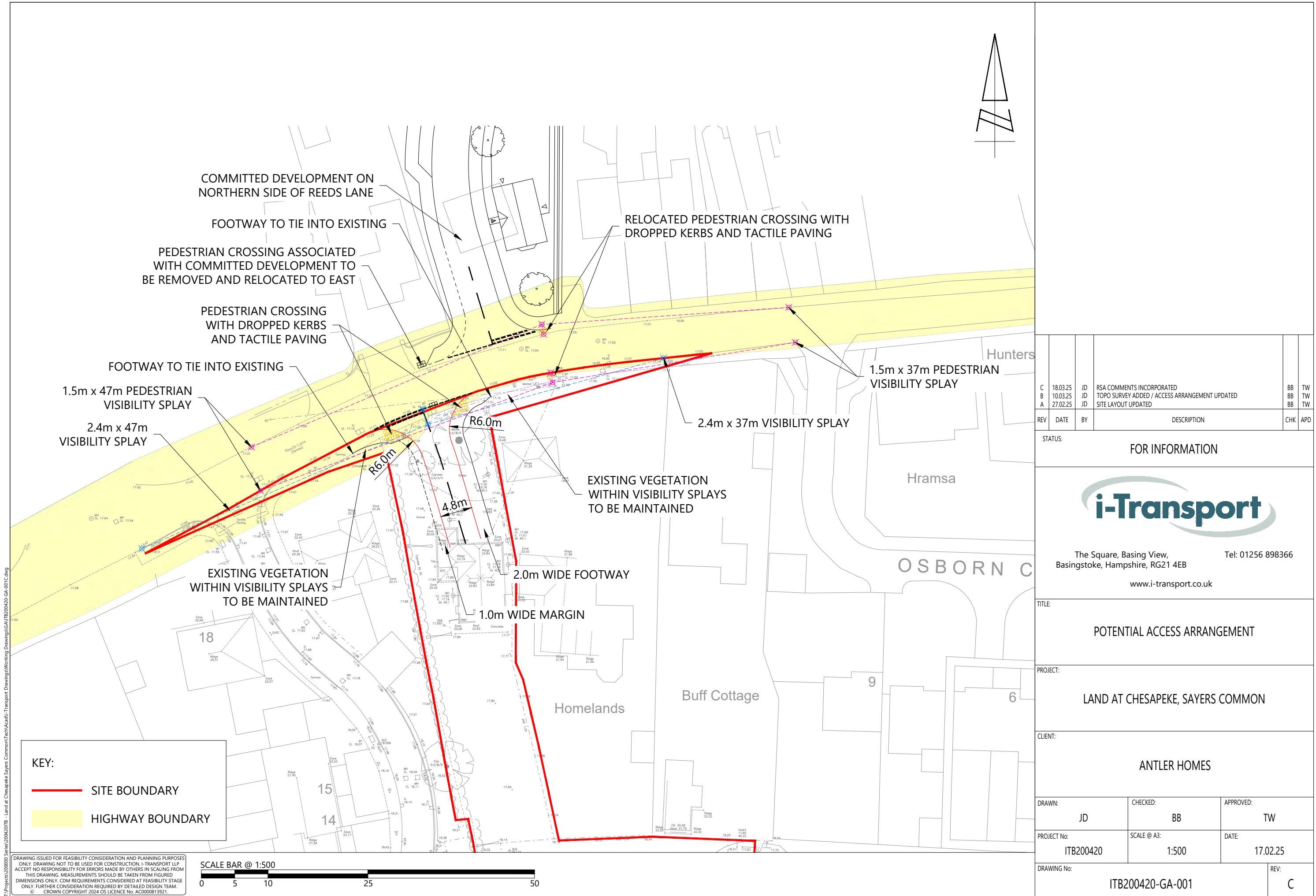
**Table F.5: Design Organisation Statement**

