

transport assessment

Little Court, Haverhill, SUFFOLK

CCE/ZA921/TA-02

February 2021

For CARE (Little Court) Ltd

Document Review Sheet

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1.0 INTRODUCTION

1.1 Introduction and Development Proposals

1.1.1 Cannon Consulting Engineers (CCE) have been appointed by CARE (Little Court) Ltd to provide highways and transport advice and prepare a Transport Assessment (TA) in support of a planning application for the development of a specialist Care Home (use class C2). The proposals comprise:

Specialist dementia care village for up to 120 residents, including central amenity building (shop, restaurant, pub, communal hall, treatment/counselling rooms, offices and staff accommodation), club/hobby rooms, vehicle parking, landscaping proposals and associated works.

- 1.1.2 This TA examines the site's accessibility, sustainability and transport impacts. **Figure 1** presents the site location. An illustrative masterplan is contained in **Appendix A**.
- 1.1.3 The site is located approximately 1km north-east of Haverhill town centre on the southern site of Haverhill Road (A143). There is an existing access into the site which will be upgraded to serve the proposed development. The site access proposal is presented on **CCE Drawing ZA921-PL-DR-001-P02**.

1.2 Pre-application consultation

1.2.1 The Local Planning Authority and Suffolk County Council (SCC) as Highway Authority were consulted in pre-application discussions regarding the application (pre-application reference PREAPP/20/383). SCCs response (dated 24th April 2020) is included in **Appendix B**. This TA will address the additional information requested by the highway officer and provide more details on the proposals.

1.3 Report Structure

- 1.3.1 Following the above summary, this TA sets out the methodology and process undertaken to establish the potential highway and transport impacts as a result of the development proposals at Little Court, Haverhill.
- 1.3.2 **Section 2** of this report describes the existing conditions at the application site in more detail, including details of the existing highway conditions, traffic flows, sustainable transport links, and the road safety considerations in the vicinity of the proposed development, particularly along Haverhill Road (A143).
- 1.3.3 **Section 3** describes the development proposals in more detail, including the scale and layout of the development, the proposed site access arrangement, proposed connections to sustainable transport links, comments on the refuse collection strategy, and car parking provision.
- 1.3.4 **Section 4** provides details of the methodology used to establish the level of trip generation and distribution onto the local highway network associated with the development proposals. It also includes a capacity review of the proposed site access.

1.3.5 **Section 5** presents the summary and the conclusions of this TA.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the report outlines the existing local conditions including the provision for walking, cycling, public transport and the local highway network in the vicinity of the site. This will facilitate an evaluation of the opportunities that exist to help reduce dependence on travel by the private car by future employees of the site.

2.2 Site Location

- 2.2.1 Haverhill is located in Suffolk approximately 19km to the south-east of Cambridge. The Local Planning Authority is St Edmundsbury Borough Council (SEBC) with Suffolk County Council being the Local Highway Authority. **Figure 1** provides a Site Location Plan.
- 2.2.2 The site is located approximately 1km northeast of Haverhill in Little Wrattling on the southern side of Haverhill Road (A143). The Site Context & Accessibility Plan (**Figure 2**) below shows the location of the site in relation to Haverhill town centre and areas of planned growth in within the town.

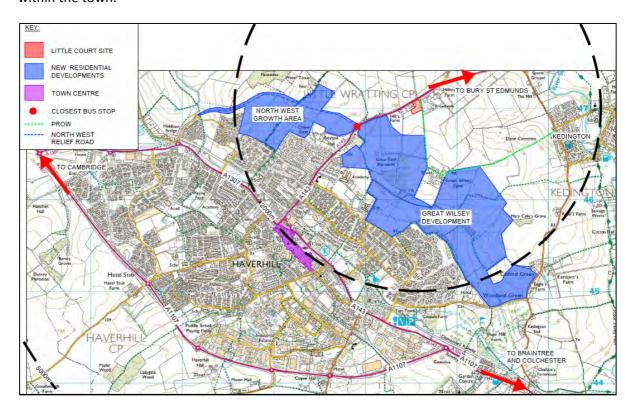


Figure 2: Site Context Plan & Accessibility Plan

2.2.3 The Site Context & Accessibility Plan also shows two large areas of planned housing growth in Haverhill which will include circa 3,500 dwellings. The North-West Growth Area (NWGA) includes the provision of the North West Relief Road (NWRR), which will support the planned development and relieve congestion the town centre.

- 2.2.4 The site to the North East of Haverhill is known as Great Wilsey Park. It includes 2,500 homes, two primary schools, employment and community facilities. Both sites are under construction at the time of writing.
- 2.2.5 To the east of the site is the village of Keddington and to the north is the village of Great Wrattling.
- 2.2.6 The site is bordered by Haverhill Road (A143) to the north and open farmland to the south. A residential property "Little Court House" is located immediately west of the site and shares the site access. Public Footpath 5 runs adjacent to the eastern boundary of the site. On the opposite side of the footpath is Broadlands Hall School which is an independent school providing for special educational needs.

2.3 Local Highway Network

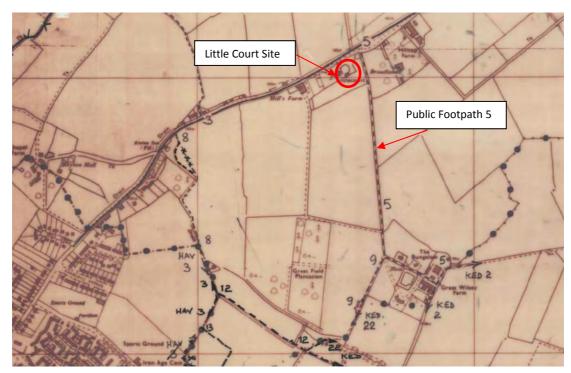
- 2.3.1 Haverhill Road (A143) is a two way single carriageway road subject to districted speed limit (60mph) at the site frontage. The speed limited changes to 30mph to the west of the site on the approach to Haverhill. There is footway provision on the northern side of the road from Haverhill which terminates outside the last residential property approximately 300m west of the site. Haverhill Road (A143) provides a link from Bury St Edmunds (17miles north-east of the site) to Haverhill.
- 2.3.2 To the east of the site the B1061 meets the A143 at a staggered cross road junction. The B1061 leads to Great Wrattling to the north and Keddington to the south.

2.4 Non-Car Modes

- 2.4.1 Access to the site by modes other than the private car include the following:
 - Walking Pedestrian Networks;
 - Cycling Cycle Route Networks; and
 - Public Transport Existing Bus and Train service provision.
- 2.4.2 **Figure 2**, the Accessibility Plan, shows the site location in relation to Haverhill, the public transport network and public rights of way (PROW).

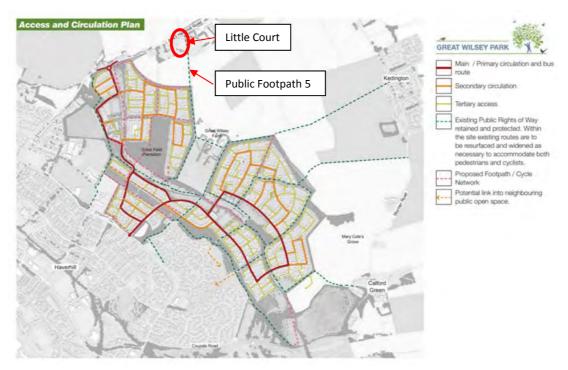
2.5 Walking and Cycling

2.5.1 At the location of the site frontage there is no footway provision on Haverhill Road. The extract below from SCC's PROW map shows the PROWs in the vicinity of the site. Public Footpath 5 runs adjacent to the eastern site boundary and provides a direct connection to the Shetland Road residential area of Haverhill. It is a wide tarmac route that serves a farm and a residential dwelling but vehicular traffic on the route is otherwise very limited.



Insert 2.1: Extract from SCC PROW plan for the area surrounding the Little Court site.

2.5.2 An extract from the Great Wilsey Park planning application is included below and shows how the internal footway and cycle network within the proposed development will be accessible within short walk from Little Court via Public Footpath 5. In turn this provides onward connections to the existing residential areas of Haverhill and Haverhill town centre.



Insert 2.2: Extract from Redrow Great Wilsey Planning Application (the location of Little Court and PF5 added)

2.5.3 **Appendix C** contains details of the wider footpath and cycle network within Haverhill. There is a traffic free cycle route through the centre of Haverhill with connections to local residential areas either side. There is a comprehensive network of public footpaths between Haverhill, Little Wrattling and Keddington.

2.6 Public Transport

Bus Services

- 2.6.1 The nearest bus stops are shown on **Figure 2** and are located on Haverhill Road 665m to the west of Little Court outside the former public house "The Fox". These stops are served by Stagecoach route 13A which operates between Haverhill, Linton and Cambridge. Service 13 is an hourly service however the stop nearest the site is only served by service 13A which provides two services in the morning and two in the evening when the route is extended to serve the village of Keddington.
- 2.6.2 Services 14, 14A, 15 and 15A are routes managed by Stephenson's of Essex and operate between Haverhill, Chedburgh and Bury St Edmunds. These services combine to provide a service every two hours however the buses only stop outside the former Fox Public House on Haverhill Road once in the morning and once in afternoon at present. This reflects the current demand in this location. A summary of the bus frequencies is provided at Table 2.1 below.

