LAND AT COOMBE FARM, SAYERS COMMON

TRANSPORT ASSESSMENT

September 2025

Welbeck Strategic Land II Ltd

RESIDENTIAL
LAND AT COOMBE FARM
SAYERS COMMON

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

Document No:	145.0007/TA/4	
Status:	Original	
	Name	*Date*
Prepared by:	Gemma Hull	May 2025
Checked by:	Tom Peters	May 2025
Approved by:	Tom Fisher	May 2025

Revision Record				
Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*
2	Sept' 25	THP	Client Comments	JNR
3-4	Sept' 25	GLH	Revised Layout	JNR

Welbeck Strategic Land II LLP (Welbeck Land)
6th Floor
One London Wall
London
EC2Y 5EB

Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 1UJ

RESIDENTIAL
LAND AT COOMBE FARM
SAYERS COMMON

TRANSPORT ASSESSMENT

Contents

Figures

Tables

Appendices

1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Welbeck Strategic Land II LLP (Welbeck Land) to support a planning application for a proposed residential development comprising up to 210 dwellings at Land at Coombe Farm, Sayers Common.

1.2 The proposed development site is located within the south of Sayers Common, approximately 400m south of the village centre. The site location is shown in **Figure 1** with a copy of the indicative site layout in **Appendix A**.

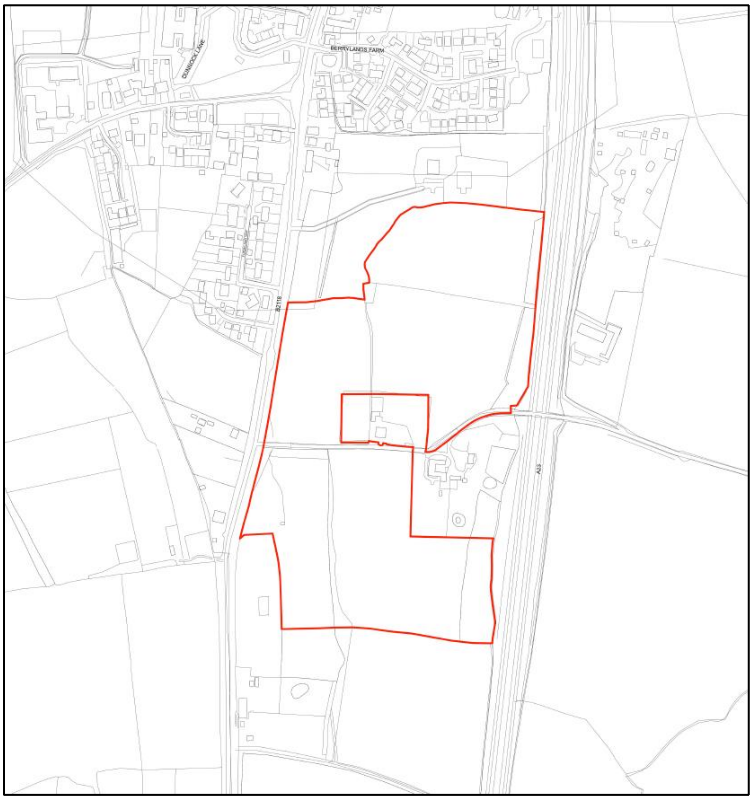


Figure 1: Site Location

1.3 Paul Basham Associates have also prepared a Travel Plan (TP) to support the application which should be read in conjunction with this report. The TP seeks to facilitate and promote the use of sustainable transport modes.

Site Context

1.4 As part of the latest Mid Sussex District Council draft local plan allocation, the site is included under draft policy DPSC5 for up to 210 dwellings at Land at Coombe Farm. Although the site itself is an independent allocation, the District Plan identifies further growth within Sayers Common with c. 2,400 dwellings identified locally (including the proposed development site). The largest of these sites is DPSC3, known as the Mayfield development, which in itself is identified for c. 1,850 dwellings as well as other facilities including schools, leisure and healthcare facilities.

Pre-Application Discussions

1.5 A Highways Pre-Application Scoping Note (HPASN) was produced and submitted to West Sussex County Council (WSCC) in December 2024. Feedback has been received from West Sussex County Council (WSCC) and a meeting was held on 21st January 2025 as part of the pre-application discussions. A copy of the formal highway's pre-application response (Ref: PRE-104-24) is attached in **Appendix B**.

1.6 Feedback received from WSCC was overall positive of the scheme from a highway's perspective. Comments were provided on pedestrian connections, potential improvements to public transport, access arrangements, trip rates and the scope of junction modelling. This TA reflects discussions with WSCC and therefore should be considered acceptable.

1.7 Following revisions to the surface water flood mapping the location of the access was revised to ensure it was appropriately located with reference to the flood mapping. This revised access was also shared with WSCC Highways who reiterated their support for the access proposals. This response is also contained within **Appendix B**.

Scope of TA

1.8 This Transport Assessment (TA) examines the transport and highway issues relating to the proposed development. The report will discuss the development proposals in the context of the NPPF and whether the impact of proposals would have an 'unacceptable impact on highway safety' or 'severe residual cumulative' impact on the local highway network. The scheme will also be assessed against local guidance including WSCC's Local Transport Plan (2022 – 2036).

1.9 In support of this TA, a site visit was conducted in January 2025, and traffic speed and volumetric data was obtained in July 2024.

Structure of the Report

1.10 This Transport Assessment is structured as follows:

- **Section 2:** Provides an overview of the relevant transport planning policy;
- **Section 3**: Examines the existing conditions with a review of the site location, existing local facilities and amenities, walking and cycling infrastructure, local bus and rail services and a review of the local highway network including analysis of Personal Injury Accident (PIA) data;
- **Section 4**: Provides a detailed description of the development including the proposed site access arrangements and the proposed car and cycle parking provision;
- **Section 5**: Provides a review of the development accessibility in relation to the adjacent proposals for further allocations within the Local Plan;

- Section 6: Summarises the forecast trip generation for the proposed development as well as outlining the trip distribution methodology and the junction modelling assessments carried out to quantify the impact of the development on the local road network;
- Section 7: Provides an overview of the Transport Assessment before drawing conclusions.

2. POLICY REVIEW

2.1 This section of the TA reviews the following national and local policy documents relevant to transport related matters and the proposals. The following national and local guidance has been deemed relevant:

- National Planning Policy Framework (NPPF) (December 2024);
- Planning Practice Guidance (PPG);
- West Sussex County Council Local Transport Plan (LTP) (2022-2036);
- Mid Sussex District Plan 2014-2031 (Adopted March 2018);
- Draft Mid Sussex District Council Local Plan (2021 – 2039)
- Mid Sussex District Council Site Allocations Development Plan (June 2022)
- Parish 2031 – Hurstpierpoint and Sayers Common Neighbourhood Plan (March 2015)
- Mid Sussex Transport Study – Local Plan Review Scenario 6 Interim Report (August 2024)

National Planning Policy Framework (NPPF) (December 2024)

2.2 The National Planning Policy Framework (NPPF) (December 2024) acts as the central guidance for development planning and provides a framework within which locally prepared plans can provide for sufficient housing and other development in a sustainable manner. The following NPPF paragraphs are relevant to this Transport Assessment (TA):

> Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
>
> *a)* *The potential impacts of development on transport networks can be addressed;*
>
> *b)* *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *c)* *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
>
> *d)* *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
>
> *e)* *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
>
> **(NPPF Para.109)**

> The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
>
> **(NPPF Para. 110)**

2.3 This Transport Assessment (TA) and the accompanying Travel Plan (TP) accord with these principles. The NPPF also cites the following points as key considerations with regards to transport and development planning to which the proposals adhere:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. **(NPPF Para. 116)**
Within this context, applications for development should: *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;* *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;* *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.* **(NPPF Para. 117)**
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. **(NPPF Para. 118)**

Planning Practice Guidance (PPG)

2.4 The PPG (2014) is due to be updated to reflect the revised NPPF, however, the existing PPG document still contains relevant planning principles which relate to the NPPF and therefore has been retained until an updated document has been published.

2.5 The PPG (2014) provides an overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. **(PPG Para. 3)**

2.6 The key principles within which Travel Plans, Transport Assessments and Statements should be undertaken are detailed as follows:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest possible stage of a development proposal;
- Be tailored to particular local circumstances;
- Be brought forward through collaborative ongoing working between the Local Planning Authority, Transport Authority, transport operators and other relevant bodies.

2.7 The guidance emphasises the importance of consulting the relevant local authority at the outset in order to scope the Transport Assessment work on the basis of the principles highlighted above.

West Sussex County Council Local Transport Plan (LTP) (2022 – 2036)

2.8 The West Sussex Council Local Transport Plan covers the period up to 2036 and provides details of how the Council intends to improve transport and accessibility over the next 14/15 years. The vision for the Local Transport Plan (LTP) is: "*for a West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide*."

2.9 The WSCC LTP is based around five transport goals:

Active Travel Strategy Extending and improving the network of active travel facilities
Share Transport Strategy Facilitate a more efficient and customer focused bus network, using community transport and new mobility solutions where possible.
Rail Strategy Identifying priorities that will help rail networks to perform a strategic role in the transport network, providing connectivity between towns in West Sussex.
Access to Gatwick Airport Strategy Supporting initiatives that will increase sustainable transport mode share for passengers and employees and ensure community needs are taken into account.
Road Network Strategy Improve efficiency of the most strategically important local roads and provide facilities for active travel and shared transport services, supported by use of using demand management techniques.

2.10 The LTP sets out area strategies whereby Mid Sussex has area specific transport strategies which include, roadway improvements, increased and improved charging infrastructures, improve cycle routes, improvement to bus and rail services, and interchange facilities.

Mid Sussex District Plan 2014 – 2031 (Adopted March 2018)

2.11 The Mid Sussex Local Plan provides a long-term strategy that seeks to shape and guide new developments in the Mid Sussex area. The Vision states:

"A thriving and attractive district, a desirable place to live, work and visit. Our aim to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future".

2.12 The Vision is supported by four priority themes that promote the development of sustainable communities:

- Protecting and enhancing the environment;
- Promoting economic vitality;
- Ensuring cohesive and safe communities; and
- Supporting healthy lifestyles.

Draft Mid Sussex District Council Local Plan (2021 – 2039)

2.13 Mid Sussex District Council are in the process of updating their Local Plan and the new District Plan 2021 – 2039 will replace the current adopted District Plan outlined in paragraph 2.8. formal adoption of the updated plan is anticipated in 2025.

2.14 The site is one of several sites identified for development within the draft local plan and more detail on this is provided later in this report.

Mid Sussex District Council Site Allocations Development Plan (June 2022)

2.15 The Sites DPD allocates additional development sites to meet the agreed housing requirement for the plan period as reflected in the District Plan 2014-2031. The additional allocations are in accordance with the Spatial Strategy and Strategic Policies set out in the District Plan. The SADP has four main aims, which are:

> To allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan.

To allocate sufficient employment land to meet the residual need and in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development.
To allocate a site for a Science and Technology Park west of Burgess Hill in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development.
To set out additional Strategic Policies necessary to deliver sustainable development.

Parish 2031 – Hurstpierpoint and Sayers Common Neighbourhood Plan (March 2015)

2.16 Parish 2031 is the Parish Council's Neighbourhood Plan for the period from 2014 up to 2031. The Plan sets out the development principles and allocation of areas for future building and land use.

2.17 The following policies relate specifically to transport and the proposed development.

> **POLICY Housing HurstH6: Housing sites infrastructure and environmental impact assessment:**
>
> New housing developments which meet the policies of this plan and meet the criteria below will be supported:
>
> a) the provision of a satisfactory access point or points to the site for motor vehicles, cyclists and pedestrians;
> b) the preparation and submission of an up to date Transport Assessment and Travel Plan to include the consideration of the cumulative impact of traffic and the provision of any necessary off-site transport improvements;
> c) the provision of a comprehensive package of highway and footpath improvements, for vehicular, pedestrian and cycling uses, serving the local area;
> d) the retention and protection of significant landscape features within the site and along the site's boundaries;
> e) an ecological survey to be carried out and appropriate mitigation and enhancement measures to be undertaken;
> f) the provision of adequate surface water and foul water drainage capacity;
> g) the provision of, or financial contributions towards, community facilities and the provision of public open space;
> *h)* the provision of parkland areas, to be owned and managed by the local community

2.18 The Plan also includes 8 transport aims which include the improvement of pedestrian and cycle infrastructure, parking and public transport facilities.