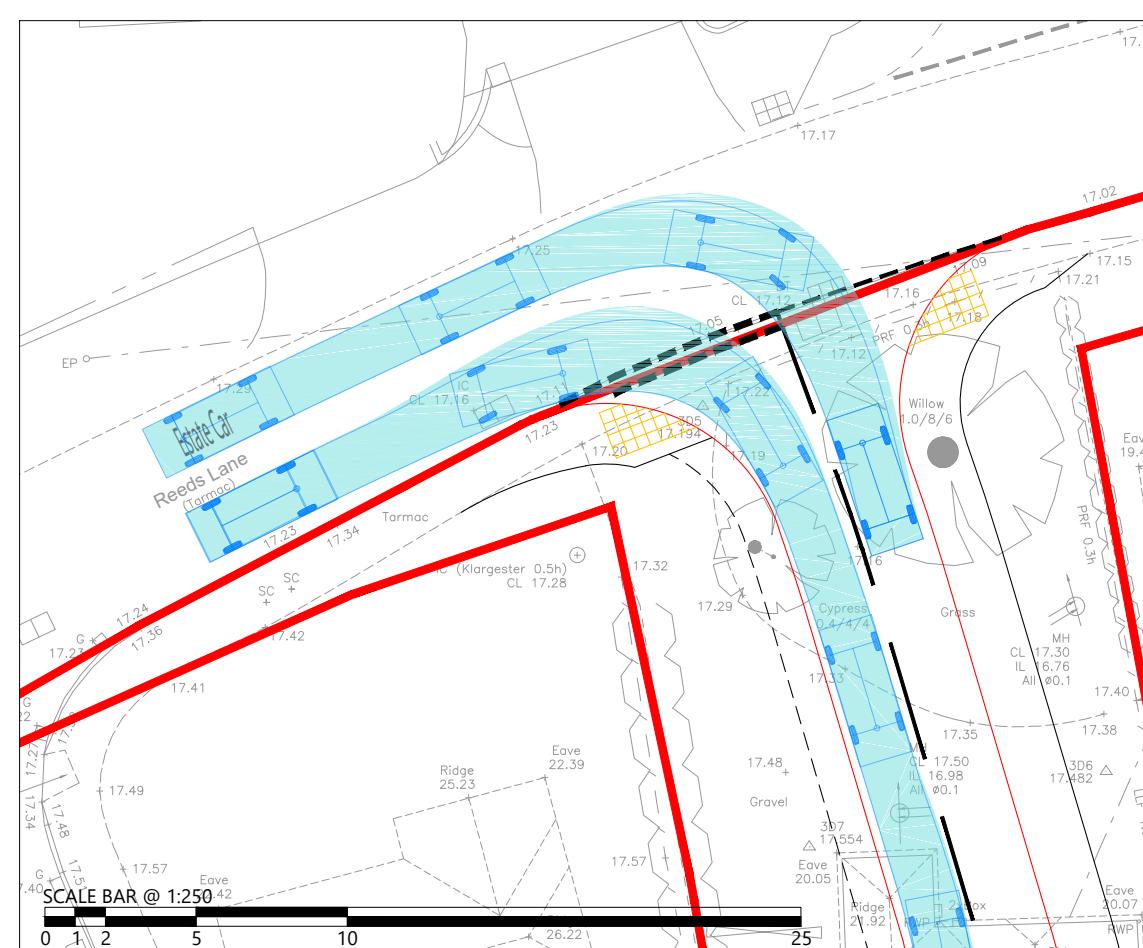
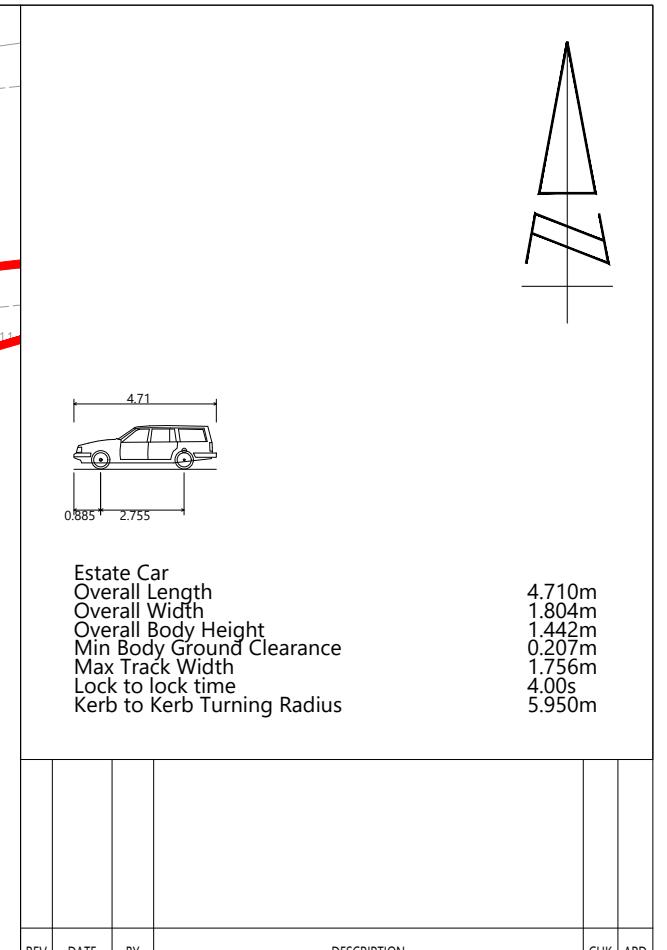