Service	Operator	Route	Frequency		
Service	Operator	Route	Mon-Fri	Sat	Sun
13A	Stagecoach	Keddington – Haverhill – Linton – Cambridge	2 services in the AM, 2 services PM	-	-
14, 14A, 15,15A	Stephensons of Essex	Haverhill - Chedburgh - Bury St Edmunds	1 service in the AM, 1 service in the PM (every 2 hours to other stops)	-	-

Table 2.1: Summary of local bus services serving the bus stop on Haverhill Road outside the former Fox Public House

2.6.3 The adjacent Great Wilsey Park development includes proposals to improve local bus service provision and frequency. The development includes allowance for a bus route through the site to be accommodated and is aiming to provide a 20 minute frequency service to and from Haverhill town centre. Therefore whilst public transport provision in the area is currently limited this will change as the local population increases as a result of nearby development.

2.7 Vehicular Access

2.7.1 There is an existing gated vehicle access into the site from Haverhill Road (A143). This currently serves a single dwelling and an equestrian riding center. The access is set back from

the edge of carriageway by a wide highway verge. There is room for a car to safely wait in front of the gates off the public highway. The gates are required to secure the area for the horses and dogs associated with the stable yard.



Photo 1: Existing Site Access from Haverhill Road

2.8 Personal Accident Data

2.8.1 An analysis has been undertaken of Personal Injury Accident (PIA) data for the most recently available 5-year period between 01/08/2015 – 31/07/2020. Accident details have been obtained from Suffolk County Council (SCC) for the area shown on Image 2.1 below. Full details of the PIA data is contained at **Appendix D**.

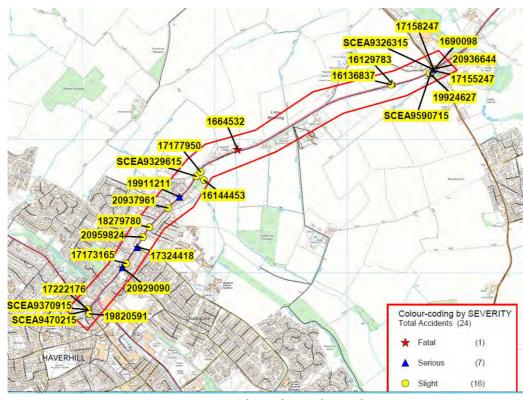


Image 2.1 - Accident Plot and Search Area

2.8.2 A total of 24 PIAs were recorded within the study area, of which 16 were recorded as slight in severity, 7 were recorded as serious and 1 resulted in a fatality.

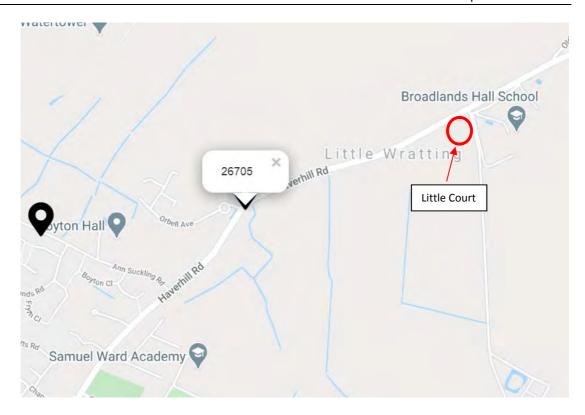
- 2.8.3 The fatal PIA occurred approximately 400m west of the site and was the result of a head on collision. For an unknown reason one vehicle veered across the carriageway into the path of an oncoming vehicle.
- 2.8.4 The PIA descriptions recorded for the area to the west of the site are characterised by poor driver manoeuvres, drivers failing to look properly, rear end shunts and travelling too fast. These are clustered along the section of Haverhill Road on the outskirts of Haverhill where residential properties have direct frontage access. Four PIAs included persons impaired by alcohol.
- 2.8.5 There is a cluster of PIAs to the north-east of site in the vicinity of the B1061 junctions. Despite the junctions in this location having good visibility, the PIAs are characterised by drivers failing to look properly when pulling out or making unpredictable manoeuvres.

2.9 Accident Summary

2.10 The PIA data has been reviewed to establish if there are any existing accident problems which may be exacerbated by the proposed development. Whilst all accidents are regrettable it is not considered that the PIAs recorded represent an accident pattern that is indicative of an issue with the highway.

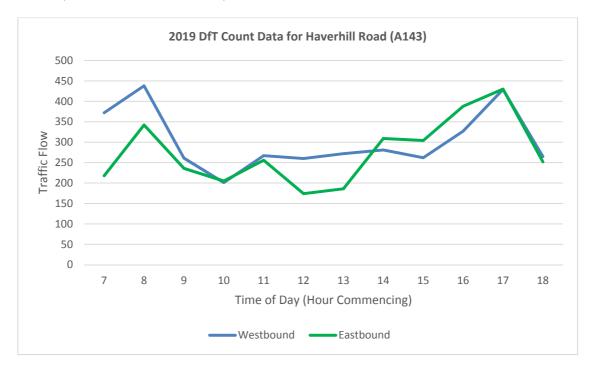
2.11 Traffic flow data summary

- 2.11.1 It has not been possible to undertake representative surveys of the existing traffic conditions on Haverhill Road (A143) in the vicinity of the site due to travel restrictions relating to the COVID-19 pandemic.
- 2.11.2 In the absence of bespoke surveys traffic data from the DfT website (https://roadtraffic.dft.gov.uk/manualcountpoints/26705) has been reviewed. DfT count site 26705 is located on Haverhill Road (A143) to the west of the site. The count site location in shown on the screenshot below.



Insert 2.1: DfT Count Site 26705 (source https://roadtraffic.dft.gov.uk/manualcountpoints/26705)

2.11.3 The count point recorded traffic flows on 24th June 2019. The graph below summarises the traffic profile recorded on this day.



2.11.4 The count site recorded a peak in traffic movements at 8am and 5pm as would-be expected. In the AM the dominant movement is westbound into Haverhill. This is reversed in the PM peak but is less pronounced.

2.12 Summary

- 2.12.1 The site is well located in relation to Haverhill town centre and to the planned growth areas which are currently under construction. Public transport serving the local area is currently limited but this is anticipated to change as part of improvements proposed by the Great Wilsey Park development and the North West Growth Area.
- 2.12.2 There is a comprehensive PROW network in the local area. The site has an existing access onto Haverhill Road which is currently used for the equestrian riding centre.

3.0 DEVELOPMENT PROPOSALS AND ACCESS STRATEGY

3.1 Introduction

- 3.1.1 The existing transport networks and the opportunities for sustainable travel by non-car modes are described in Section 2. Building on the existing position, this section of the TA outlines the development proposals and access strategy for the development.
- 3.1.2 The proposals introduce a unique method of care into the UK for those suffering with extreme dementia. The proposals are not for a standard Care Home but are instead inspired by new methods of care that have been developed in a care home called Hogewejk, Amsterdam. Hogewejk have achieved worldwide acclaim for their innovative work and methods which have been shown to have a dramatically positive effect on the care of those with extreme dementia.
- 3.1.3 The proposed Care Home will provide safe living environment for 120 residents. The key concept of the Care Home is to "live life as normal". In practice this means the following:
 - Small group living residents will be housed in a 6-bedroom apartment, each bedroom is en-suite and the 6 residents will share a lounge, kitchen and dining area. They will prepare meals together with their caring team. Each apartment has its own front door to the outside space.
 - Meaningful occupation residents will be encouraged to take part in normal day to day activities within their apartment, as they are able e.g. food preparation, laundry etc. There will also be a range of clubs and societies on site, reflecting the interests of all residents e.g. music groups, films, sewing, dancing, sport, flower arranging, model railways, exercise classes.
 - Freedom to roam the front door to each apartment will only be locked at night, during the day residents are free to roam around the site as they wish. By being outside and experiencing the weather and fresh air helps to keep residents in a natural rhythm of life so aiding sleep and improving behaviour. Residents will be free to come and go but within the confines of the development only. Due to the advance stage of dementia that residents will be experiencing they will not leave the site.
- 3.1.4 The residents will be encouraged to engage in everyday tasks, to help with their own washing, to choose what they want to eat as a family group and go to the on-site shop and purchase the food as they would have done during their lifetimes. They will be allowed the freedom to choose what they do and when they do it with help and guidance from staff. They will be able to leave their apartments whenever they wish, to safely wander within the development safe in the knowledge that all the staff are trained to respond in the appropriate manner to any issue that may arise.
- 3.1.5 This freedom and ability to 'just be' requires a change of roles for the staff who support and guide the residents. Staff will play 'roles' of friends and neighbours who come in to support the residents, guiding and helping them to live a normal a life as possible.

3.1.6 A Masterplan is contained at **Appendix A**. This includes a restaurant, pub and shop however these are for the use of the residents and their visitors only and part of the "live life as normal" ethos for the site. These uses within the site won't generate additional vehicles trips in their own right, they are ancillary to the Care Home.