Mid Sussex Transport Study – Local Plan Review Scenario 6 Interim Report (August 2024)

2.19 Mid Sussex District Council (MSDC) commissioned SYSTRA to:

- Build a strategic highway model to underpin the Mid Sussex Transport Study (MSTS); and
- Update the Mid Sussex Transport Study to test the impact of proposed development on the strategic and local transport network and upon significant routes in Ashdown Forest (adjacent to but outside of Mid Sussex District).

2.20 Within the Transport Study, vehicle trip rates for residential developments are given to represent Mid Sussex and the immediate surrounding area. These trips rates have been taken to inform trip generation assessments within this report.

Local Plan Allocations

2.21 As mentioned previously, the scheme forms part of the latest Mid Sussex District Council draft local plan allocations. There are further allocations within the District Plan with c.2400 dwellings identified within Sayers Common. These include the following sustainable communities:

- DPSC1: Land to the West of Burgess Hill and north Hurstpierpoint
- DPSC2: Land at Crabbet Park
- DPSC3: Land to the South of Reeds Lane, Sayers Common
- DPSC4: Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common
- DPSC5: Land at Coombe Farm, London Road, Sayers Common
- DPSC6: Land to the west of Kings Business Centre, Reeds Lane, Sayers Common
- DPSC7: Land at LVS Hassocks, London Road, Sayers Common

DPSC3: Land to the South of Reeds Lane, Sayers Common

2.22 The largest of these sites is DPSC3, known as the Mayfield development which in itself is identified for c. 1,850 dwellings as well as other facilities. DSPC3 is particularly pertinent to the proposed development due to the scale and proximity of the land allocation. The policy requires the site to provide new community facilities and services to Sayers Common forming a mixed-use development of c. 1850 dwellings, 5000 – 9000sqm employment use, 2000 - 4000sqm retail/community use. This will need to comprise the following:

- Primary and secondary school
- Nursery
- Library
- Community building
- Public open space
- Leisure facilities
- Extra care housing
- Play area
- Outdoor sport provision and outdoor space
- New terminal pumping station

2.23 As part of the policy requirements, financial contributions will also be required towards the improvements of Hassocks Station, emergency and health services amongst other improvements. Furthermore, two transport mobility hubs to include public transport connections with co-location of delivery lockers and shared transport facilities – cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off point will need to be provided. The site will also need to improve connections beyond the site, including footpaths 6Al with 4Al and 11Hu and 86Hu and demonstrate a coordinated approach with other housing allocations in the Plan in Sayers Common.

2.24 Although the proposed development is independent of DSPC3, considerations have been to ensure the development will not results in any constraints should the larger scheme come forward. For the purposes of the assessment within this TA and following feedback from WSCC, the proposals are based on the existing situation with limited weight given to the Local Plan scenario.

<u>DPSC5: Land at Coombe Farm, London Road, Sayers Common</u>

2.25 As part of the Plan, the proposed development is included under draft policy DPSC5 for up to 210 dwellings at Land at Coombe Farm. As part of the policy requirements the site will provide 210 dwellings, informal outdoor space and financial contributions towards sustainable transport, improvements to Hassocks Station amongst other improvements.

2.26 As part of the policy requirements, the development is required to:

- "*Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common, with direct enhanced active/ sustainable travel connections and includes enabling the viability of new public transport services; prioritise pedestrian and cycle access throughout the site linking to Significant site allocation DPSC2 and bus stops on the B2118 to the west and provide suitable access onto the B2118; and*
- *Integrate and enhance the existing PROW which cross the site"*

3. EXISTING CONDITIONS

Site Location

3.1 The site is situated to the south of Sayers Common with the indicative masterplan attached in **Appendix A** and location in **Figure 2**. The site is bound to the north and south by ancient woodland including Sayers Common Wood and Chloe Wood. To the west, the site is bound by the B2118 and residential dwellings at Furzeland Way. To the east, the site is bound by the A23. Approximately 1.2km south of the site lies Albourne and Hurstpierpoint is approximately 2.4km from the site. The centre of Sayers Common is located 640m north of the site. Additionally, Burgess Hill is the nearest town located approximately 6.6km away with more amenities and facilities on offer.

3.2 The site currently comprises agricultural land with a public bridleway (86Hu) running west to east through the site, whereby Coombe Barn can be accessed. This bridleway will be retained as part of the proposed development.

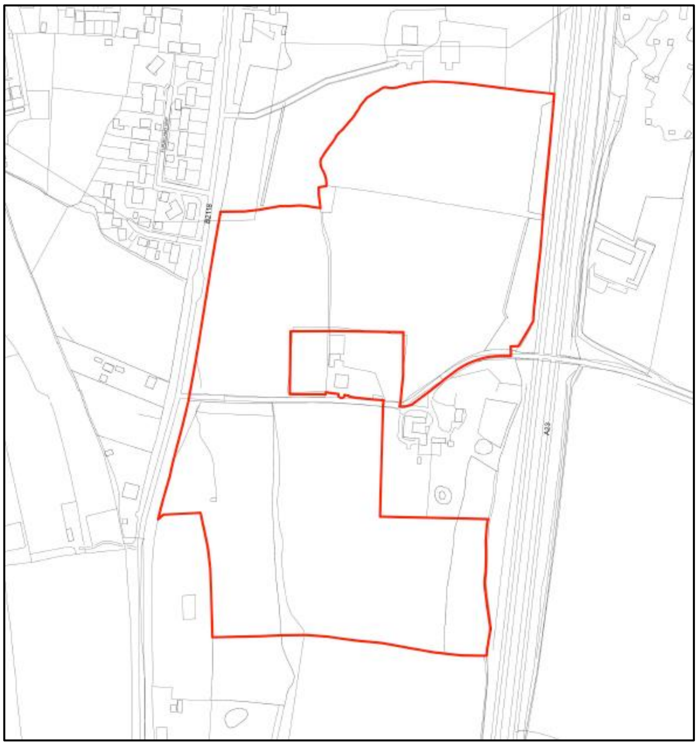


Figure 2: Site Context Plan

Local Road Network

3.3 The B2118 routes on a north-south alignment between Muddlewood Crossroads and Sayers Common. It is located along the site's western frontage and is a single carriageway road which varies in width from 5.5m – 8.5m depending on the presence of varying traffic calming measures. South of the site the B2118 is subject to an unrestricted 60mph national speed limit and reduces to 30mph upon entry towards Sayers Common along the site frontage.

3.4 Approximately 1.5km south, the B2118 connects through the village of Albourne whilst approximately 3km south, the B2118 connects to the B2117 heading east to Hurstpierpoint and joining onto the A281 to the west.

3.5 Approximately 150m north of the site access is a 3-arm mini roundabout connecting to the B2118 and Furzeland Way. A further 150m north of the Furzeland Way mini roundabout is a mini roundabout providing connections to Reeds Lane and the B2118. Additionally, 1.2km north, the B2118 provides access onto the A23 which connects to the strategic road network northbound. This includes Crawley 19km away to the north (a 16-minute drive) and Brighton 17km away to the south (a 24-minute drive).

The A23 routes along a north-south alignment bordering the site to the east accessibly via a 2-minute drive (1.4km north). The dual carriageway measures approximately 7m each side of the central reservation and is subject to 70mph speed limit. To the north, the A23 provides access to Crawley (approx. 16.5km) and to the south to Brighton (approx. 14km).

3.6 Sayers Common offers a range of facilities and amenities, as summarised in **Table 1**. Some of these facilities include bus stop, convenience store and park all within walking distance. Additionally, bus stops and a selection of cycle routes, restaurant and convenience store are located in close proximity to the site, a pharmacy, health care services and supermarkets are all within suitable cycling distances.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stop- (Coombe Wood)	110m	2	1
Restaurant (Duke of York)	320m	5	1
Convenience Store- (Sayers Common Community Shop)	640m	9	2
Park (Berrylands Playing Fields)	640m	9	3
School (Albourne C of E School)	1.28km	18	5

Table 1: Local Amenities and Facilities

3.7 Other areas nearby such as Albourne, Hurstpierpoint, Hickstead and Burgess Hill are also nearby with further facilities. Burgess Hill can be accessed via an 18-minute bus journey on the 100 bus with an array of facilities such as Tesco, Pure Gym and a selection of green spaces and parks.

3.8 Additionally, to note while the above are the existing facilities in Sayers Common, further facilities such as a school, library, café, medical facility and employment areas are proposed as part of the Local Plan allocations. This will further promote the goals set out in DPSC5 under regulation 19, of a 20 minute neighbourhood.

Pedestrian Network

B2118

3.9 A footway is present along the B2118 measuring approximately 1.5m. Along the western side of the carriageway the footway continues for approximately 280m as demonstrated in **Photograph 1** and **2.**

Photograph 1: Pedestrian footpath along the B2118

Photograph 2: Pedestrian footpath along the B2118

3.10 The segregated pedestrian footways then continue along the B2118 eastern side of the carriageway adjacent to the site frontage, to the north the footway flanks either side of the carriageway upon access to the village. The footways measure between 1.5m – 1.8m wide which provide a continuous safe pedestrian route to the centre of Sayers Common to the north of the site and Albourne to the south. Additionally, along the B2118, adjacent to the proposed site access is a pedestrian crossing point leading to a public footpath/bridleway running on the southern border of the site, demonstrated in **Photograph 3.**

Photograph 3: Pedestrian crossing point

3.11 Approximately 85m north of the proposed development site is a 3-arm mini roundabout. To the north, there is a pedestrian refuge island to facilitate safe movement of pedestrians with dropped kerbs and tactile paving present as demonstrated in **Photograph 4** and **5.**

Photograph 4: Pedestrian island crossing point

Photograph 5: Tactile paving

3.12 Approximately 230m north from the roundabout is a pedestrian crossing with tactile paving present at all 3 arms of the roundabout with dropped kerbs. Additionally, footpaths flank the carriageway allowing safe pedestrian access.

Public Rights of Way (PRoW)

3.13 There are several Public Right of Way (PRoW) within vicinity of the site including Bridleway 86Hu which can be utilised for both pedestrian and cycle access and runs through the proposed site as shown in **Figure 3**.

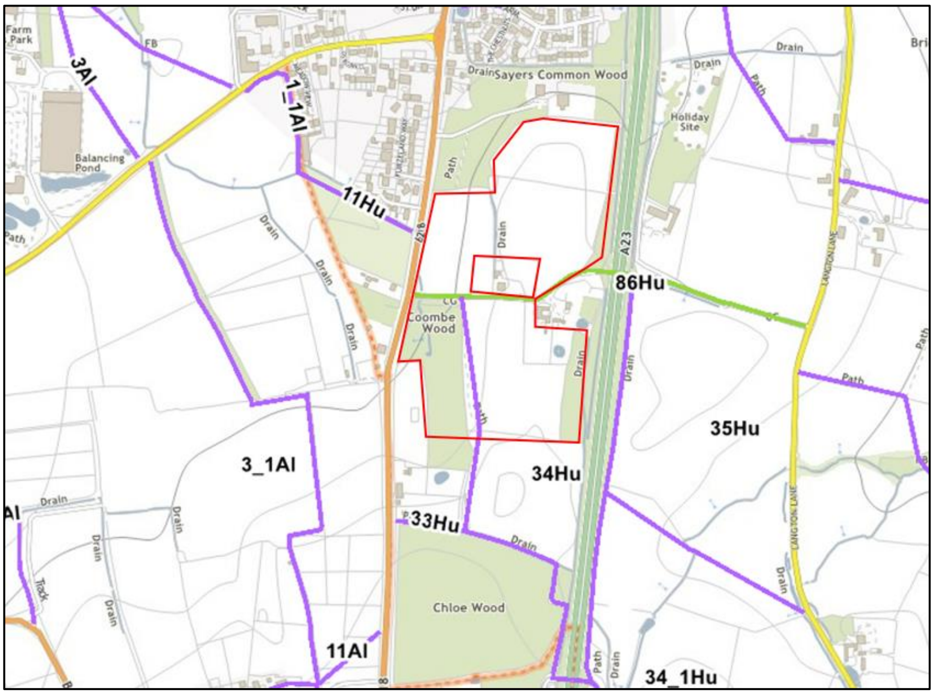


Figure 3: PRoW Map (Source: West Sussex County Council)

3.14 Footpath 34Hu also continues from site adjacent to Coombe Wood, connecting to footpath 33Hu which provides access to the B2118 where pedestrians can connect to the existing pedestrian infrastructure as demonstrated in **Photograph 6** and **7**.