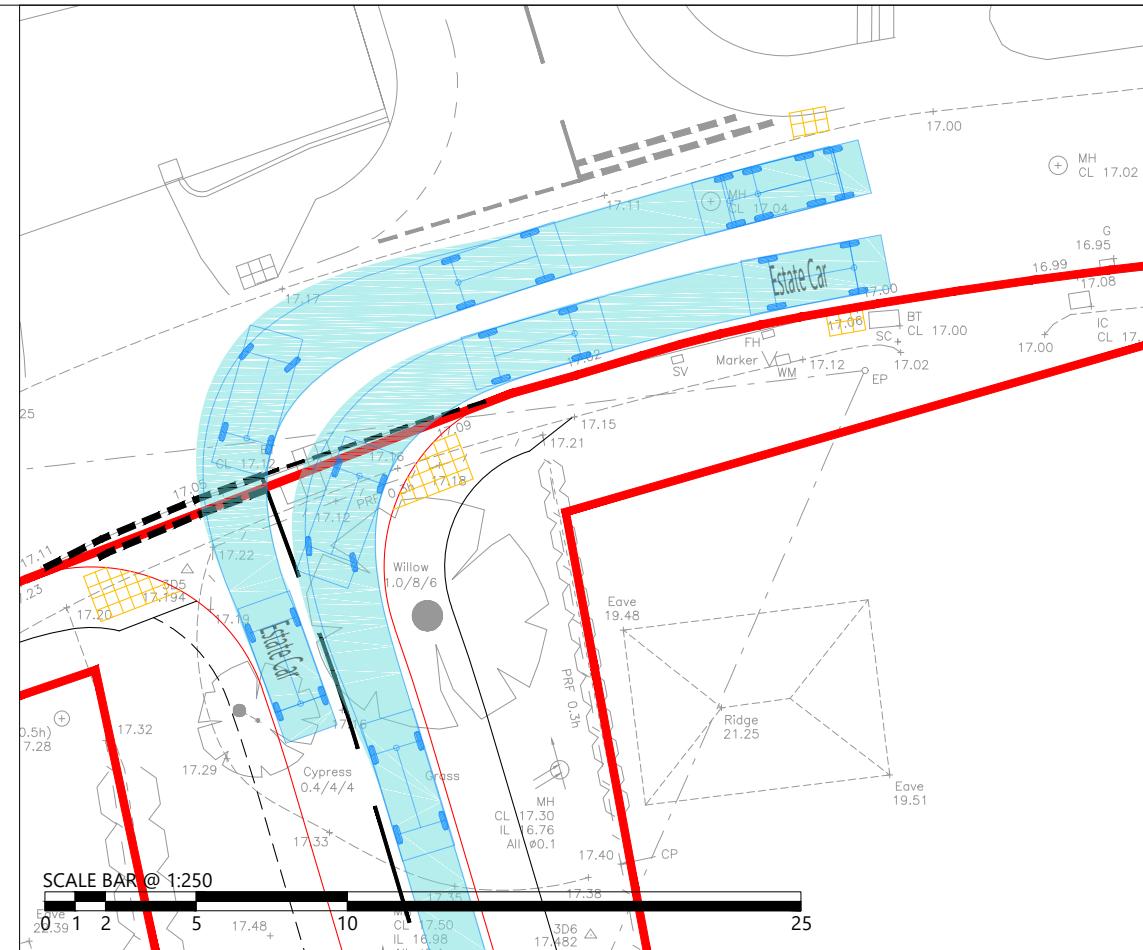
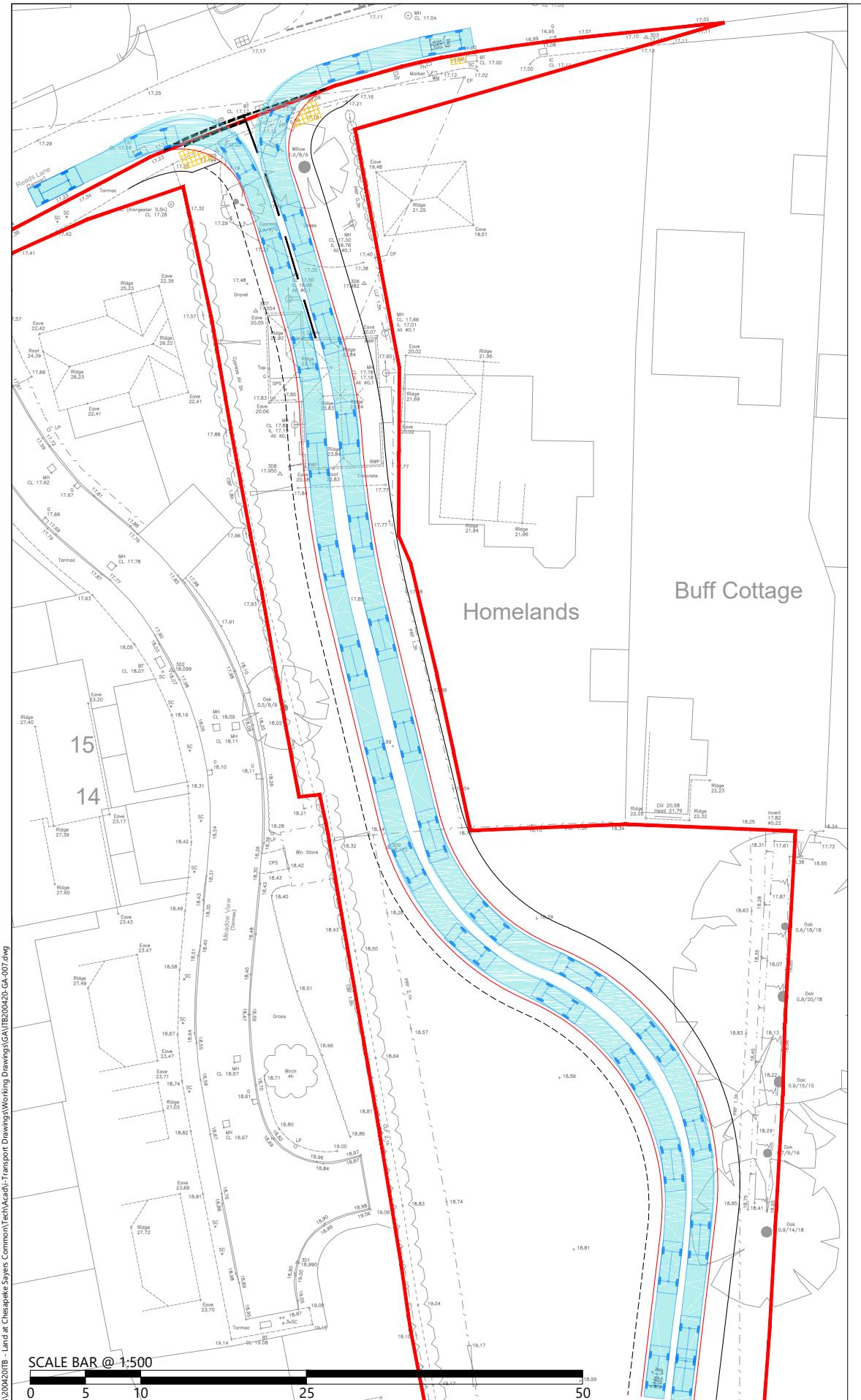
On behalf of the Design Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	19/03/2025