3.2 Proposed Access Arrangements

- 3.2.1 The site will be served by a priority T junction at the location of the existing site access. This will be widened to enable two vehicles to pass and a refuse vehicle to access the site. CCE Drawing ZA921-PL-SK-001-P04 shows the location and form of the proposed junction arrangement. The proposed access road is 7m wide carriageway with a 2.0m wide footway on western side and a 3m shared footway/cycleway on the eastern side. The eastern footway/cycleway will be continued east to provide a connection to Public Footpath 5 which provides an onward connection into Haverhill.
- 3.2.2 The speed limit on the site frontage is derestricted (60mph) therefore visibility in accordance with DMRB at 2.4m x 215m is required in either direction. This can be achieved within highway boundary in both directions as shown on **CCE Drawing ZA921-PL-SK-001-P04.**

3.3 Pedestrian & Cycling

- 3.3.1 The site access proposal caters for all modes vehicular, pedestrian and cycles. It is proposed to provide a 3m pedestrian and cycle link to east of the site along Haverhill Road (A14) to connect to Public Footpath 5. This is currently a footpath but is considered a suitable and desirable route for cyclists. The proposals will seek to undertake the necessary work to designate this as a bridleway so it can be used by cyclists. Public Footpath 5 will provide a connection into Haverhill via the Great Wilsey Park development which is currently being constructed.
- 3.3.2 It is proposed to provide 5 electric bikes for staff to use on loan to travel to and from work. The majority of Haverhill and the surrounding residential areas are within an acceptable 5km cycle ride of the site and it is considered that cycling will form a realistic mode of travel for staff. It is hoped that the use of electric bikes will maximise the number of staff choosing to cycle. 20 covered, secure cycle parking will be provided and staff will have access to lockers and showers within the Care Home.

3.4 Public Transport

- 3.4.1 The existing bus stops on Haverhill Road are beyond the desirable minimum 400m walking distance of the proposed Care Home and are served infrequently at present. This is likely to change with increased demand from the residential expansion of Haverhill. The bus route between Haverhill and Bury St Edmunds does pass the site so there may be scope to provide a request stops on the A143 in the vicinity of the site frontage. This will be discussed with SCC to determine how this can tie in with the public transport strategy for the northern expansion of Haverhill.
- 3.4.2 It is acknowledged that the shift patterns of staff may not necessarily coincide with public transport operating times. The Care Home will have a mini-bus and it is intended that this can

be used to collect staff from Haverhill and Bury St Edmunds. It is hoped that the Care Home will provide local jobs and therefore the minibus can be successfully used to transport staff to the site from collections points in Haverhill and Bury St Edmunds.

3.5 Parking Provision

3.5.1 Suffolk's Guidance for Parking (May 2019) provides details of parking requirements of different land uses. The standards relevant to the site are summarised in the table below.

Use	Vehicle	Cycle	PTW	Disabled
	Minimum	Minimum	Minimum	Minimum
	± space per ran	5 staff	car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirement

Table 3.1: Suffolk Guidance for Parking (May 2019)

- 3.5.2 The Care Home will employ circa 165 staff. The site will be staffed 24 hours a day so the staff will be spread across several shifts and it is therefore estimated that 55 staff will on site at any one time. This is discussed in more detail in Section 4. The residents of the Care Home will not own cars or be able to drive.
- 3.5.3 Providing parking in strict accordance with the SCC guidance would require a very large car park which would be significantly underutilised. It is therefore considered appropriate to provide parking to the number of staff on at any one time.
- 3.5.4 In terms of visitor parking, There will be no restrictions to visiting hours (apart from at night when the residents will be asleep) so visitors can arrive at any time during the day. Much of the medical needs of residents will be provided on site therefore there is limited need for visits from external service providers apart from occasional visits from hair dressers, podiatrists etc. which will be regular, but not daily to the site.
- 3.5.5 65 car parking spaces are proposed. This includes 6 disabled bays and 25 electric charging enabled bays. This level of car parking can adequately accommodated staff and visitors.
- 3.5.6 The site will have a dedicated minibus. This can be used to transport staff to and from the site. It can also be used to transport residents to any specific external medical appointments.

3.6 Servicing

3.6.1 The access points have been designed to accommodate a refuse vehicle which is the largest service vehicle which would be required to access the site. The bins have been located to the northwest of the building to allow easy access for collection. Swept path analysis for an 11.2m refuse vehicle has been undertaken and is included on CCE Drawing ZA921-PL-SK-004-P04 and CCE Drawing ZA921-PL-SK-002-P04.

3.6.2 Food, linen and other deliveries will be undertaken by rigid vehicles. These will drop off and collect from the service are at refuse collection point. This will not disrupt other cars from accessing the remainder of car pork. A fire render can also access the site. The tracking has been carried out for the largest vehicle as a worst case scenario.

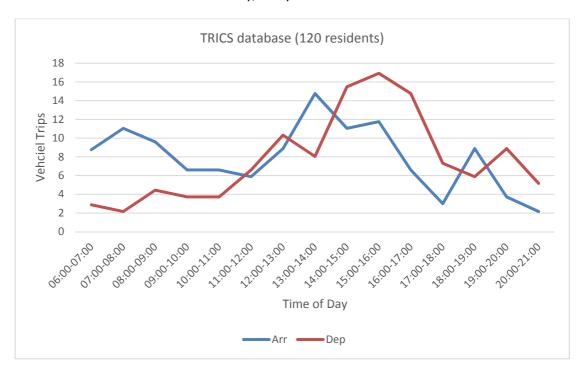
4.0 TRIP GENERATION, DISTRIBUTION AND IMPACT

4.1 Existing Site Trip Generation

4.1.1 The site currently operates as an equestrian riding centre which offers horse riding lesson throughout the day during the week and at weekends. The site access is therefore currently in use with arrival and departures at the start and end of the each riding lesson. This use will cease and be replaced by the Care Home. The residential property Little Court House will remain and will share the site access.

4.2 Proposed Development Vehicle Trip Rates

- 4.2.1 The development is very unique in its approach to care. A key part of looking after the residents will be to maintain familiarity with staff. Therefore staff changeovers between shifts will be gradual to minimise distribution to the care of residents.
- 4.2.2 The TRICS database (v7.7.4) has been used as a starting point to establish a trip rate for a Care Home. "Land Use 05 HEALTH/L CARE HOME (SPECIFIC CONDITION)" has been used to reflect that this is not a traditional Care Home set up.
- 4.2.3 The Care Home will have 120 residents when fully occupied. The graph below shows the estimated vehicle trip arrival and departures across the course to the day based on 120. Rather than "peaks" in arrival and departures, staff will arrive and depart throughout the day. There will be staff on site 24hours a day, 7 days a week.



4.2.4 Residents will live in apartments of 6 with 1.5 staff members assigned to each house. One member will be dedicated to the residents of that particular house and the other will float between houses depending on what is required at any particular time. Therefore there will be 30 care staff on site at any one time. This will be a mix of Practice Nurses, Senior Support

- Workers and Home Support Workers. Shift change overs will be managed by clusters of houses to ensure there is always some familiarity in the staff on site.
- 4.2.5 It is anticipated that a total of 132 medical staff will be employed by the Care Home but these will not be on site all at one time. They will be split over three shifts. There are also residential facilities on site for 16 staff to stay over. It is anticipated that these staff will stay on site for extended periods to provide continuity.
- 4.2.6 In addition to the medical staff there will be 33 staff associated with the maintenance, running and management of the Care Home. Again these will not be on site at the same time. The table below summarises the staff requirements.

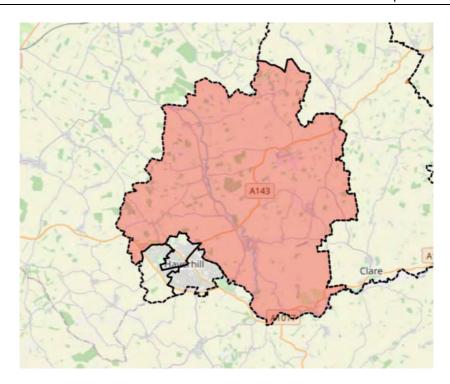
Staff Role	Total "bank" of staff employed	Staff per day shift (2 shifts per day)	Staff per night shift
Practice Nurses	14	5	1
Senior Support Workers	60	20	6
Home Support Worker	58	20	10
Management &	33	10	2
Domestic Team			
	165	55	19

Table 4.1: Summary staffing numbers

4.2.7 It is estimated that there will 55 staff on the site at any one time. The daytime will comprise two shifts. The first shift will start between 6am and 9am. Staff arrivals will be phased over this period to keep some consistency and familiarity in staffing for residents of the Care Home. The afternoon shift will start between 13:30 and 16:30. The night shift will commence between 21:30-23:30.

4.3 Traffic Distribution & Mode Share

4.3.1 It is hoped that the majority of employees and visitors of the Care Home will reside locally and the facility will provide local employment. The 2011 Census Data for Journeys to Work has been reviewed to look at how people in the area currently travel to their place or work. The site is located in Super Output Area (SOA) St Edmundsbury 011. This covers a large rural area shown overleaf.



Insert 4.1: Super Output Area St Edmundsbury 011 (source https://www.nomisweb.co.uk/)

4.3.2 The table below summarises how people currently employed in the area travel to their place of work. Whilst the 2011 Census data is 10 years old, it is the best available data to undertake this analysis.