Photograph 6: Public footpath/bridleway

Photograph 7: Public footpath/bridleway

3.15 The PRoW mentioned above will be incorporated into the scheme as appropriate and any opportunities to enhance the PRoWs will be maximised.

3.16 As shown in **Figure 4** and **5** currently a range of amenities in Sayers Common can be reached and it is hoped that this will be further increased through the proposed development.

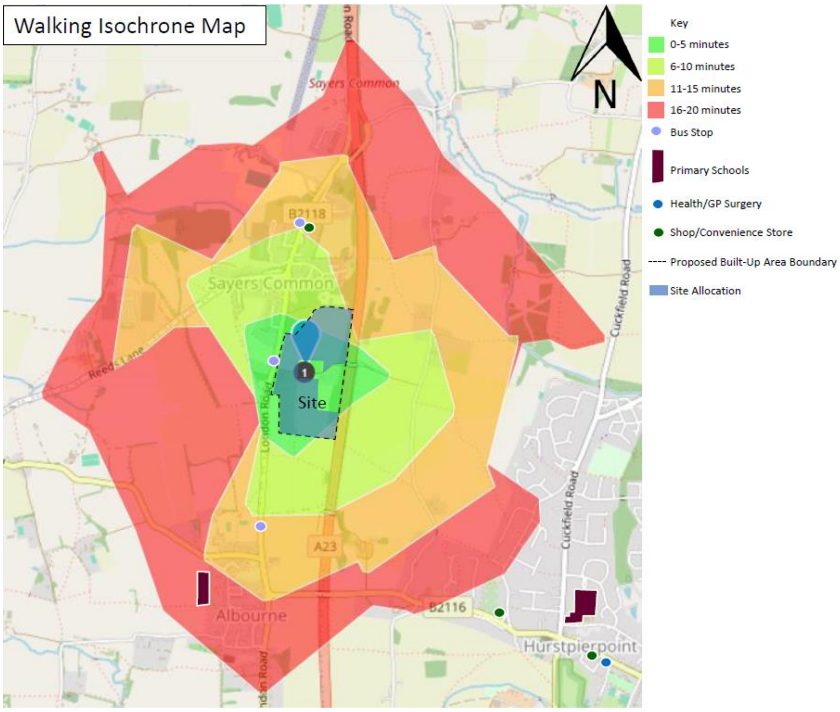


Figure 4: Walking Isochrone Map

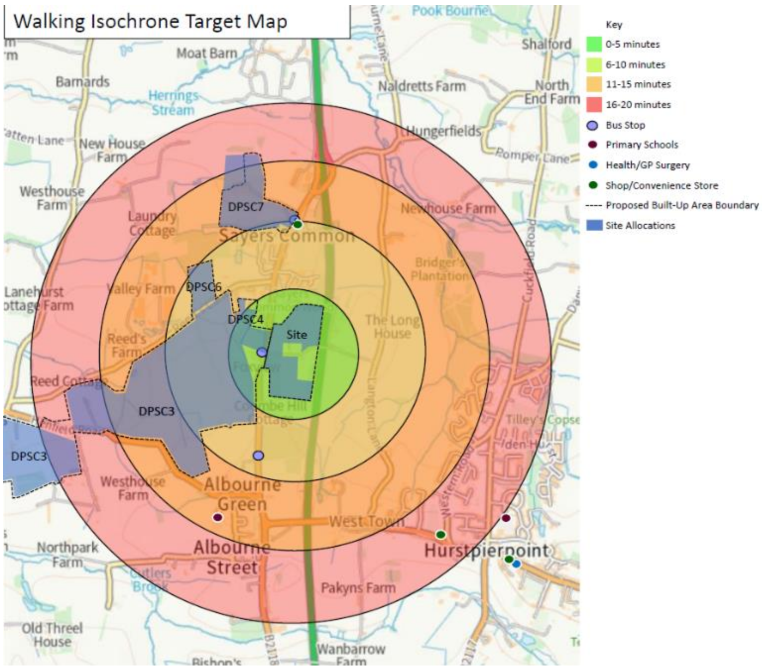


Figure 5: Target Walking Isochrone Map

Cycle Network

3.17 National Cycle Network Route 223 is located to the west of the site, travelling from Chertsey to Shoreham-by-Sea. Route 20 is located to the north travelling from Crawley, Pyecombe and Brighton. Additionally, route 82 connects the wider areas in and around Brighton and Hove. This is demonstrated in **Figure 6**.

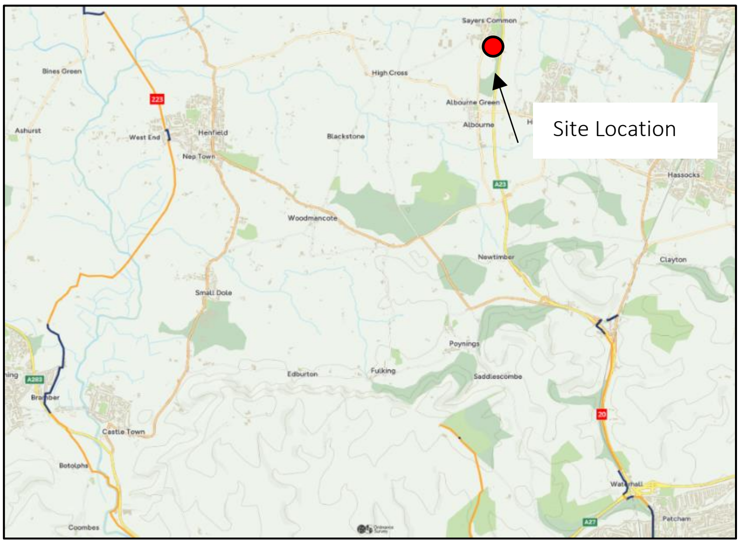


Figure 6: National Cycle Network

3.18 **Figure 6** demonstrates the surrounding area of Sayers Common is accessible via cycling. **Figure 7** shows that within a 20-minute cycle ride, Albourne and Hurstpierpoint can also be accessed.

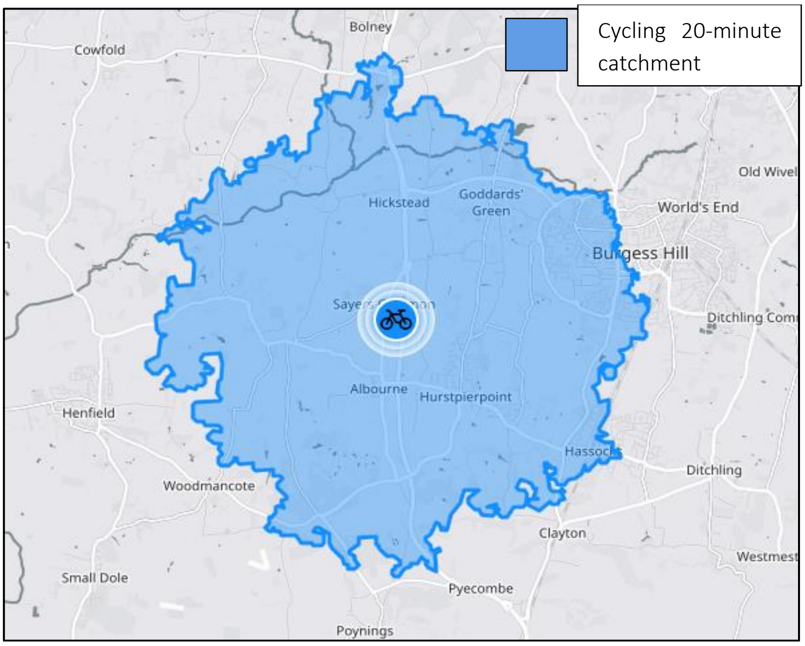


Figure 7: Cycling Isochrone Map (20 minutes)

Public Transport

Local Bus Services

3.19 The closest bus stops to the site are located along the B2118 adjacent to the site, with Coombe Wood bus stop located opposite the site, and Furzeland Way bus stop located to the north of the site boundary. There are additional bus stops present approximately 500m north of the site which provide school services during term times. A summary of the services available from the bus stops are summarised in **Table 2** which demonstrates there are hourly bus services available to Burgess Hill and Crawley.

Bus Stops	Service	Route	Operator	Approximate Frequency		
				Mon-Fri	Sat	Sun
Coombe Wood/School	100	Horsham – Billinghurst – Pulborough – Storrington – Henfield – Burgess Hill	Compass Travel	Hourly services	Hourly services	No services
Coombe Wood/School	331	Sayers Common – Albourne – Hurstpierpoint – Hassocks	Compass Travel	One service	No services	No services
Coombe Wood/Furzeland Way	590	Sayers Common – Hassocks	Sussex Coaches	One service	No services	No services
School	273	Hassocks – Albourne – Sayers Common – Crawley	Metrobus	Hourly services	Hourly services	Hourly services

Table 2: Summary of Local Bus Services

3.20 **Figure 8** demonstrates the distance to local bus stops as well as facilities within a reasonable distance of the site to travel sustainably. These include convenience stores, railway stations, schools and medical centres.

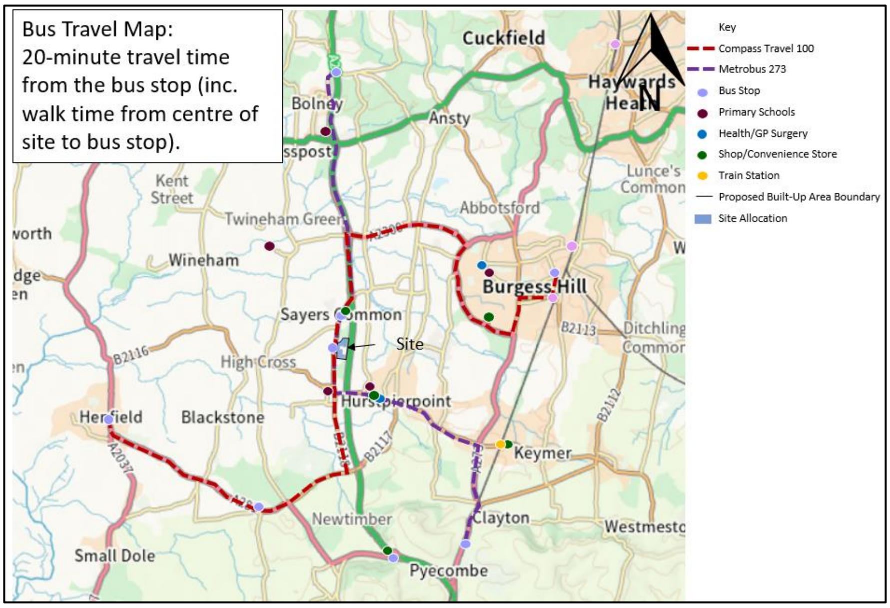


Figure 8: 20 Minute Bus Accessibility Map

Railway Services

3.21 There are two nearby railway stations, Hassocks (5.7km east of the site) and Burgess Hill (8.4km east of the site). Hassocks station can be accessed via a 21-minute bus journey or 21-minute cycle. The station benefits from 154 cycle spaces, 152 car parking spaces, waiting rooms and refreshment facilities. The station offers direct services to Brighton (every half hour, approx. 11-minute journey), London Victoria (every half hour, approx. 1 hour journey), Bedford (every half hour, approx. 2-hour 15-minute journey) and Littlehampton (every half hour, approx. 50-minute journey).