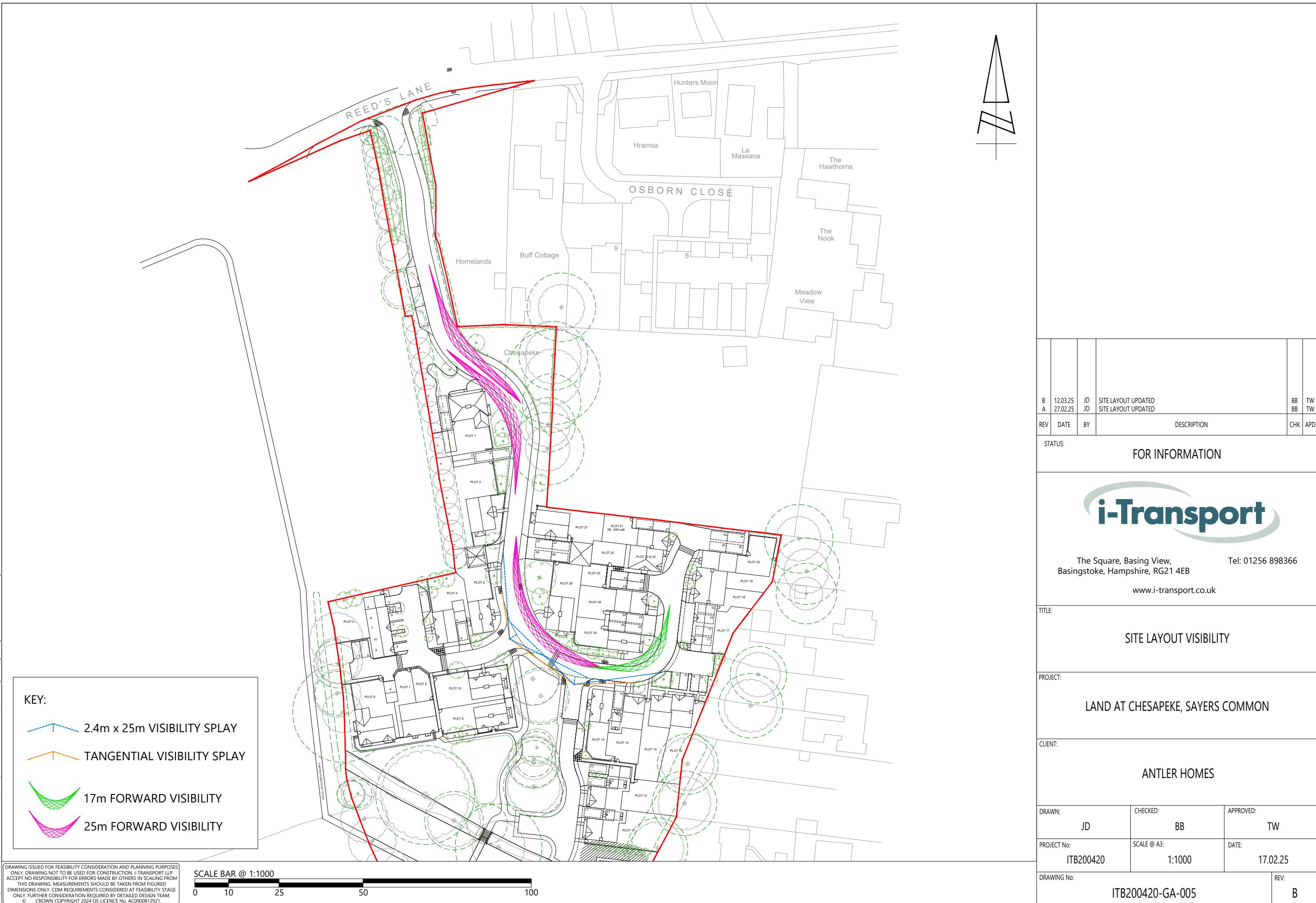
**Table F.6: Overseeing Organisation Statement**