		M	ethod of	f Travel to	Workplac	es in St E	dmunds	bury 01	1
Employee Residential Location	Percentage from each location	Train	Bus	Car	Car Passenger	Motorcycle	Cycle	Walk	Other
St Edmundsbury 011	18%	1%	0%	52%	7%	1%	3%	34%	2%
Haverhill (St Edmundsbury 012,013,014)	31%	0%	1%	78%	11%	1%	2%	5%	2%
St Edmundsbury 010 (Includes Clare, Poslingford, Denton, Lidgate)	6%	0%	0%	89%	6%	2%	2%	1%	0%
Remainder of Destinations	46%	0%	0%	86%	7%	1%	1%	3%	2%

Table 4.1: Summary of 2011 Census Method of travel to Work data for St Edmundsbury 011

- 4.3.3 The Census data shows that 54% of employees working in St Edmundsbury 011 reside in the immediately surrounding areas with 18% living and working in St Edmundsbury 11, 31% travelling from Haverhill and 6% from the immediately adjacent SOA St Edmundsbury 010.
- 4.3.4 Of those who live locally, sustainable mode share is high. For example, of those who live and work within the SOA 34% walk to work, 3% cycle and 7% travel as a car passenger. The Travel Plan for the staff at the Care Home will seek to build on this and maximise sustainable travel amongst employees.
- 4.3.5 11% of employees travelling from Haverhill do so as a car passenger. The staff of the Care Home will be encouraged to lift share and the management team will work closely with staff to enable compatible shift patterns for those that can lift share.
- 4.3.6 The Chartered Institution of Highways and Transportation (CIHT) guidelines for "Providing for Journeys on Foot" considers suggested acceptable walking distances for various journey purposes including "commuting to work". A walk of 2km (25 minutes) is considered acceptable. A large proportion of the residential area of Haverhill will be within 2km walking distance of the site, particularly once the Great Wilsey Park development and the North-West Growth Area are complete.

4.4 Site Access

- 4.4.1 A capacity assessment of the proposed site access has been undertaken using Junctions 9 (PICADY), the industry standard software for priority T junctions. Junction performance is measured as ratio of flow to capacity (RFC). An RFC value greater than 1 means that a turning movement has a higher level of traffic flow than its theoretical capacity. As a result, queues may be expected. An RFC below 0.85 is considered acceptable as there is still scope to accommodate future growth. Junctions can operate between 0.85 and 1.0 but there are likely to be queues in peak periods.
- 4.4.2 The 2019 DfT data for Haverhill Road (A143) has been used. Tempro Growth factors have been applied to estimate the traffic flow for a future year of 2026 (five years after submission). The TRICS data has been used for staff arrival and departures. The traffic flows are presented in **Traffic Flow Diagram T1**.
- 4.4.3 The PICADY output files for the proposed site access are included in **Appendix E** and summarised in the table overleaf.

	Site Access		Haverhill Ro Wester	• •
	RFC	Q	RFC	Q
2021 Base + Proposed AM Peak hour	0.00	0.0	0.01	0.0
2021 Base + Proposed PM Peak hour	0.02	0.0	0.0	0.0

Table 4.3: Summary of Site Access - PICADY Results.

4.4.4 The modelling demonstrates that the proposed site access junction is more than sufficient in terms of capacity to accommodate the proposed development. The maximum RFCs are well within the design threshold of 0.85 with the AM and PM peak hours operating with maximum RFC of 0.20 and 0.15 respectively.

4.5 Travel Plan

4.5.1 A Travel Plan has been prepared as a standalone document to accompany the planning application. The Travel Plans aims to minimise single occupancy car travel by staff and visitors and encouraging the use of sustainable modes of transport.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This Transport Assessment (TA) has been prepared by Cannon Consulting Engineers (CCE) on behalf CARE (Little Court) Ltd in relation to a proposed specialist dementia care village for up to 120 residents, including central amenity building (shop, restaurant, pub, communal hall, treatment/counselling rooms, offices and staff accommodation), club/hobby rooms, vehicle parking, landscaping proposals and associated works.
- 5.1.2 It is proposed to take access from Haverhill Road in the form of a priority T junction designed to accommodate all vehicle types that may need to access the site. The proposed site access is presented on **CCE Drawing ZA921-PL-SK-001-P04**. The access will comprise a 7m carriageway with footways. At the site frontage, a footway/cycleway will be extended to the east to connect with Public Footpath 5. The proposals include changing the status of this to a Bridleway so that it can be used by cyclists. This provides onwards connections into Haverhill via the footway and cycleway network within the Great Wilsey Park development which is currently being built out.
- 5.1.3 The peak hour trip generation associated with the Care Home has been shown to be very low as staff will work in shift patterns. The capacity assessment of the site access junction has demonstrates it will operate well within capacity with the proposed development.
- 5.1.4 The existing transport conditions have been considered. This included all transport modes from non-motorised users (pedestrian and cyclists) to public transport users and drivers on the road network. It is considered that the site is well located in relation to the existing transport network and in relation to the existing and future residential areas where staff of the site are likely to reside.
- 5.1.5 65 car parking spaces are proposed to accommodate staff and visitors associated with the Care Home. The site will be staffed 24 hours a day. The parking includes disabled car parking spaces and electric vehicle charging points. Secure, covered cycle parking will also be provided along with 5 electric bikes which staff can use on loan.
- 5.1.6 A Travel Plan has been prepared as a standalone document to encourage staff and visitors to access the site by sustainable modes.

5.2 Conclusion

5.2.1 It is considered that the development will have an acceptable impact on, and relationship to, existing transport infrastructure. The residual cumulative impacts of development would therefore not be considered severe.