3.22 Burgess Hill station can be accessed via an 18-minute bus journey or 22-minute cycle. The station benefits from 64 cycle spaces, 141 car parking spaces, a waiting room and refreshment facilities. The station offers direct services of the same frequency and destinations as Hassocks station. Additionally, the station offers a direct service to Cambridge (every half hour, approx. 2 hour 15-minute journey).

Collision Data

3.23 As per pre-application feedback, collision data has been obtained from Sussex Safer Roads Partnership. This data has been collated for the latest 5-year period available (2019 – 2024) as demonstrated in **Figure 9**.

Figure 9: Collision Data (2019 – 2024) (Source: Sussex Safer Roads Partnership)

3.24 **Figure 9** demonstrates that two 'serious' incidents have occurred along the B2118 within vicinity of the proposed access location. Due to the proximity of the incidents to the proposed access, both collisions have been investigated further.

Summary

3.25 The proposed development has been shown to be well located to support a variety of travel modes. The site is well connected to the local road network, along with the strategic network including the A23. The local pedestrian and cycle networks are well located to promote use by future residents and offer opportunities for residents to walk and cycle to their local destinations. The site is also well supported by public transport, including regular bus services in close proximity to the site.

4. PROPOSED DEVELOPMENT

4.1 The proposed development comprises up to 210 residential dwellings with access from the west of the site along the B2118. An indicative site layout is attached in **Appendix A,** whilst a exert of the layout is included in **Figure 10** below.

Figure 10: Illustrative Masterplan

Access Arrangements

Vehicular Access

4.2 The principle of access was discussed at length with WSCC during the pre-app process. Access into the development site is subject to a number of constraints, which include surface water flooding, ancient woodland, a number of trees including 2 category A trees along the site frontage, an existing culvert, access into Wintergreen Way to the north, and the need to avoid prejudicing access into the site opposite (DPSC3).

4.3 As part of the pre-app submission access was sited broadly opposite a future DPSC3 access with the aim of integrating the two accessed to form a four-arm junction, likely to be a signalised crossroads rather than a roundabout due to the desire to avoid two Category A oak trees on the eastern side of the B2118. Furthermore a signalised arrangement benefits active travel users and therefore aligns with local and national policy to promote walking and cycling within the area.

4.4 The principle of this access was discussed in a meeting with WSCC Highways and is reflected within their response. Their view was that although they understood the rationale behind the proposals, there was uncertainty over how long the future DPSC3 access would take to come forward, and therefore the solution proposed, which without signals was not a technically compliant solution, could remain for a prolonged period of time. Therefore, it was WSCC's assertion that they would prefer a simple priority junction (and associated pedestrian infrastructure) to be provided in the location proposed. In combination, the land required to deliver a potential future signalised crossroads could therefore be safeguarded either side of the access and dedicated as public highway as part of the S278 process to enable a future upgrade of the junction as and when appropriate.

4.5 Following this pre-app engagement additional constraints (notably revised surface water flood mapping) were identified such that the access had to shift north. In doing so, this meant that a fully integrated four arm junction with DPSC3 would not be feasible due to third party land requirements to achieve any junction intervisibility. On this bas a revised access scheme was designed, together with two potential access strategies to the DPSC3 site to the west. This design and accompanying options were submitted to WSCC to confirm that the proposed site access did not prejudice access into the DPSC3 site, and that a number of options were still feasible. WSCC Highways Officers confirmed this was acceptable, as well as noting that access could move north further if required to help achieve an offset between the site access and potential DPSC3 access.

4.6 On this basis a revised vehicular access has been designed which comprises a simple priority junction, with a road width of 6m and 10m radii to ensure it is appropriately sized for refuse and delivery vehicles alike to access the site based on swept path analysis undertaken. The proposed access arrangements and associated swept path analysis drawings are contained within **Appendix C**.

4.7 It should be noted that the access design will be subject to minor amendments as the design process is progressed and a Road Safety Audit undertaken.

4.8 It is noted that a Stage 1 Road Safety audit will be required. It is proposed that this is undertaken and provided in due course during post-app discussions to ensure the RSA is undertaken on an access proposal which is agreed to in principle by all parties.

Pedestrian and Cycle Access

4.9 Two of the key policy requirements for DPSC5, and wider Sayers Common strategy, are:

"1. Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.

2. Prioritise pedestrian and cycle access throughout the site linking to Significant site allocation DPSC2 and bus stops on the B2118 to the west and provide suitable access onto the B2118."

4.10 The proposal seeks to meet this policy requirement through a number of pedestrian cycle connections, as set out on the masterplan included at **Appendix A.**

4.11 The primary point of pedestrian access to the site will be via the vehicular access, with a 2m footway continuing from the B2118 into the site alongside the carriageway providing a safe pedestrian connection to the surrounding pedestrian infrastructure where bus stops lie adjacent to the site. Furthermore, to the immediate south of the site access a pedestrian crossing and refuge is to be incorporated within the existing traffic calming island. This was discussed with WSCC during the pre-app and seen as the ideal solution to provide pedestrian access across the B2118 but avoiding the need to overengineer a solution which may be superseded by the future signals arrangement. Furthermore, the location of this crossing is located opposite PRoW 11Hu/1 which routes to the north of the B2118 towards Reeds Lane.

4.12 Within the site, the PRoW has been retained with the principle of design incorporating the PRoW as appropriate, noting the application is in outline. As part of future reserved matters applications, the detailed layout and incorporation of the PRoW will be set out in greater detail.

4.13 To the centre of the site the existing bridleway (86Hu) will remain, crossing the internal spine road at c. 90 degrees at a location where there is good visibility. It will provide a pedestrian/cycle link through the site from the B2118 to the west of the site and connecting to the east over the A23 and onwards towards Hurstpierpoint. The bridleway will retain access to Coombe Barn and Stonecroft and therefore the treatment of the bridleway crossing with the internal spine road will be relatively light touch and primarily comprise dropped kerbs and delineation as appropriate. As above, the detail of this crossing will be captured within a future reserved matters application given the reliance on design of the site and internal spine road.

4.14 Internally, a new pedestrian connection will be provided at the north west of the site connecting the existing footways alongside the B2118 with the internal pedestrian connections. Details of these internal links will be finalised as part of future reserved matters applications, however the masterplan sets out the principles of internal permeability for pedestrians internally to the site to encourage sustainable travel.

4.15 The provision of off-site pedestrian infrastructure improvements was discussed with WSCC as part of the pre-app. It was agreed that a sensible approach to providing infrastructure was needed to ensure it tie in with existing infrastructure within the village. It was also identified that a Walking, Cycling Horse-Riding Assessment and Review would not be required.

4.16 The potential to improve the footway alongside the site frontage was discussed, with it noted that the footway was currently overgrown with grass and vegetation on both edges and that vegetation clearance could reinstate the footway along the site frontage to a reasonable width of c. 1.5m which would be acceptable to WSCC. It is on this basis that the existing footway will be cleared and maintained to provide a 1.5m footway along the site frontage.

Visibility Assessment

4.17 The proposed site access is located broadly at the speed limit change from a 60mph national speed limit to 30mph upon access into the village. The proposed site access is therefore within a 30mph zone, although it is noted that the speed limit may need to be extended south as part of the final design. Due to the proximity of the speed limit change, speed surveys have been undertaken for robustness.

4.18 A 7-day Automatic Traffic Count (ATC) survey was undertaken between Tuesday 9th July 2024 and Monday 15th July 2024, prior to the school holidays, using a set of ATC tubes to accurately determine northbound and southbound speeds either side of the proposed access location. The full results are attached in **Appendix D**.

4.19 In summary 85th percentile speeds of 37.9mph were recorded in the southbound (primary) direction and 37.5mph were recorded in the northbound (secondary) direction. Therefore, in accordance with the Design Manual for Roads and Bridges (DMRB) guidance, visibility splays have been drawn at 94.8m in the primary direction and 93.2m in the secondary direction. These are shown to be achievable in **Appendix C**. It will be ensured that all vegetation within the visibility splays is maintained at or below 0.6m.

Servicing Arrangements

4.20 Vehicle tracking of a refuse vehicle has been undertaken to show a refuse can safely enter and exit the site via the proposed access arrangements as attached in **Appendix E**. Details of the internal layout will be addressed at Reserved Matters stage.

Parking Provision

4.21 West Sussex County Council's (WSCC) 'Guidance on Parking at New Developments' (September 2020) provides the relevant standards according to Parking Behaviour Zones (PBZ). The proposed development is located within PBZ2 will therefore comply with the following standards:

- 1-bedroom / 1 – 3 habitable rooms – 1.4 spaces per dwelling
- 2 bedrooms / 4 habitable rooms – 1.7 spaces per dwelling
- 3 bedrooms / 5 – 6 habitable rooms – 2.1 spaces per dwelling
- 4+ bedrooms / 7 or more habitable rooms – 2.7 spaces per dwelling

4.22 The guidance also sets out cycle parking standards which the proposals will comply with as set out:

- Houses up to 4 rooms (1 & 2 bed) – 1 cycle space
- Houses 5+ rooms (3+ bed) – 2 cycle spaces
- Houses multiple occupation – 1 space
- Flats up to 3 rooms (1 & 2 bed) – 0.5 spaces (if communal storage otherwise same as 1 & 2 bed house)
- Flats 4+ rooms (3+ bed) – 1 space

Off-site Improvements

4.23 As per pre-application discussions, there are informal bus stops located within the immediate vicinity of the site, however do not currently have any demarcation in the form of road markings, flags or shelters. These bus stops provide opportunity for site users to utilise public transport services in particular the 273-bus service. To encourage the use of this service, the bus stops will be formally demarcated with road markings, flag poles and shelters.

4.24 Along the B2118, there is a refuge island utilised as a traffic calming measure at present. It is proposed through the development that tactile paving and dropped kerbs will be provided to upgrade the refuge island to a pedestrian crossing. This will facilitate safe pedestrian and cycle movement to the nearby bus stops. These proposed works are shown within **Appendix C**.

5. TRIP GENERATION AND DISTRIBUTION

5.1 This section of the TA assesses the likely vehicular trip generation associated with the proposed development.

Existing Trip Generation

5.2 The existing site comprises agricultural land, with the 2 existing dwellings including Coombe Barn not included as part of the development site and therefore shown outside of the site boundary. However, bridleway 86Hu, which provides access to the dwellings is included in part within the boundary and the existing arrangement will be retained as part of the proposals, with a new, separate access serving the proposed development. Therefore, the following assessment assumes the existing site generates no trips and presents a worst-case scenario.

Proposed Trip Generation

5.3 As per pre-application discussions, trip rates have been taken from the Mid Sussex District Council (MSDC) Local Plan Review. The most up-to-date trip rates have been taken from the Transport Study Scenario 6. A summary of the proposed trip generation is demonstrated in **Table 3**.

5.4 The trip rates for 'Private Houses and Flats' within 'Table 1. General Vehicle Trip Rates' of the Transport Study has been taken to calculate the likely trip generation associated with the proposed development to provide a robust assessment. However, these trip rates are typically higher than affordable housing and in actuality, there will be a mix of private and affordable dwellings on site.