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in 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 actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	West Sussex County Council
Date:	TBC

## **DRAWINGS**







## APPENDIX F. TRICS Outputs

Calculation Reference: AUDIT-236603-250311-0334

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	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: 17 to 44 (units: )  
 Range Selected by User: 6 to 46 (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: 01/01/16 to 18/09/24

*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	1 days
Wednesday	3 days
Thursday	1 days
Friday	1 days

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

**Selected survey types:**

Manual count	6 days
Directional ATC Count	1 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:**

Edge of Town	7
--------------	---

*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:**

Residential Zone	7
------------------	---

*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	5 days - Selected
Servicing vehicles Excluded	15 days - Selected

**Secondary Filtering selection:**

**Use Class:**  
 C3 7 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:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
20,001 to 25,000	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	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 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	5 days
1.6 to 2.0	1 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	4 days
No	3 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES	DORSET
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
2	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	36	
	<i>Survey date: MONDAY</i>	<i>18/03/24</i>	<i>Survey Type: MANUAL</i>
3	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	44	
	<i>Survey date: FRIDAY</i>	<i>07/10/22</i>	<i>Survey Type: MANUAL</i>
4	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: THURSDAY</i>	<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
5	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	<i>Survey date: WEDNESDAY</i>	<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
6	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	44	
	<i>Survey date: TUESDAY</i>	<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
7	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>22/11/17</i>	<i>Survey Type: MANUAL</i>

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
BO-03-A-01	covid
HC-03-A-31	too big
IM-03-A-05	too big
IM-03-A-05	too big
NF-03-A-37	too big
NY-03-A-14	too big
NY-03-A-14	too big

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	33	0.112	7	33	0.283	7	33	0.395
08:00 - 09:00	7	33	0.185	7	33	0.356	7	33	0.541
09:00 - 10:00	7	33	0.189	7	33	0.236	7	33	0.425
10:00 - 11:00	7	33	0.133	7	33	0.159	7	33	0.292
11:00 - 12:00	7	33	0.206	7	33	0.172	7	33	0.378
12:00 - 13:00	7	33	0.223	7	33	0.172	7	33	0.395
13:00 - 14:00	7	33	0.176	7	33	0.167	7	33	0.343
14:00 - 15:00	7	33	0.163	7	33	0.219	7	33	0.382
15:00 - 16:00	7	33	0.288	7	33	0.193	7	33	0.481
16:00 - 17:00	7	33	0.258	7	33	0.172	7	33	0.430
17:00 - 18:00	7	33	0.326	7	33	0.193	7	33	0.519
18:00 - 19:00	7	33	0.245	7	33	0.155	7	33	0.400
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.504			2.477				4.981

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.