Site Area





DATE 01/2021 DRAWN BY JAM SCALE @ A3 SIZE N.T.S

PROJECT TITLE

FIGURE TITLE

LAND AT LITTLE COURT, HAVERHILL ROAD, HAVERHILL

SITE LOCATION PLAN

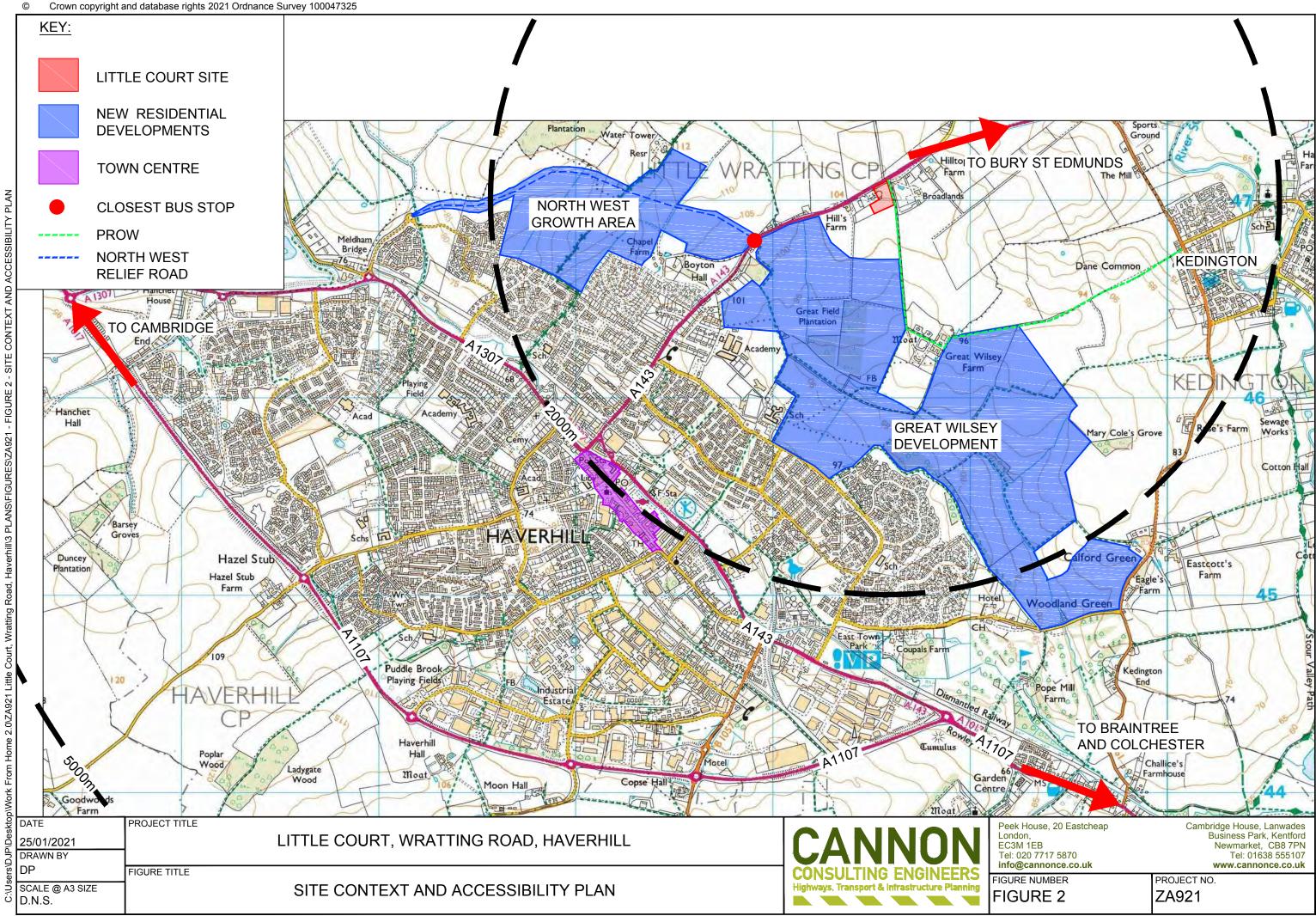


Peek House, 20 Eastcheap London EC3M 1EB Tel: 020 77175870

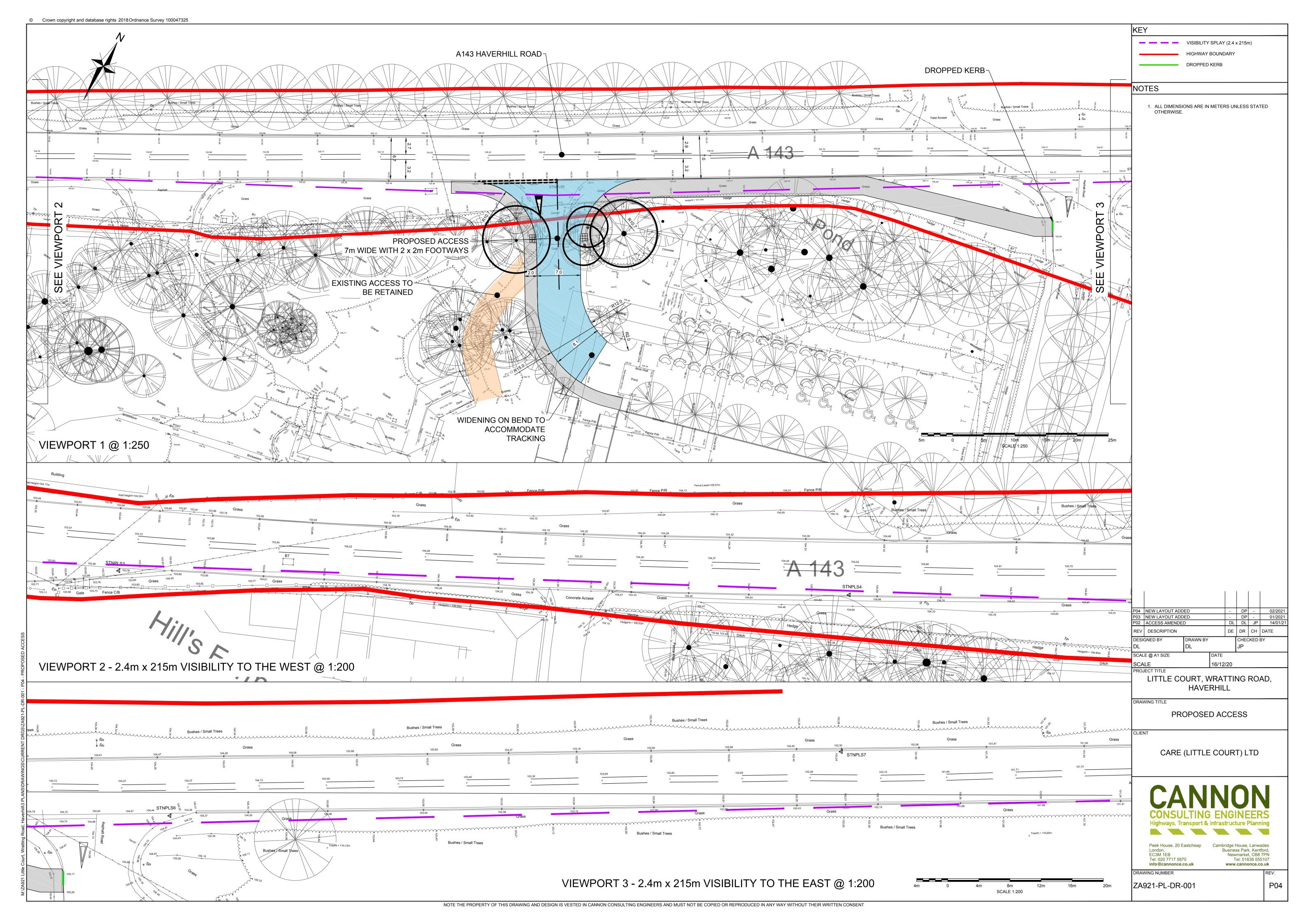
info@cannonce.co.uk FIGURE NUMBER

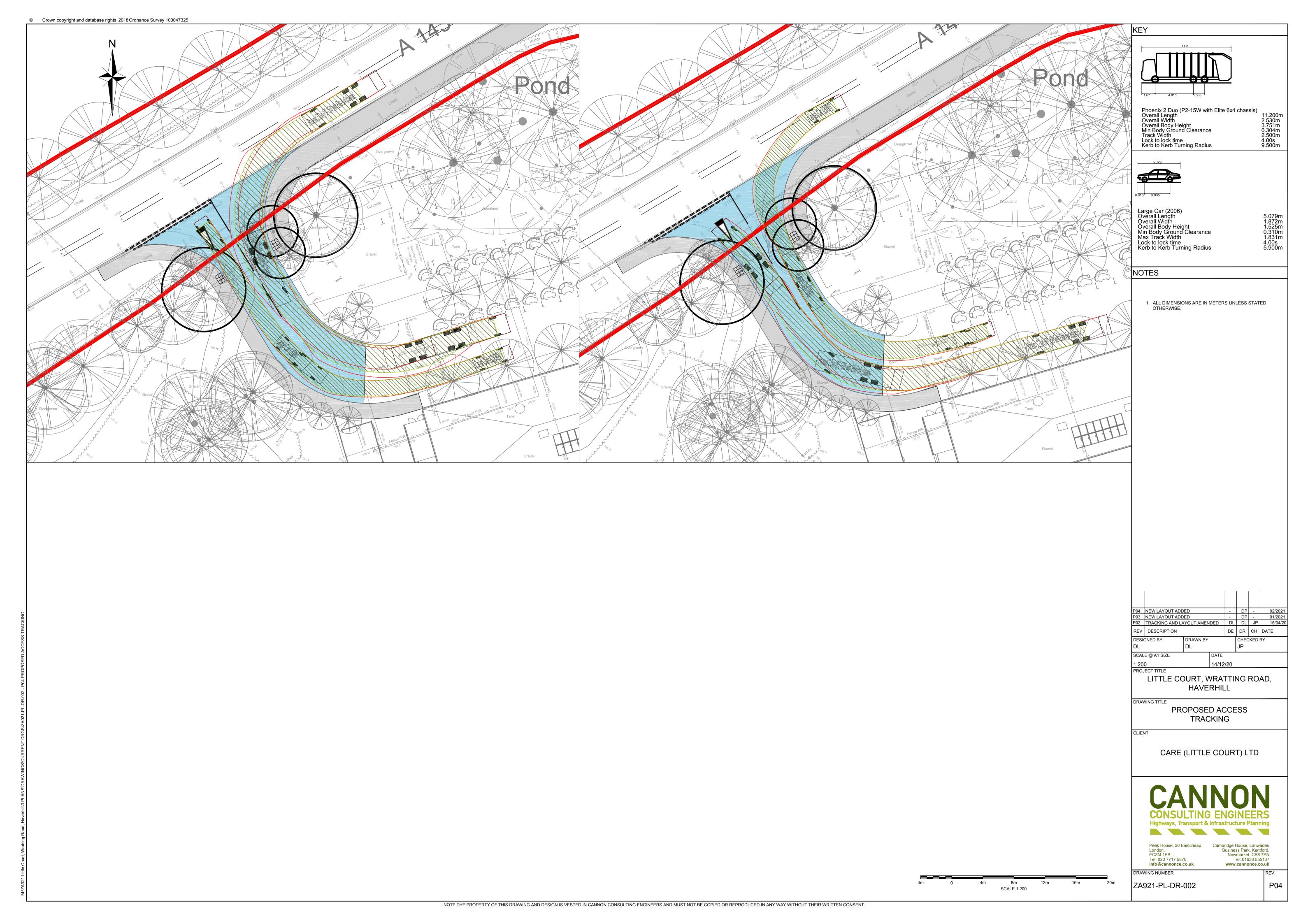
Cambridge House, Lanwades Business Park, Kentford Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk

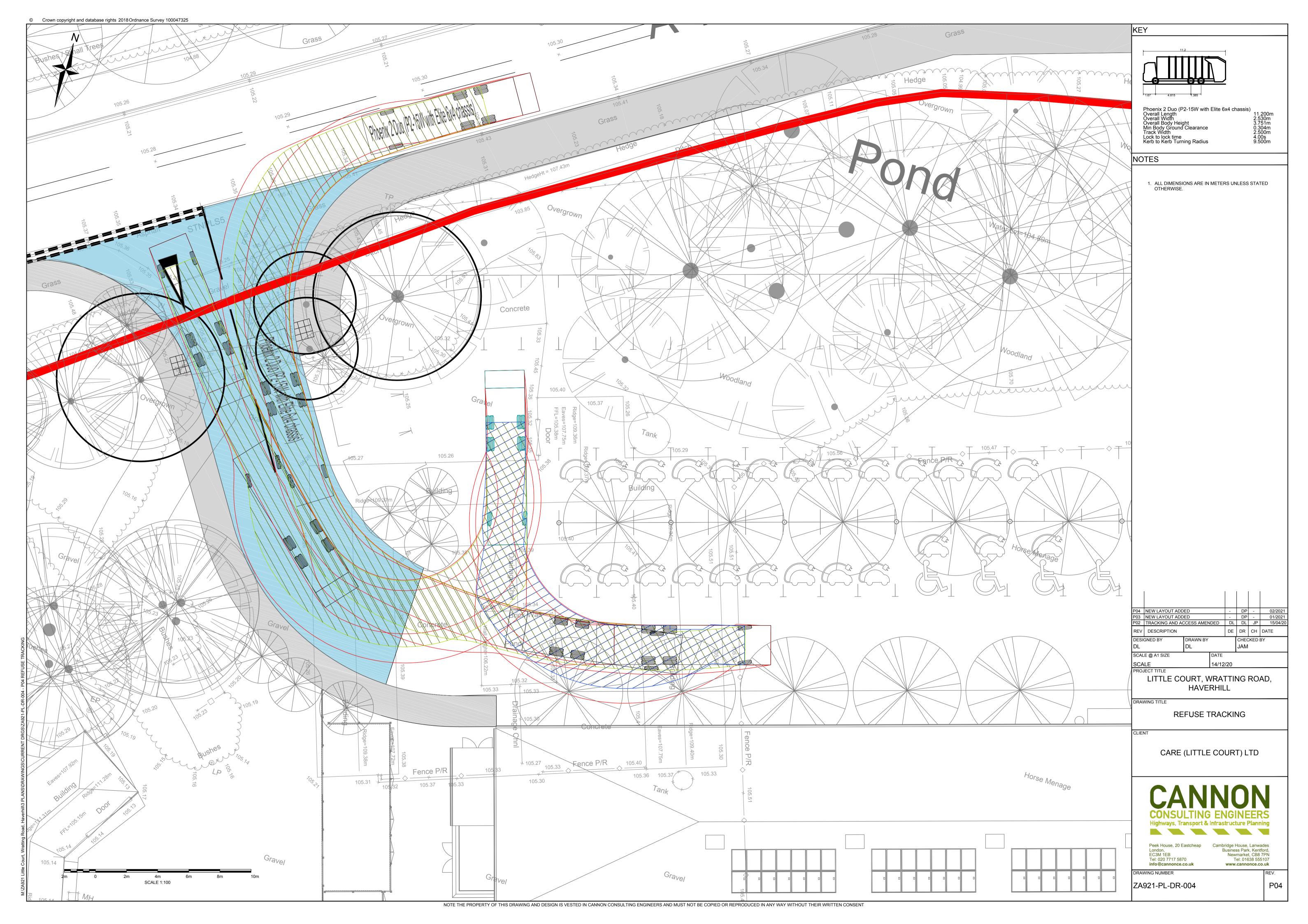
PROJECT NO. ZA921 FIGURE 1



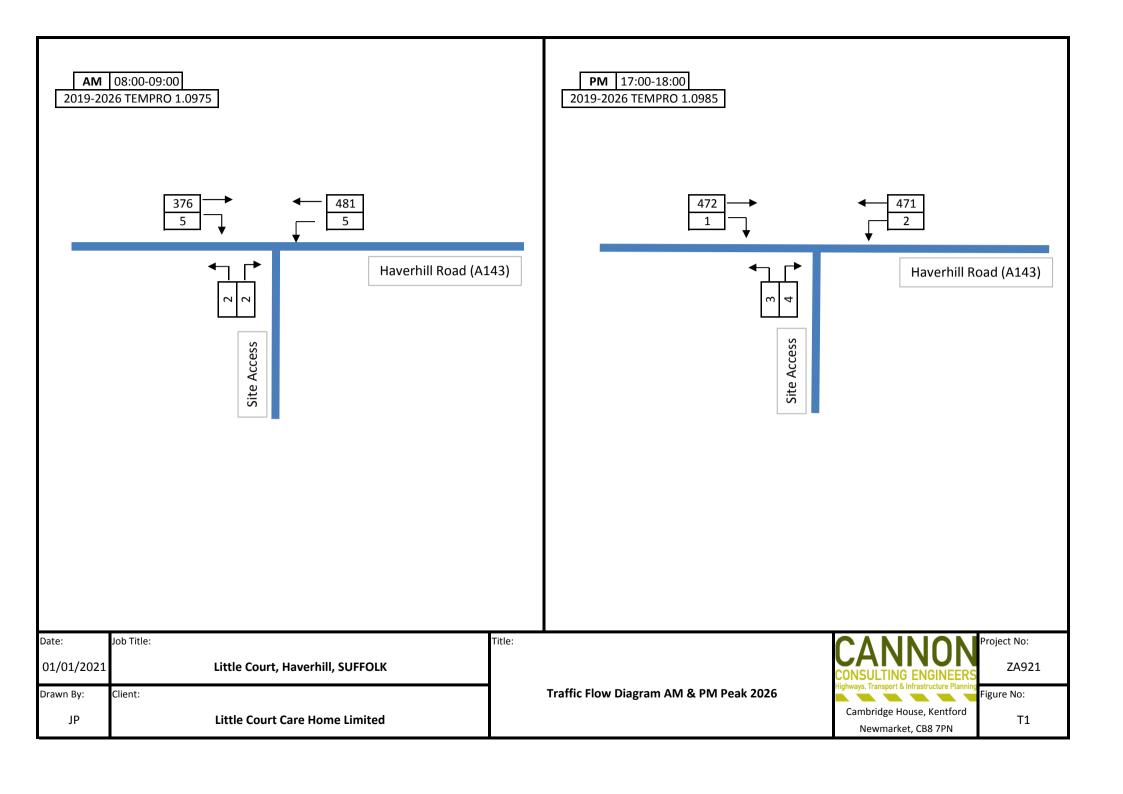
Drawings



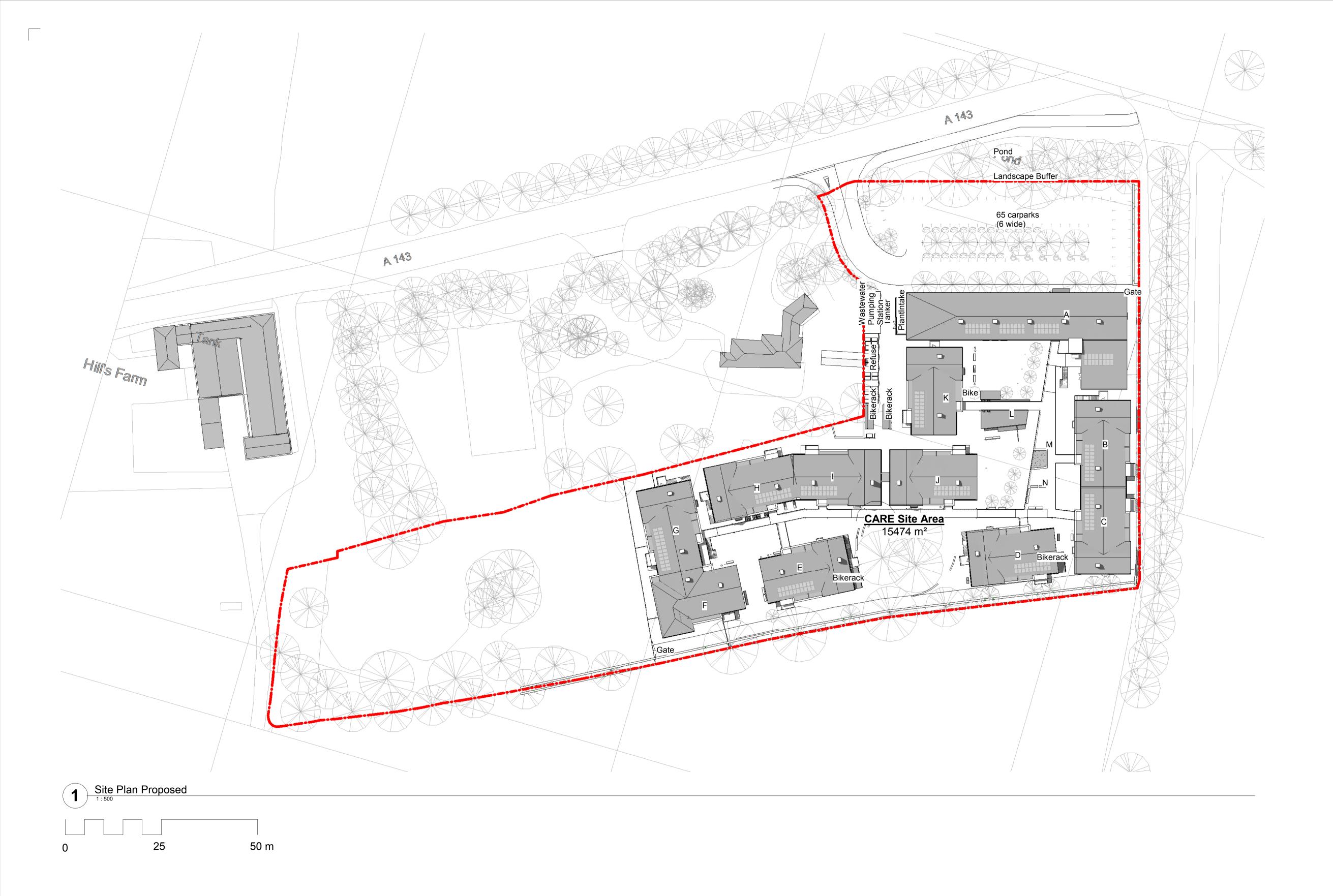




Traffic Flow Diagrams



Appendix A





This drawing is the copyright of the architect JBA.
All dimensions and conditions to be verified on site by the relevant Contractor prior to proceeding.

Standard industry solutions apply unless otherwise stated.
All dimensions are in millimeters and are to structural faces or centres unless otherwise stated.
not to finishes unless unless otherwise stated.
Survey by others.
This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
If in doubt, ask.