Proposed Development	**AM Peak Hour (08:00-09:00)**			**PM Peak (1700-1800)**		
	Arrivals	Departures	Total	Arrivals	Departures	Totals
Vehicle Trip Rates – Per Dwelling (Private Houses and Flats)	0.191	0.397	0.588	0.486	0.143	0.629
Trip Generation – 210 Dwellings	**40**	**83**	**123**	**102**	**30**	**132**

Table 3: Proposed Trip Generation

5.5 **Table 3** demonstrates that the proposed development is likely to generate in the order of 123 trips in the AM peak, 132 trips in the PM peak. It is noted that the trip rated derived from the MSDC Transport Study do not include 12-hour figures.

Trip Distribution

5.6 To gain an understanding of how the traffic generated by the site may impact the operation of the local highway network, the distribution figures have been obtained from using the 2011 Census 'Travel to

Work' data, whereby Mid Sussex (E02006619) has been reviewed to predict the distribution of trips from the proposed development across the local road network. Traffic distribution diagrams are shown in **Appendix F,** whilst distribution information has been summarised in **Table 4** below.

Route Assignment	Percentage		
South at the Site Access	46%	B2118	41.1%
		B2118 / Albourne Road	4.5%
North at the Site Access	54%	B2118	52%
		Reeds Lane	0.6%
		Mill Lane	1.8%

Table 4: Distribution at Site Access onto Local Road Network

Trip Assignment

5.7 Utilising the trip distribution information, applied to the vehicular trip generation set out in **Table 3**, the trip assignment per route is summarised in **Table 5**, with the resulting development traffic assignment included in **Appendix F**.

Route Assignment	AM Peak	PM Peak	Route Assignment	AM Peak	PM Peak
South at the Site Access	57	61	B2118	51	54
			B2118 / Albourne Road	6	6
North at the Site Access	66	71	B2118	64	69
			Reeds Lane	1	1
			Mill Lane	2	2

Table 5: Trip Assignment onto Local Road Network

Decide and Provide

5.8 It is noted that trip generation assessments typically relate to a 'predict and provide' approach, however the updated NPPF (December 2024) refers to a vision-led, decide and provide approach. This was discussed with WSCC at pre-app stage and it was agreed that given the scale of the other allocations a potential reduction in vehicular trips as a result of 'internalisation' from the introduction of other trips by the other allocations would be appropriate.

5.9 It was also agreed that these alternative scenarios, whereby internalisation/deductions were applied, should reflect that which had already been agreed as part of other work done to date for the Sayers Common draft allocations, including the Transport Study Scenarios 5& 6 and the DPSC3 mobility strategy.

5.10 In reviewing the aforementioned Transport Study reports and Mobility strategy it is apparent a range of mode shift assumptions have been applied depending on land use, and circumstance. Therefore three assessment scenarios containing simplified reductions in vehicular trips, comparable to those identified within the reports and studies identified above, have been applied accordingly here, as summarised in **Table 6** below.

Scenario	Reduction	Justification
Scenario 1	0%	N/A
Scenario 2	10%	Travel Plan modal shift and increased bus travel patronage following implementation of the bus stops
Scenario 3	25%	Internalisation between the wider draft allocations due to additional facilities provided, notably on DPSC3.

Table 6: Alternative Trip Rate Scenarios

5.11 Applying the above alternative scenarios to the trip generation set out in **Table 6** above provides the following trip generation.

Proposed Development	AM Peak Hour (08:00-09:00)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Totals
Trip Generation Scenario 2	63	75	111	92	27	119
Trip Generation Scenario 3	**30**	**62**	**92**	**77**	**23**	**99**

Table 7: Alternative Scenarios Trip Generation

5.12 The above alternative vehicular trip generation scenarios would also be applied to the network in the same way as those trips assigned in within **Table 5** above.

6. HIGHWAY CAPACITY ASSESSMENT

Scope of Junction Assessment

6.1 The following junctions within the local highway network have been identified as warranting a more detailed review using traditional junction modelling software Junctions 9 and utilising the vehicle trip generation set in **Section 5** above. The locations of each junction are identified in **Figure 11**.

1. B2118 / Access Road Junction
2. B2118 / B2116 Henfield Road Junction
3. B2118 / B2116 Albourne Road Junction
4. B2118 / Reeds Lane Roundabout
5. B2118 / Mill Lane / Friday Media Group Roundabout

Survey Data

6.2 To inform discussions, traffic surveys including Manual Classified Counts (MCC) and Queue Length Surveys (QLS) have been completed at the junctions outlined above. This data was collected outside school holidays on Tuesday 9th July 2024 between 07:00 – 10:00 hours and 16:00 – 19:00 hours. It is proposed that this information is utilised as part of junction capacity assessments and TEMPRO factors applied where appropriate (discussed below).

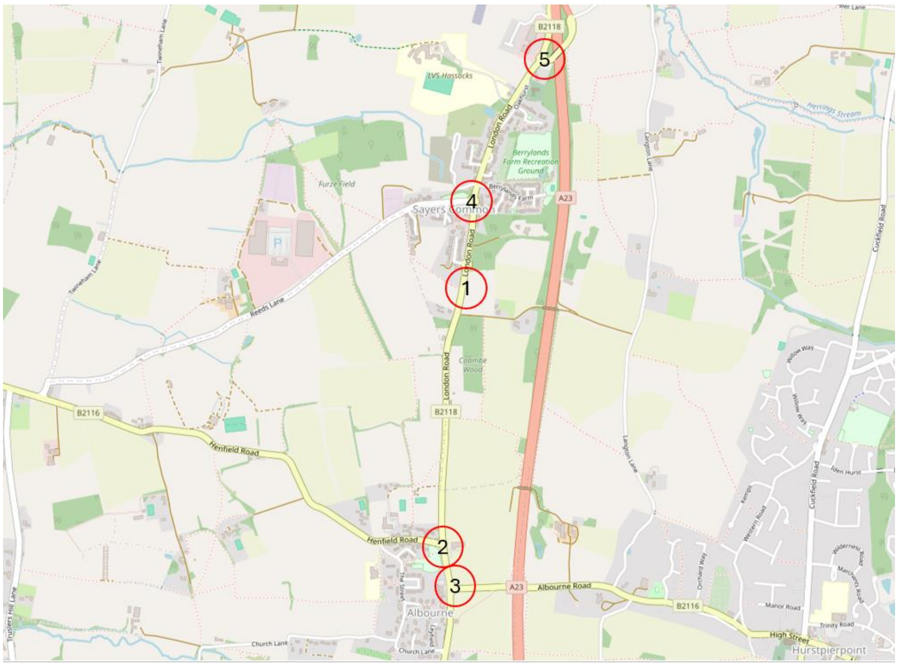


Figure 11: Junctions included within modelling scope

6.3 It is noted that within WSCC's pre-app response, reference is made to utilising data derived from the Mid Sussex Traffic Model, given this data sample is agreed as part of other workstreams. Upon reviewing the publicly available data for the model it appears to be beyond the scope of assessment being considered in this instance. There are two junctions as part of the data set that are at opposing extents of links within our study area, and have therefore been cross-referenced to attempt to validate the use of the survey data above. However due to the geographical scope of these links and junctions, there are too many variables (such as minor junctions and potential trip attractors or producers) along the link for these validations to be appropriate.

6.4 On this basis it is considered that sue of the survey data above, in combination with traffic growth and committed development is an appropriate approach to take in determining the highway impact of the site.

Assessment Scenarios

6.5 **Table 8** describes each of the scenarios which have been assessed within the TA, for both the typical AM (0800-0900) and PM (1700-1800) weekday periods. These assessment scenarios were discussed as aprt of the pre-application scoping engagement and agreed. It should be noted that as part of the pre-app it was agreed that an interim 2030 Forecast scenario was not necessary and so has not been assessed.

Scenario	Scenario Details
1	2024 Base Year
2	2039 Forecast Year + Committed Development
3	2039 Forecast Year + Committed Development + Proposed Development
4	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)
5	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)

Table 8: Assessment Scenarios

Traffic Growth

6.6 To take into account background traffic growth in future year scenarios, NTEM adjusted growth factors have been obtained from TEMPro 7.2. The TEMPro program is based on the National Trip End Model and takes into account changes in car ownership and local planning forecasts regarding housing and employment. This forecast has been based on 'All Roads' for the Mid-Sussex 016' MSOA. The resulting growth factors are set out in **Table 9**.

Date Range		
	AM	PM
2024 – 2039	1.1136	1.1146

Table 9: TEMPRO growth factors

Committed Development

6.7 The above TEMPRO factors include for additional dwellings within Mid Sussex 016. It is noted that there is development identified within the Mid Sussex District Council draft local plan 2021 – 2039 for residential development surrounding Sayers Common to the west, as shown on **Figure 12** below.

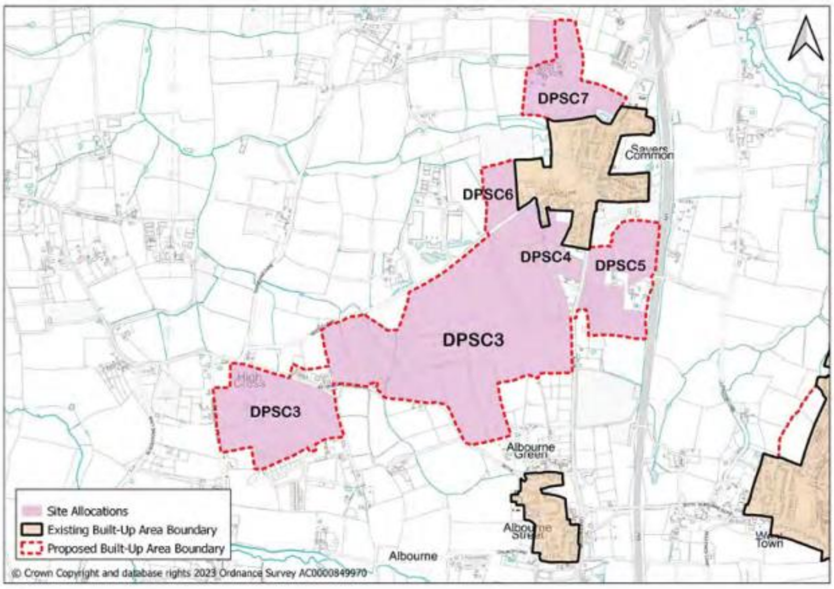


Figure 12: Draft Local Plan Allocations

6.8 On this basis this additional committed development has been assessed within the modelling scenarios. This additional traffic has been distributed according to the forthcoming Census Data analysis and assigned to the network from two points of origin to capture the spread of the other allocations.

6.9 The trip generation for these allocations have been derived using the MSDC trip rates referred to in **Table 5** above, with the exception of DPSC3.

6.10 DPSC3 encompasses a range of dwellings and facilities, and therefore the trips generated are more complex than the other allocations. Furthermore, specific trip generation estimates for DPSC3 are available from the DPSC3 Mobility Strategy identified within WSCC's pre-app response. Therefore trip generation estimates for DPSC3 have been taken from Table 6.9 of this report and assigned to the road network using Census data.

6.11 For completeness this trip generation has been reproduced below.

Proposed Development	AM Peak Hour (08:00-09:00)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Totals
Vehicular Trips	68	330	398	416	166	582

Table 10: DPSC3 Trips (Taken from Table 6.9 of DPSC3 Mobility Strategy)

6.12 It is pertinent to note that the above committed development figures will be applied in addition to

TEMPRO growth and is therefore considered to comprise a robust analysis.

Highway Capacity Analysis

6.13 The impact of the development on the following junctions has been modelled:

- Junction 1 – B2118/Site Access
- Junction 2 – B2118 / B2116 Henfield Road Junction
- Junction 3 – B2118 / B2116 Albourne Road Junction
- Junction 4 – B2118 / Reeds Lane Roundabout
- Junction 5 – B2118 / Mill Lane / Friday Media Group Roundabout

Modelling Results

<u>1 – B2118/Site Access</u>

6.14 Capacity analysis of the site access has been undertaken utilising Junctions 9. The geometry for the analysis has been measured from Topographical Survey and the site layout.

6.15 **Table 11** sets out the summary Junctions 9 results for the site access in the 2039 with and without development in the AM and PM peak hour periods, whilst the full outputs are included at **Appendix G**.