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#### Parameter summary

Trip rate parameter range selected:	17 - 44 (units: )
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	-3
Surveys manually removed from selection:	7

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## **APPENDIX G. Extract of "Land to the North of Reeds Lane" Transport Statement**

## 5. TRIP GENERATION ASSESSMENT

5.1 As part of the 2017 application, a trip generation assessment was undertaken to determine the expected number of vehicle trips that would be associated with the 30 units proposed. To undertake this assessment, the TRICS database was interrogated to obtain trip rates for Class C3 Residential land-use similar to what is being proposed at this Site.

5.2 This previous trip generation exercise demonstrated that there would be a total of 12 two-way vehicular trips in the AM peak hour, and 18 in the PM peak hour. Applying these previously approved trip rates to the updated proposals (39 units) results in the following level of vehicular trip generation.

**Table 5.1 Proposed Trip Rates and Trip Generation for Proposed Dwellings**

	Trip Rate / Dwelling			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.05	0.383	0.433	2	15	17
PM Peak (17:00 – 18:00)	0.45	0.183	0.633	18	7	25

Note: Numbers may not equate perfectly due to rounding error.

5.3 The above trip generation assessment demonstrates that the proposed increase in residential units compared to the 2017 application will result in an additional 5 two-way trips in the AM peak, and 7 in the PM peak.

5.4 As part of the pre-application discussions for this current application, the vehicle trip generation was discussed with WSCC Highways (albeit at the time it was based on 37 units) and they provided the following comment:

*“Regarding trip generation the proposals are now likely to be at 40 units instead of 30. An additional 10 units is likely to result in an additional 4 trips in the AM peak hour, and 6 trips in the PM peak hour using the trip rates that were approved previously. The LHA would advise that these small additions would be unlikely to result in a capacity concern. However, for completeness it is advised to undertake local junction capacity surveys to fully confirm that no capacity issues are likely to occur. In terms of data, it is agreed that data from 2017 can be used to support this on the basis that it is updated, and growth factored accordingly to 2021 levels.”*

5.5 As such, whilst it is clearly acknowledged by the local highway authority that the proposed development will not result in any significant highways impact on the local network, a PICADY (Junctions 9) assessment of the proposed site access junction with Reeds Lane has been undertaken. As per the comments, this assessment is based on the 2017 ATC flows, which have

## **APPENDIX H. Junctions 11 Report**

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com	
<b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>	

**Filename:** Site\_Access.j11

**Path:** T:\Projects\200000 Series\200420ITB - Land at Chesapeake Sayers Common\Tech\Junction Assessments\Picady

**Report generation date:** 25/03/2025 15:12:39

»2030 | Base + Committed + Development | AM

»2030 | Base + Committed + Development | PM

### Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
<b>2030 - Base + Committed + Development</b>						
Stream B-AC	0.0	6.37	0.02	0.0	5.95	0.01
Stream C-AB	0.0	5.46	0.01	0.0	5.05	0.01

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

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

### File summary

#### File Description

Title	
Location	
Site number	
Date	11/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

### Units

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

### Analysis Options

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

**Demand Set Summary**

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D5	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D7+D9
D6	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D8+D10
D7		Committed	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D8		Committed	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D9		Development	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D10		Development	PM	ONE HOUR	16:45	18:15	15	✓	✓		

**Analysis Set Details**

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D5,D6	100.000	100.000

# 2030 | Base + Committed + Development | AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Reeds Lane (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D5 - 2030   Base + Committed + Development   AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.21	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.21	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Reeds Lane (East)		Major
B	Site Access		Minor
C	Reeds Lane (West)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Reeds Lane (West)	5.60			100.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.80	37	47

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	605	0.112	0.283	0.178	0.405
B-C	771	0.120	0.304	-	-
C-B	632	0.249	0.249	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D5	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D7+D9