Proposed Site Boundary

Proposed Building

Rev. DD/MM/YY Initials - Description

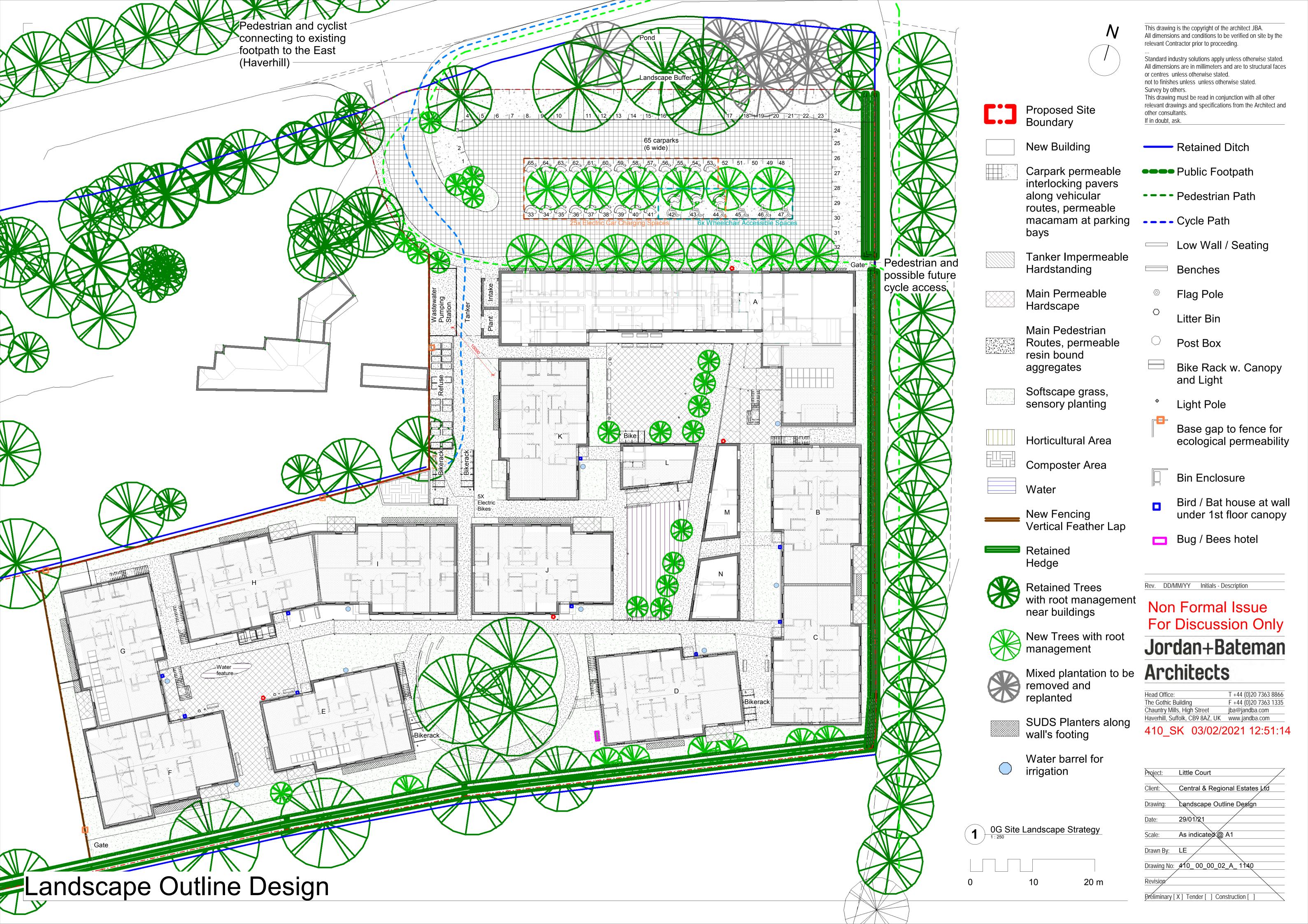
Non Formal Issue For Discussion Only

Jordan+Bateman Architects

Head Office:	T +44 (0)20 7363 8866
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Chauntry Mills, High Street	jba@jandba.com
Haverhill, Suffolk, CB9 8AZ, UK	www.jandba.com

410_SK 03/02/2021 12:50:45

Project:	Little Court
Client:	Central & Regional Estates Ltd
Drawing:	Site Plan Proposed
Date:	29/01/21
Scale:	As indicated @ A1
Drawn By:	LE
Drawing No:	410 00 00 PL A 1010
Revision	
	V1.T
Preliminary [X] Tender [] Construction []



Appendix B

Your Ref: SCC/CON/1350/20 Our Ref: SCC/CON/1350/20

Date: 24 April 2020

Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Penny Mills

Dear Penny Mills,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: SCC/CON/1350/20

PROPOSAL: Planning Officer wants to know what highways information needs to be provided for a useful pre-app.

LOCATION: Dementia CARE Village Little Court Wratting Road Haverhill

ROAD CLASS:

This informal response is a summary, taking into account- the site visit, the review of plans submitted or the written or verbal information given.

The response does not include comparisons with previous planning decisions or any appeal, and is valid at this time. The developer/architect/or the agent should be aware that in the interest of road safety there maybe updates and improvements to the Suffolk County Council Highway Standards for Planning Developments at the time an application is submitted.

Dear Penny Mills

We recommend the follow should be considered:

Access:

- The access from Wratting Road should be wide enough for 2 HGV's (non-articulated) to pass, a minimum of 5.5m, bends may need to be wider. Tracking drawings will be required.
- There is a large amount of highway verge by the existing access. The applicant must obtain the correct highway boundary information. highwayrecords@suffolkhighways.org
- Visibility splays at the access of 215m in both directions should be shown on a scaled drawing.
- How will pedestrians and cyclists safely access the site? This includes staff and visitors, and, if necessary, residents.
- There are rights of way near the site and these should be clearly shown on all layout drawings with details of how they interact with the site. For example a right of way may be used for pedestrian/cycle access for staff/visitors coming from or through the Great Wilesy development.
- Show details of delivery, servicing, staff and visitor movements. Include transient visitors such as medical staff, hair-dresser etc. Will there be specific residents visitor times?
- The layout (Haverhill power point fig 4) shows a new access coming off the existing access to little court equestrian centre, with the equestrian centre still accessed? This should be clarified.

• How will the 'land for additional development' be accessed?

Parking:

- A parking layout should be shown with sufficient parking bay size and manoeuvring space. The
 applicant should evidence the amount of parking provided in terms of the development's use and in
 respect of the Suffolk Guidance for Parking 2019. We would not accept evidence which relies on
 how similar sites in other areas work as other areas have different standards and sustainable
 transport options.
- Cycle storage (secure, covered, lit and if possible overlooked) and electric vehicle charging points should be shown.
- Means to promote sustainable travel options should be detailed. This should include public transport and cycling as well as provision for electric vehicles.
- Detail the vehicles that will be expected to park, such as mini bus, staff cars, residents cars, visitors, support workers, service and delivery vehicles, ambulances and hospital transport.

Transport and highway improvements:

- A new footway/cycleway along Haverhill Road (A143) may be required. This may also require some
 alterations to the layout of the carriageway to create enough width. This will be subject to design and
 constraints such as existing services.
- Bus stop improvements on Haverhill Road
- Right of Way improvements. This may depend on the pedestrian & cycle access strategy, but we are likely to require some right of way improvements to aid accessibility.

Other things:

- Please detail if any of the facilities will be open to the general public. The Hogewejk power point refers to a 'restaurant open to the public'.
- Will there be events, maybe open days, that would put a strain on the parking? If so how will this be managed?

There will be more comments as details are clarified but I hope this gives the applicant some idea of the sort of information we would need to see to fully assess this proposal.

Yours sincerely,

Hen Abbott

Development Management Engineer

Growth, Highways and Infrastructure

Please note: The above informal advice is based on the information readily available and does not bind Suffolk County Council on its response to any future planning applications.

It is an offence to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. This letter does not constitute planning permission and does not give the applicant permission to carry work out.

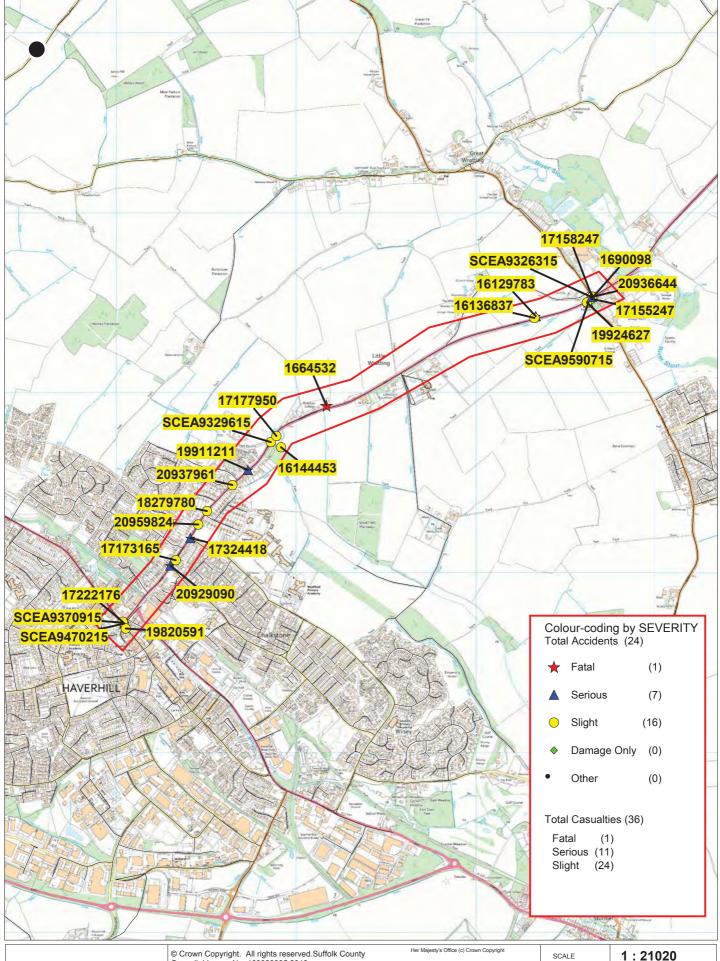
Appendix C







Appendix D





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Licence No. 100023395

JPratt_Haverhill_010815-310720_Location Plan

Selected Range of Accidents between dates 01/08/2015 and 31/07/2020 Selected using Manual Selection