6.16 Note in order to assign the DPSC3 allocation it is assumed this will form a separate access design which may or may not integrate with the proposals. However for the purposes of this assessment these trips will have accessed the network to the south of this site's access and therefore route through the access on the B2118 accordingly. For full details of assignment please refer to the Traffic Flow Diagrams included at **Appendix F.**

6.17 For information the arms of the junction are as follows:

- Arm A – B2118 North
- Arm B – Site Access
- Arm C – B2118 South

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
3. 2039 + Committed Development + Proposed Development						
Stream B-C	0.1	6.65	0.07	0.0	6.56	0.04
Stream B-A	0.2	11.26	0.13	0.1	10.96	0.05
Stream C-AB	0.1	4.14	0.05	0.3	4.95	0.13
4. 2039 + Committed Development + Proposed Development (10% Reduction)						
Stream B-C	0.1	6.58	0.06	0.0	6.53	0.0.4
Stream B-A	0.1	11.07	0.12	0.1	10.84	0.05
Stream C-AB	0.1	4.13	0.05	0.3	4.87	0.12

5. 2039 + Committed Development + Proposed Development (25% Reduction)						
Stream B-C	0.1	6.50	0.05	0.0	6.45	0.03
Stream B-A	0.1	10.90	0.10	0.0	10.73	0.04
Stream C-AB	0.1	4.12	0.04	0.2	4.82	0.10

Table 11: B2118/Site Access Modelling Results

6.18 The analysis shows that the junction is forecast to operate well within capacity in the future scenario, with negligible queueing and maximum delays of c. 11 seconds, for vehicles leaving the site access. It is therefore considered that the impact on the operation of this junction is acceptable.

Junction 2 – B2118 / B2116 Henfield Road Junction

6.19 Capacity analysis of the B2118 / B2116 Henfield Road Junction has been undertaken utilising Junctions 9. The geometry for the analysis has been measured from OS mapping and supplemented by aerial imagery and on-site observations.

6.20 **Table 12** sets out the summary Junctions 9 results for the B2118 / B2116 Henfield Road junction in the 2024 base year and 2039 Forecast with and without development in the AM and PM peak hour periods, whilst the full outputs are included at **Appendix H**. For information the arms of the junction are as follows:

- Arm A – B2118 South
- Arm B – Henfield Road (B2116)
- Arm C – B2118 North

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
1. 2024 Baseline						
Stream B-C	0.1	8.66	0.11	0.1	6.84	0.07
Stream B-A	0.4	12.50	0.28	0.4	9.89	0.28
Stream C-AB	0.2	7.07	0.14	0.1	6.19	0.08
2. 2039 Forecast + Committed Development						
Stream B-C	0.2	13.09	0.18	0.1	9.22	0.10
Stream B-A	1.3	23.11	0.58	0.9	16.81	0.48
Stream C-AB	0.2	7.72	0.16	0.1	7.41	0.11
3. 2039 Forecast + Committed Development + Proposed Development						
Stream B-C	0.2	13.84	0.19	0.1	9.70	0.10
Stream B-A	1.4	25.32	0.60	1.0	18.24	0.50
Stream C-AB	0.2	7.82	0.16	0.1	7.62	0.11
4. 2039 Forecast + Committed Development + Proposed Development (10% Reduction)						
Stream B-C	0.2	13.75	0.19	0.1	9.64	0.10
Stream B-A	1.4	25.07	0.60	1.0	18.07	0.50
Stream C-AB	0.2	7.81	0.16	0.1	7.60	0.11
5. 2039 Forecast + Committed Development + Proposed Development (25% Reduction)						
Stream B-C	0.2	13.63	0.19	0.1	9.56	0.10
Stream B-A	1.4	24.70	0.59	1.0	17.83	0.50
Stream C-AB	0.2	7.80	0.16	0.1	7.56	0.11

Table 12: B2118 / B2116 Henfield Road Junction Modelling Results

6.21 The analysis shows that the junction is forecast to operate well within capacity in all scenarios, with negligible queueing and delays of c. 25 seconds, which is only a 2 second increase without development traffic, and the highest RFC of 0.60. It is therefore considered that the impact on the operation of this junction is acceptable.

Junction 3 – B2118 / B2116 Albourne Road Junction

6.22 Capacity analysis of the B2118 / B2116 Albourne Road Junction has been undertaken utilising LinSig. The geometry for the analysis has been measured from OS mapping and supplemented by aerial imagery and on-site observations.

6.23 **Table 13** sets out the summary LinSig results for the B2118 / B2116 Albourne Road junction in the 2024 base year and 2039 Forecast with and without development in the AM and PM peak hour periods, whilst the full outputs are included at **Appendix I**. For information the arms of the junction are as follows:

- Arm 1 – B2118 North
- Arm 2 – Albourne Road (B2116)
- Arm 3 – B2118 South

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	DoS	Queue	Delay	DoS
1. 2024 Baseline						
Arm 1 – Ahead/Left	1.7	23.2	26.0%	1.9	9.7	27.1%
Arm 2 – Ahead	4.9	16.9	33.0%	2.1	12.3	16.0%
Arm 2 – Right	0.5	50.3	11.1%	0.7	51.4	17.2%
Arm 3 – Left/Right	3.3	22.5	32.7%	2.4	25.1	27.5%
2. 2039 Forecast + Committed Development						
Arm 1 – Ahead/Left	3.3	14.0	39.2%	2.6	10.4	33.9%
Arm 2 – Ahead	6.2	16.5	39.3%	6.0	13.5	38.7%
Arm 2 – Right	0.5	50.4	12.3%	0.8	51.8	19.1%
Arm 3 – Left/Right	4.0	24.9	38.7%	3.5	29.1	38.8%
3. 2039 Forecast + Committed Development + Proposed Development						
Arm 1 – Ahead/Left	3.6	14.1	40.8%	2.7	10.2	33.9%
Arm 2 – Ahead	6.3	16.0	40.1%	6.8	13.4	41.8%
Arm 2 – Right	0.5	50.4	12.3%	0.8	51.8	19.1%
Arm 3 – Left/Right	4.2	26.0	40.4%	3.8	30.7	41.6%
4. 2039 Forecast + Committed Development + Proposed Development (10% Reduction)						
Arm 1 – Ahead/Left	3.5	14.0	40.5%	2.7	10.2	33.9%
Arm 2 – Ahead	6.3	16.0	40.0%	6.6	13.3	41.4%
Arm 2 – Right	0.5	50.4	12.3%	0.8	51.8	19.1%
Arm 3 – Left/Right	4.2	26.0	40.4%	3.8	30.6	41.3%
5. 2039 Forecast + Committed Development + Proposed Development (25% Reduction)						
Arm 1 – Ahead/Left	3.4	13.9	40.2%	2.7	10.1	33.8%
Arm 2 – Ahead	6.3	15.9	39.7%	6.5	13.3	40.9%
Arm 2 – Right	0.5	50.4	12.3%	0.8	51.8	19.1%
Arm 3 – Left/Right	4.2	26.0	40.2%	3.8	30.6	41.3%

Table 13: B2118 / B2116 Albourne Road Junction Modelling Results

6.24 The analysis shows that the junction is forecast to operate well within capacity in all scenarios, with negligible queueing and delays of less than 52 seconds, which is the same in the without development scenario, and the highest Degree of Saturation being c. 42%. It is therefore considered that the impact on the operation of this junction is acceptable.

<u>Junction 4 – B2118 / Reeds Lane Roundabout</u>

6.25 Capacity analysis of the B2118 / Reeds Lane Roundabout has been undertaken utilising Junctions 9. The geometry for the analysis has been measured from OS mapping and supplemented by aerial imagery and on-site observations.

6.26 **Table 14** sets out the summary Junctions 9 results for the B2118 / Reeds Lane Roundabout in the 2024 base year and 2039 Forecast with and without development in the AM and PM peak hour periods, whilst the full outputs are included at **Appendix J**. For information the arms of the junction are as follows:

- Arm A – B2118 North
- Arm B – B2118 South
- Arm C – Reeds Lane

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
1. 2024 Baseline						
Arm A	0.4	3.71	0.30	0.4	3.53	0.26
Arm B	0.9	8.39	0.47	0.3	5.48	0.22
Arm C	0.3	7.63	0.25	0.3	6.82	0.25
2. 2039 Forecast + Committed Development						
Arm A	0.7	4.69	0.42	1.1	5.57	0.52
Arm B	3.4	20.26	0.78	1.1	9.93	0.54
Arm C	1.6	18.65	0.63	0.7	9.90	0.42
3. 2039 Forecast + Committed Development + Proposed Development						
Arm A	0.8	4.84	0.44	1.3	6.16	0.57
Arm B	4.9	27.66	0.84	1.3	10.43	0.56
Arm C	1.9	21.51	0.66	0.8	10.20	0.43
4. 2039 Forecast + Committed Development + Proposed Development (10% Reduction)						
Arm A	0.7	4.83	0.44	1.3	6.10	0.56
Arm B	4.7	26.73	0.84	1.2	10.38	0.56
Arm C	1.9	21.19	0.66	0.7	10.17	0.43
5. 2039 Forecast + Committed Development + Proposed Development (25% Reduction)						
Arm A	0.8	4.80	0.43	1.2	6.00	0.56
Arm B	4.4	25.43	0.83	1.2	10.30	0.55
Arm C	1.8	20.72	0.65	0.7	10.13	0.43

Table 14: B2118 / Reeds Lane Roundabout Modelling Results

6.27 The analysis shows that the junction is forecast to operate within capacity in all scenarios and that the impact of the proposals is very minor, with minimal queueing and delays of less than 27 seconds, an increase of 7 seconds as a result of the development traffic, and the highest RFC of 0.84, equating to an increase of 0.05-0.06 RFC compared to Scenario 2. It is therefore considered that the impact on the operation of this junction is acceptable.

Junction 5 – B2118 / Mill Lane / Friday Media Group Roundabout

6.28 Capacity analysis of the B2118 / Mill Lane / Friday Media Group Roundabout has been undertaken utilising Junctions 9. The geometry for the analysis has been measured from OS mapping and supplemented by aerial imagery and on-site observations.

6.29 **Table 15** sets out the summary Junctions 9 results for the B2118 / Mill Lane / Friday Media Group Roundabout in the 2024 base year and 2039 Forecast with and without development in the AM and PM peak hour periods, whilst the full outputs are included at **Appendix K**. For information the arms of the junction are as follows:

- Arm A – B2118 North
- Arm B – Mill Lane
- Arm C – B2118 South
- Arm D – Friday Media Group Access

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
1. 2024 Baseline						
Arm A	0.0	0.00	0.00	0.0	3.07	0.00
Arm B	0.3	3.08	0.24	0.3	2.95	0.24
Arm C	0.5	4.30	0.35	0.3	3.50	0.20
Arm D	0.0	0.00	0.00	0.0	0.00	0.00
2. 2039 Forecast + Committed Development						
Arm A	0.0	0.00	0.00	0.0	3.08	0.00
Arm B	0.5	3.34	0.32	0.9	4.23	0.47
Arm C	1.5	7.04	0.60	0.5	4.18	0.33
Arm D	0.0	0.00	0.00	0.0	0.00	0.00
3. 2039 Forecast + Committed Development + Proposed Development						
Arm A	0.0	0.00	0.00	0.0	3.09	0.00
Arm B	0.5	3.42	0.33	1.0	4.55	0.51
Arm C	1.9	8.23	0.65	0.5	4.28	0.34
Arm D	0.0	0.00	0.00	0.0	0.00	0.00
4. 2039 Forecast + Committed Development + Proposed Development (10% Reduction)						
Arm A	0.0	0.00	0.00	0.0	3.09	0.00
Arm B	0.5	3.41	0.33	1.0	4.52	0.51
Arm C	1.8	8.15	0.65	0.5	4.27	0.34
Arm D	0.0	0.00	0.00	0.0	0.00	0.00
5. 2039 Forecast + Committed Development + Proposed Development (25% Reduction)						
Arm A	0.0	0.00	0.00	0.0	3.09	0.00
Arm B	0.5	3.40	0.33	1.0	4.46	0.50
Arm C	1.8	7.99	0.64	0.5	4.26	0.34
Arm D	0.0	0.00	0.00	0.0	0.00	0.00

Table 15: B2118 / Mill Lane Roundabout Modelling Results

6.30 The analysis shows that the junction is forecast to operate well within capacity in all scenarios, with negligible queueing and delays of less than 9 seconds, only a 2 second increase as a result of our development traffic, and the highest RFC of 0.65. It is therefore considered that the impact on the operation of this junction is acceptable.