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Reeds Lane (East)		ONE HOUR	✓	251	100.000
B - Site Access		ONE HOUR	✓	10	100.000
C - Reeds Lane (West)		ONE HOUR	✓	148	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
		A - Reeds Lane (East)	B - Site Access	C - Reeds Lane (West)
A - Reeds Lane (East)	0	2	249	
B - Site Access	5	0	5	
C - Reeds Lane (West)	145	3	0	

## Vehicle Mix

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

### Heavy Vehicle %

From	To			
		A - Reeds Lane (East)	B - Site Access	C - Reeds Lane (West)
A - Reeds Lane (East)	0	0	1	
B - Site Access	0	0	0	
C - Reeds Lane (West)	1	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.37	0.0	A	10	10
C-AB	0.01	5.46	0.0	A	4	4
C-A					144	144
A-B					2	2
A-C					249	249

## Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	595	0.015	9	0.0	0.0	6.141	A
C-AB	3	0.84	0.00	663	0.005	3	0.0	0.0	5.452	A
C-A	130	32	0.00			130				
A-B	2	0.45	0.00			2				
A-C	224	56	0.00			224				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	0.00	576	0.019	11	0.0	0.0	6.368	A
C-AB	4	1	0.00	672	0.006	4	0.0	0.0	5.393	A
C-A	159	40	0.00			159				
A-B	2	0.55	0.00			2				
A-C	274	69	0.00			274				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	0.00	576	0.019	11	0.0	0.0	6.368	A
C-AB	4	1	0.00	672	0.006	4	0.0	0.0	5.394	A
C-A	159	40	0.00			159				
A-B	2	0.55	0.00			2				
A-C	274	69	0.00			274				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	595	0.015	9	0.0	0.0	6.141	A
C-AB	3	0.84	0.00	663	0.005	3	0.0	0.0	5.456	A
C-A	130	32	0.00			130				
A-B	2	0.45	0.00			2				
A-C	224	56	0.00			224				

# 2030 | Base + Committed + Development | PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Reeds Lane (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D6 - 2030   Base + Committed + Development   PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.19	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

## Traffic Demand

### Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D6	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D8+D10

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Reeds Lane (East)		ONE HOUR	✓	125	100.000
B - Site Access		ONE HOUR	✓	6	100.000
C - Reeds Lane (West)		ONE HOUR	✓	197	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	A - Reeds Lane (East)	B - Site Access	C - Reeds Lane (West)	
A - Reeds Lane (East)	0	4	121	
B - Site Access	3	0	3	
C - Reeds Lane (West)	193	4	0	

## Vehicle Mix

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

**Heavy Vehicle %**

From	To			
		A - Reeds Lane (East)	B - Site Access	C - Reeds Lane (West)
	A - Reeds Lane (East)	0	0	2
	B - Site Access	0	0	0
C - Reeds Lane (West)		1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	5.95	0.0	A	6	6
C-AB	0.01	5.05	0.0	A	5	5
C-A					192	192
A-B					4	4
A-C					121	121

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	624	0.009	5	0.0	0.0	5.820	A
C-AB	5	1	0.00	718	0.007	5	0.0	0.0	5.044	A
C-A	172	43	0.00			172				
A-B	4	0.90	0.00			4				
A-C	109	27	0.00			109				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	611	0.011	7	0.0	0.0	5.952	A
C-AB	6	2	0.00	738	0.008	6	0.0	0.0	4.915	A
C-A	211	53	0.00			211				
A-B	4	1	0.00			4				
A-C	133	33	0.00			133				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	611	0.011	7	0.0	0.0	5.952	A
C-AB	6	2	0.00	738	0.008	6	0.0	0.0	4.918	A
C-A	211	53	0.00			211				
A-B	4	1	0.00			4				
A-C	133	33	0.00			133				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	624	0.009	5	0.0	0.0	5.823	A
C-AB	5	1	0.00	718	0.007	5	0.0	0.0	5.048	A
C-A	172	43	0.00			172				
A-B	4	0.90	0.00			4				
A-C	109	27	0.00			109				



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