SCALE	1:21020
DATE	16/11/2020
DRAWING No.	
DRAWN BY	

TRAFFMAP AccsMap - Accident Analysis System

Accidents between dates 01/08/2015 and 31/07/2020 (60) months Selection: Notes:

Police Ref.	Acc Class	Date Time	Grid References	Ftl	Casualties Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
SCEA93263	Slight	30/08/2015 1200	569645 247530	0	0	2	406V001A	000	Light	Fine without high winds	Dry	99
SCEA94702	Serious	22/10/2015 1820	567045 245716	0	1	0	406V001B 405V002B	0 0 0	Dark	Fine without high winds	Dry	93
SCEA93296	Slight	03/09/2015 1450	567859 246725	0	0	1	406V001A 206V001A 407V001A	0 0 0	Light	Fine without high winds	Dry	20 1
SCEA93709	Slight	17/09/2015 1800	567041 245720	0	0	1	405V001A	$0 \ 0 \ 0$	Light	Fine without high winds	Dry	9 1
SCEA95907	Serious	01/12/2015 1241	569624 247502	0	1	2	706V001B 103V001B 108V001B	0 0 0	Light	Fine without high winds	Wet/Damp	99
1690098	Slight	01/07/2016 2228	569651 247533	0	0	1	405V1A	000	Dark	Fine with high winds	Dry	99
16129783	Serious	03/11/2016 0756	569332 247425	0	1	0	405V1A	$0\ 0\ 0$	Light	Fine without high winds	Dry	9 5
16136837	Slight	23/11/2016 0655	569325 247415	0	0	1	103V1A 109V1B 409V1A 603V1A 601V1B 602V1B	0 0 0	Light	Fine without high winds	Wet/Damp	9
1664532	Fatal	07/05/2016 1808	568168 246929	1	3	1	405V1B 409V1B	000	Light	Other	Dry	99
17155247	Slight	24/01/2017 1601	569640 247522	0	0	1	103V1A 306V1B 602V1A 405V2B	0 0 0	Light	Unknown	Frost/Ice	9 21
16144453	Slight	21/12/2016 1508	567916 246696	0	0	2		$0 \ 0 \ 0$	Light	Fine without high winds	Wet/Damp	99
17158247	Slight	27/01/2017 1050	569645 247534	0	0	1	103V1A 307V1A 410V1A 605V1A 607V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9
17173165	Slight	03/04/2017 1545	567331 246068	0	0	1	405V1A 406V1A	$0 \ 0 \ 0$	Light	Fine without high winds	Dry	99
17177950	Slight	15/04/2017 2245	567890 246759	0	0	1	501V1A	$0 \ 0 \ 0$	Dark	Fine without high winds	Dry	99
17222176	Slight	18/09/2017 0750	567036 245726	0	0	1		$0 \ 0 \ 0$	Light	Unknown	Dry	99
18279780	Slight	12/03/2018 0840	567504 246341	0	0	1	602V1A 405V1A	$0 \ 0 \ 0$	Light	Raining without high winds	Wet/Damp	99
17324418	Serious	17/04/2017 1700	567412 246191	0	1	0	501V1A 306V1A 405V1A	0 0 0	Light	Fine without high winds	Dry	9 98
19820591	Slight	31/01/2019 1602	567053 245688	0	0	1	405V1B 808C1B	1090	Light	Fine without high winds	Dry	98
19924627	Slight	14/11/2019 0744	569616 247502	0	0	3	405V1A 707V1A 602V1B	0 0 0	Light	Raining without high winds	Wet/Damp	99
20929090	Serious	08/02/2020 2320	567300 246039	0	1	0	806C1B 407V1B	5 1 4	Dark	Fine without high winds	Dry	9
19911211	Serious	29/09/2019 0039	567732 246570	0	1	0	806C1A	0 0 0	Dark	Raining without high winds	Wet/Damp	9

Run on: 16/11/2020

Run on: 16/11/2020

Accidents between dates 01/08/2015 and 31/07/2020 (60) months Selection: Notes:

Police Ref.	Acc Class	Date	Time	Grid References	Ftl	Casualtie Ser	s Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
20936644	Serious	25/02/202	0 1815	569642 247532	0	2	1	405V1A 406V1A 403V1A 402V1A	000	Dark	Raining without high winds	Wet/Damp	99
20937961	Slight	09/01/202	0 1416	567646 246486	0	0	1		$0 \ 0 \ 0$	Light	Fine without high winds	Dry	99
20959824	Slight	21/06/202	0 1732	567456 246267	0	0	1	405V1B 406V1A	0 0 0	Light	Fine without high winds	Dry	99
Column Totals	Slight:	16			1	11	24			ight: 17		ry: 15	
	Serious:	7							D	ark: 7	W	'et: 8	
	Fatal:	1											

Total number of accidents listed:

24

Appendix E



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462 © Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:

+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: ZA921 - Site Access.j9

Path: M:\ZA921 Little Court, Wratting Road, Haverhill\5 TRAFFIC\PICADY

Report generation date: 27/01/2021 15:26:10

»2026 + Dev, AM
»2026 + Dev, PM

Summary of junction performance

	AM				PM					
	Set ID Queue (PCU) De		Delay (s)	RFC	LOS Set ID Queue (PCU)			Delay (s)	RFC	LOS
		2026			+ Dev					
Stream B-AC	D1	0.0	0.00	0.00	Α	D2	0.0	8.98	0.02	А
Stream C-AB	וט	0.0	4.58	0.01	А	D2	0.0	4.29	0.00	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	Little Court, Haverhill
Location	A143
Site number	ZA921
Date	27/01/2021
Version	1.1
Status	Planning
Identifier	
Client	
Jobnumber	ZA921
Enumerator	CANNON\dsmy1
Description	

Units

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

Analysis Options

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



Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000



2026 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	Α

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
Α	A143 (E)		Major
В	Site Access		Minor
С	A143 (W)		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)
С	6.85			215.0	✓	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

I	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
ſ	В	One lane	4.00	18	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	542	0.095	0.240	0.151	0.343
B-C	700	0.103	0.261	-	-
С-В	698	0.261	0.261	-	-

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	2026 + Dev	AM	ONE HOUR	07:45	09:15	15

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 (%)
Α		✓	486	100.000
В		✓	4	100.000
С		✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		То					
		Α	В	С			
F	Α	0	5	481			
From	В	2	0	2			
	С	376	5	0			

Vehicle Mix

Heavy Vehicle Percentages

	То					
		Α	В	С		
	Α	0	0	0		
From	В	0	0	0		
	С	0	0	0		

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	А
C-AB	0.01	4.58	0.0	А
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)	Unsignalised level of service
B-AC	0	489	0.000	0	0.0	0.000	А
C-AB	6	791	0.007	6	0.0	4.582	А
C-A	281			281			
A-B	4			4			
A-C	362			362			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	465	0.000	0	0.0	0.000	A
C-AB	8	813	0.009	8	0.0	4.470	A
C-A	335			335			
A-B	4			4			
A-C	432			432			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	431	0.000	0	0.0	0.000	A
C-AB	11	844	0.013	11	0.0	4.318	А
C-A	409			409			
A-B	6			6			
A-C	530			530			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	431	0.000	0	0.0	0.000	A
C-AB	11	844	0.013	11	0.0	4.319	A
C-A	409			409			
A-B	6			6			
A-C	530			530			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	465	0.000	0	0.0	0.000	А
C-AB	8	813	0.009	8	0.0	4.472	А
C-A	335			335			
A-B	4			4			
A-C	432			432			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	489	0.000	0	0.0	0.000	A
C-AB	6	791	0.007	6	0.0	4.584	A
C-A	281			281			
A-B	4			4			
A-C	362			362			

5



2026 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description	
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.	

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	Α

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	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

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 (%)
Α		✓	473	100.000
В		✓	7	100.000
С		✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

	То				
From		Α	В	С	
	Α	0	2	471	
	В	4	0	3	
	С	472	1	0	

Vehicle Mix

Heavy Vehicle Percentages

	То				
		Α	В	С	
	Α	0	0	0	
From	В	0	0	0	
	С	0	0	0	



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.98	0.0	Α
C-AB	0.00	4.29	0.0	А
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)	Unsignalised level of service
B-AC	5	471	0.011	5	0.0	7.736	А
C-AB	1	841	0.002	1	0.0	4.284	A
C-A	355			355			
A-B	2			2			
A-C	355			355			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	445	0.014	6	0.0	8.211	A
C-AB	2	873	0.002	2	0.0	4.129	A
C-A	423			423			
A-B	2			2			
A-C	423			423			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	408	0.019	8	0.0	8.985	A
C-AB	3	920	0.003	3	0.0	3.923	A
C-A	518			518			
A-B	2			2			
A-C	519			519			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	408	0.019	8	0.0	8.985	А
C-AB	3	920	0.003	3	0.0	3.923	Α
C-A	518			518			
A-B	2			2			
A-C	519			519			

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17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	445	0.014	6	0.0	8.211	А
C-AB	2	873	0.002	2	0.0	4.129	А
C-A	423			423			
A-B	2			2			
A-C	423			423			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	471	0.011	5	0.0	7.738	A
C-AB	1	841	0.002	1	0.0	4.286	A
C-A	355			355			
A-B	2			2			
A-C	355			355			