National Highways

6.31 It should be noted to support the Draft Local Plan the draft allocations have been assessed cumulatively by National Highways to determine their acceptability on the slip roads onto the A23 to the north of the site. This assessment comprised a Merge/Diverge assessment and is available within the Evidence Base.

6.32 This assessment determined that some of the on/off-slips would need improving to accommodate the full suite of allocations. Noting the modest scale of this development in comparison to others, notably DPCS3, it is accepted that this development will contribute proportionally towards the improvements required, however the proposals will not be conditional on the delivery of these improvements given their comparably low scale of impact.

7. SUMMARY AND CONCLUSIONS

7.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Welbeck Strategic Land II LLP (Welbeck Land) to support a planning application for a proposed residential development comprising up to 210 dwellings at Land at Coombe Farm, Sayers Common.

7.2 A Highways Pre-Application Scoping Note was produced and submitted to West Sussex County Council (WSCC). Feedback has been received from WSCC which have informed the proposed development and this report.

7.3 The proposed development has been shown to be well located to support a variety of travel modes. The site is well connected to the local road network, along with the strategic network including the A23. The local pedestrian and cycle networks are well located to promote use by future residents and offer opportunities for residents to walk and cycle to their local destinations. The site is also well supported by public transport, including regular bus services in close proximity to the site.

7.4 A 7-day Automatic Traffic Count survey was undertaken in July 2024 along the B2118. 85th percentile speeds of 37.9mph were recorded in the southbound (primary) direction and 37.5mph were recorded in the northbound (secondary) direction.

7.5 Therefore, in accordance with the Design Manual for Roads and Bridges (DMRB) guidance, visibility splays have been drawn at 94.8m in the primary direction and 93.2m in the secondary direction. It will be ensured that all vegetation within the visibility splays is maintained at or below 0.6m.

7.6 It is proposed that access to the site will be via a new standard priority junction measuring 6m in width with 12m radii either side of the carriageway. Two-way vehicle tracking has been completed at the proposed access point highlighting that two private cars are able to pass each other without conflict.

7.7 The access proposals have been designed in a way which ensures the development can come forward independently of DPSC3, but ensures access into DPSC3 is not prejudiced by the proposals. The policy requirements of prioritising pedestrian and cycle access between the allocations is also met as part of this design, with a range of pedestrian and cycle crossing options between the two sites depending on the exact nature of DPSC3's access strategy.

7.8 The proposals identify a number of pedestrian links to and from the site which utilise some of the existing footpaths and bridleways which run through the site. The existing bridleway 86Hu will remain and provide a footpath/cycle link from the west of the site and south of the proposed vehicular access through the site and connecting to the east towards Hurstpierpoint. The bridleway will retain access to

Coombe Barn and Stonecroft.

7.9 Internally, a new pedestrian connection will be provided at the north west of the site connecting the existing footways alongside the B2118 with the internal pedestrian connections. Details of these internal links will be finalised as part of future reserved matters applications, however the masterplan sets out the principles of internal permeability for pedestrians internally to the site to encourage sustainable travel.

7.10 WSCC 'Guidance on Parking at New Developments' (September 2020) provides the relevant standards according to Parking Behaviour Zones (PBZ). The proposed development is located within PBZ2 will therefore comply with the standards outlined within the policy for both car and cycle parking.

7.11 Vehicle tracking a refuse vehicle has been undertaken to demonstrate a refuse vehicle can safely access and egress the site.

7.12 The proposed development is likely to generate in the order of 123 trips in the AM and 132 trips in the PM peaks. However it is noted that as part of a decide and approach taken alternative scenarios with varying assumptions are also proposed. The trip rates have been taken from the Mid Sussex Transport Study Scenario 6 as per pre-application feedback.

7.13 Junction modelling results outline that the junctions operate well within capacity taking into consideration the proposed development traffic and wider committed development traffic, and that there will be no residual highway safety or capacity issues arising from the proposals.

7.14 This TA has therefore demonstrated that the proposed development will not result in a severe impact upon the local road network and therefore is in accordance with NPPF Paragraph 116. We would therefore ask West Sussex County Council to look favourably upon this application in relation to highways.

Appendix A

Issue:

N
0 25 50 m

KEY: ILLUSTRATIVE MASTERPLAN

- SITE BOUNDARY
- PROPOSED VEHICULAR ACCESS
- PUBLIC RIGHT OF WAY
- BRIDLEWAY
- OPEN SPACE
- WOODLAND
- EXISTING VEGETATION & TREES
- INDICATIVE TREE PLANTING
- PROPOSED SUDS BASINS
- PROPOSED PATHS
- INDICATIVE STREETS
- PROPOSED LEAP
- INDICATIVE DWELLINGS

LAND AT COOMBE FARM, SAYERS COMMON - ILLUSTRATIVE MASTERPLAN

PEGASUS GROUP

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: LT | APPROVED BY: CP | DATE: 19/09/2025 | SCALE: 1:2000@A3 | DRWG: P24-2029_DE_002_F_05 | CLIENT: WELBECK LAND |

Appendix B

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Paul Basham Associates FAO: Tom Peters
FROM:	WSCC - Highways Authority
DATE:	21st January 2025
LOCATION:	LAND AT GRID REFERENCE 526544 117832 LONDON ROAD SAYERS COMMON WEST SUSSEX BN6 9HZ
SUBJECT:	Internal Reference: PRE-104-24 Residential development comprising 210 dwellings as per policy DPSC5 of the Draft Mid Sussex District Council Local Plan.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments are made in respects of

- Highways Pre-Application Scoping Note (revision 2), dated December 2024

Unless stated otherwise, comments are made against the specific numbered points in the Scoping Note.

1.2 – The inclusion of this and other sites in the immediate area within the draft Mid Sussex Local Plan is recognised. The LP although advanced is only presently draft and still at examination. There are also no timescales against that those other allocations that could in time deliver community infrastructure. The current development would very much have to be viewed based on the current situation with only limited weight given to the potential future with Local Plan scenario.

2.2 – Whilst a minor comment but there is reference to 'Ashbourne', which is taken as a typo.

2.4 – The footway to the north is recognised as providing a connection into the existing village. The route to the south is at least continuous. However, it is narrow, unlit, alongside a 60mph road, with there being very limited destinations within reasonable walking distance.

2.8 – There would be clear merit to further discussion with Metrobus concerning the 273 and the possibility of this service stopping at those stops nearest to the development. They may not be agreeable to this given the 273 is a limited stop service, which then places further emphasis on considering walking routes to the nearest bus stop. Those stops closest to the development also don't appear to be formally present on the ground (there's no flags or other obvious infrastructure). Additional infrastructure should be provided to formally demarcate the bus stops, waiting areas, and suitable crossing facilities provided across the B2118 between the bus stops. Real time information could also be provided. Ideally shelters will be provided too although WSCC do not adopt or maintain these, and as such an in-principle agreement will need to be reached with the local parish council.

2.9 – The nearby bus services are acknowledged. Improvements will be required to enhance access to the bus stops. The nearest stop for the 273 is also some distance to the north. Whilst the bus services are recognised and the journey times (as referenced in 2.10 and 2.11) are not significant, the frequency of these services is not ideal and may not provide suitable connections to rail services. The use of the bus may not be convenient to access nearby stations.

2.10 and 2.11 – The cycle distance to both Hassocks and Burgess Hill railway stations are quite significant and there is no detailed assessment of cycle routes. The cycle routes to neither are direct and whilst there may be some cycle specific infrastructure provided, the routes are not completely segregated from traffic and would entail some cycling on-carriageway with other traffic. Connections using existing bus services have already been identified as potentially problematic.

2.12 – Existing nearby facilities are very limited with those within Sayers Common within walking distance. It's considered very unlikely that walking or cycling trips would occur to Albourne Primary School given the distance and respective time to walk with younger children and the lack of facilities for cycling (it's unrealistic to expect a primary age pupil to cycle on a 60mph road even with an adult). Reference is made to the site being within walking distance of Hurstpierpoint but there is no indication or assessment of potential walking routes; using unimproved rights of way and Langton Lane (which is narrow and has no footways) is not an option for all residents.

For the assessment of walking and cycling routes it is strongly advised that use of made of Active Travel England Planning Application Assessment toolkit. This will help to identify potential issues and will in any case be a requirement of ATE at the planning stage.

With regards to access by walking, cycling, and passenger transport, it is generally accepted that options are limited based on the existing situation; inevitably there will be dependency on the private car for the majority of trips. Long term, there is the potential for a greater range of services within the village as further facilities come forward within other (presently draft) allocations. WSCC acknowledge the principle of development in this location is identified through the draft allocation. However, the development still needs to look realistically at how residents will access services and what proportionate and reasonable improvements may be required to deliver the scheme proposed.

2.13 – It's recommended that more up to date information is obtained from the Sussex Safer Roads Partnership. Based on WSCC records provided by Sussex Police, two serious collisions have been repeated on the B2118 in close vicinity of the proposed access.

3.2 and 3.3 – The rationale for the proposed access arrangement is noted. However, this does create a significant and potentially unnecessary large junction as well as an unusual interim arrangement pending the construction of the more significant wider development junction at an unknown later date. There are indicative junction arrangements within the TPA 'Mobility Strategy' (https://www.midsussex.gov.uk/media/omypmyeq/dpsc3-mobility-strategy.pdf) submitted by the promoters of the draft policy allocation DPSC3 'Land South of Reeds Lane'. These aren't detailed and haven't been agreed. It's noted that there are indicative roundabout and signalised junction arrangements within the 'Mobility Strategy' document although there is reference to traffic signals being the preferred option.

It is suggested that for the purposes of the current development, the access is designed to be appropriate for the scheme proposed (i.e. a standard priority junction with potentially a right turning lane that could include pedestrian refuges to access the northbound bus stop). An alternate arrangement should also be presented based on the indicative junction arrangements available in the TPA 'Mobility Strategy document. This will then demonstrate an access solution appropriate for the current and wider DPSC3 allocation. This alternate arrangement should indicate the potential changes and land that may need to be safeguarded or offered for adoption as public highway as part of the current application to deliver a more significant junction. Any changes to the access would then be undertaken by the developer of DPSC3 when they construct the more significant access junction once its form has been finalised and agreed.

3.4 – Any changes to the speed limit are noted more due to the access conflicting with the terminal signage rather than for any other purposes. The need to relocate the signage, and therefore speed limit, would be a matter for the detailed design. It may still be necessary to fund an amendment to the TRO to suit the potential change. I will consult the Traffic Regulation Order team to determine the appropriate approach in these instances.

3.7 to 3.9 – These aspects are noted as being under development. WSCC would be keen to review and discuss potential options/improvements as they are developed.

3.11 – The approach to parking is noted and agreed.

3.12 – Likewise, the approach to cycle parking is noted and agreed.

4.2 and 4.3 – Unless there is a reason otherwise, the preference would be to use the trip rates presented and accepted for this site as part of the MSDC Local Plan Review. It's understood that the most up to date trip rates are within the Transport Study Stage 6 Report.

If separate trip rates are to be provided, it would be questioned whether any of the sites within TRICS truly reflect Sayers Common and the limited range of services available; the TRICS trip rates perhaps reflect a future situation should DPSC3 be realised. There are also issues with some of the selection criteria, most notably that a Sunday is included, as well as the lack of any filtering regarding population within 1 and 5 miles. In this location, it may be more appropriate to use a TRICS person trip rate and Census data for the local area to determine mode share, or to simply undertake a survey of a location within the village and determine per dwelling trip rate from that.

4.4 – The need to provide a 'vision led approach' (decide and provide) is now included in the NPPF. The TA will need to include some references and take forward a suitable approach on this basis. The exact consequences of this for this site can be discussed and agreed. Again, it is recognised that in isolation, the current site will deliver relatively small scale improvements in the local vicinity. Contributions to wider scale improvements may still be appropriate.

4.5 – It would be helpful if Census 2021 data could at least be compared with that from 2011 as in practice the like travel to work destinations are unlikely to differ, albeit it is accepted that there will be a greater proportion of working from home for 2021.

4.6 – It would be beneficial if a distribution diagram can be provided indicating the increase in trips at the junctions listed. From this, the need to formal model these junctions can then be agreed.

4.14 – With respects to the 2039 scenarios, the Mid Sussex Traffic Model will already contain a reference case as well as with development scenarios that includes all committed and proposed developments. It's suggested that for consistency, model data is used rather than factoring up 2024 survey data.

For the 2030 scenarios, it may be necessary to apply a manual approach with survey data factored up using TEMPro. For the purposes of this approach, it's unclear if there is any intention on including a scenario with the other draft allocations albeit with assumptions concerning the build out of DPSC3. This could be included a sensitivity test given these allocations are only draft.

Other Matters

Reference is made as to whether a Walking, Cycle, Horse riding Assessment Report is required. WSCC would confirm that a WCHAR based on the approach in the DMRB is not required for this site. As recommended above, the use of the relevant ATE assessment tools are strongly advised. It may be appropriate to agree as part of the current pre app the extent and scope of any off-site walking/cycling assessment, in particular the routes to be assessed.

A Stage One Road Safety Audit will be required as part of any planning application. This cover all off-site highway works proposed to be delivered as part of the development.

A Travel Plan will also be required as part of any formal planning submission.

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.

Ian Gledhill
Planning Services

Tom Peters

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 14 March 2025 10:43
To: Tom Peters
Cc: Gemma Hull
Subject: RE: Sayers Common - Revised Access Strategy

Follow Up Flag: Follow up
Flag Status: Completed

Morning Tom, thanks for this. There's not a great deal to say.

With the signalised junction for DPSC3, I recognise this is indicative. I fully expect this will be subject to change; the layout and resultant phasing doesn't greatly favour pedestrians/cyclists and it's perhaps open to debate whether including the pedestrian crossing on the southern arm is appropriate too. Looking at the surface water flooding mapping, the whole junction seemingly would need to move southwards in any case.

With regards to Coombe Farm, I don't see it as an issue that this can't provide a fourth arm onto any potential signalised junction. The fact it doesn't would improve the operation of the DPSC3 signalised junction given fewer phases are needed. It also avoids the need for DPSC3 to accommodate your scheme directly and vice versa. Given the low number of units within Wintergreen Way, I can't see that there would be any reason why the centreline to centreline spacing to the proposed junction couldn't be reduced further, thereby increasing the length of the right turn pocket in the scenario with traffic signals/option 2. As part of the modelling for the Coombe Farm access, it will be necessary to demonstrate that the right turn pocket is sufficient in capacity to accommodate all likely demands.

The only comment I'd have for option 1 is that the widening for the DPSC3 right turn lane would need to accommodate also the pedestrian refuge; the lining as shown tapers in and almost leads northbound traffic into this. This is perhaps a minor point and doesn't affect the access option for Coombe Farm.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Tom Peters <t.peters@paulbashamassociates.com>
Sent: 12 March 2025 16:49
To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Cc: Gemma Hull <G.Hull@paulbashamassociates.com>
Subject: Sayers Common - Revised Access Strategy

EXTERNAL

Hi Ian, I hope you're well?

We've been reviewing the access into the site at Combe Farm, Sayers Common, which we held pre-app discussions about earlier this year.

We've been met with additional constraints, notably surface water flooding in the vicinity of the site access. To the point that we have had to explore alternative access into the site, and expect DPSC3 opposite will need to as well. The revised access and associated implications are shown on the attached drawing, and I would welcome your review of the access to confirm it's suitability or otherwise.

Context:

To provide wider context to the attached, we have revised our access arrangements to consider the various constraints, which include:

1. the surface water flooding in the vicinity of the existing access proposals (as shown on the attached),
2. location of a culvert which routes through the northern tip of the existing traffic island but exact location is still to be determined on survey,
3. proximity of other junctions to the north and need to achieve as much separation as possible,
4. 15m buffer to ancient woodland to north of the site,
5. the need to ensure our access does not prejudice future proposals into DPSC3 to the west,
6. ensure the policy requirements of prioritising "active and sustainable modes of travel throughout, enhancing connectivity between all site allocations DPSC3 – DPSC7" is achieved.

Considering the above, we have produced the attached drawing, which shows the location of a future access point into our site, with two variations to demonstrate how access into the DPSC3 site opposite could be achieved. Please note principles of accesses into DPSC3 are taken from previous drawings produced by DPSC3 and whilst they broadly follow design principles of the relevant sections of the DMRB, they have not been checked in detail and so should be treated as indicative examples of how the arrangement could present.

The access as shown sits north of the majority of the SW flooding and sits above the culvert, with a small margin for error factored in with the southern radii to respond to the indicative nature of its alignment.

The proposed access point is approximately 25m stagger distance from the access into Wintergreen Way to the north, which given the only interaction between the sites' will be refuse and delivery vehicles and that Wintergreen way is a small development site (c. 10-15 dwellings), we consider this acceptable given the wider constraints.

Interaction with DPSC3

Given the SW flooding and location of the culvert, we are unable to locate a junction which could be incorporated into a four-arm signalised junction when DPSC3 comes forward. The access in its location as shown is too far north to enable a four-arm signalised junction to be delivered without the need for third party land to the north west, and would also involve the northern stop line being located directly outside Wintergreen Way which would not be acceptable.

We've therefore considered other means of access into DPSC3 to demonstrate other access strategies are available and we are not prejudicing their development through our proposals. Two such options previously suggested by DPSC3 are shown indicatively on the attached. The first demonstrates how a right turn lane could be delivered by DPSC3 outside the majority of the SW Flooding (on the assumption that they will be in a similar position of being compromised on access because of flooding). Noting the policy requires active travel connections between the allocations, a number of pedestrian/cycle options could be delivered between the access points, including a pedestrian refuge island (as shown indicatively) or the inclusion of a PELICAN/TOUCAN signalised pedestrian crossing. Consideration would need to be made regarding the phasing of crossing facilities in the interim.

The second option shown comprises a 3-arm signalised junction sited slightly south of where it's currently suggested (in a location where DPSC3 originally proposed a roundabout design). This would enable signal-controlled crossings to be provided east-west and north-south across the junction. Our access junction could potentially then fit into the north with a right turn pocket provided as part of the design, as shown in Option 2 of the attached. Note this right turn pocket is sub-standard and is shown for illustrative purposes. It could also be presented as a gap in the hatchings and "keep clear" markings shown to prevent obstructions into the our site. This would all need to be resolved as part of DPSC3s access.

Whilst not exhaustive, the attached demonstrates that our access can come forward in the location shown, it avoids/minimises key constraints, and does not prejudice future access into DPCS3, with the impetus put on DPSC3 to devise a solution that suits them noting they are subject to similar constraints. Crucially the proposals as shown demonstrate there are a number of pedestrian/cyclists crossing options to ensure our site and the wider allocations are well connected as per the policy, despite the vehicular access junctions being delivered separately.

Could you please review the above and attached and confirm that the revised proposals would be acceptable, given the various constraints.

Thank you in advance for your time and review of the above.

Kind Regards

Tom Peters
Principal Transport Planner
BSc (Hons), MSc (Sustainability), MSc (Transport Planning & Engineering), MCIHT

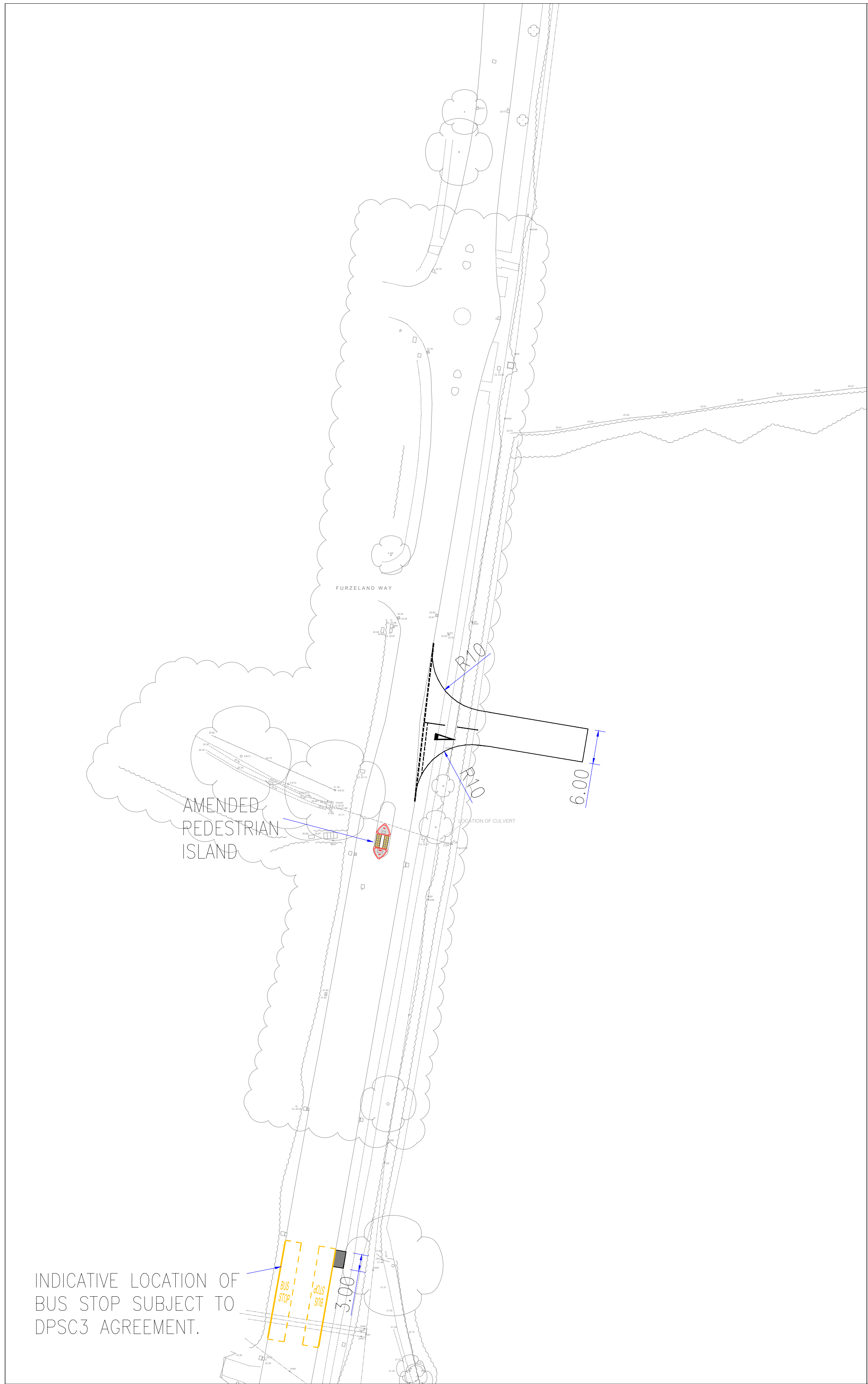
paulbash associates

Central Office
☎ 01235 352 150
☎ 07585 313 613
The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ
www.paulbashamassociates.com

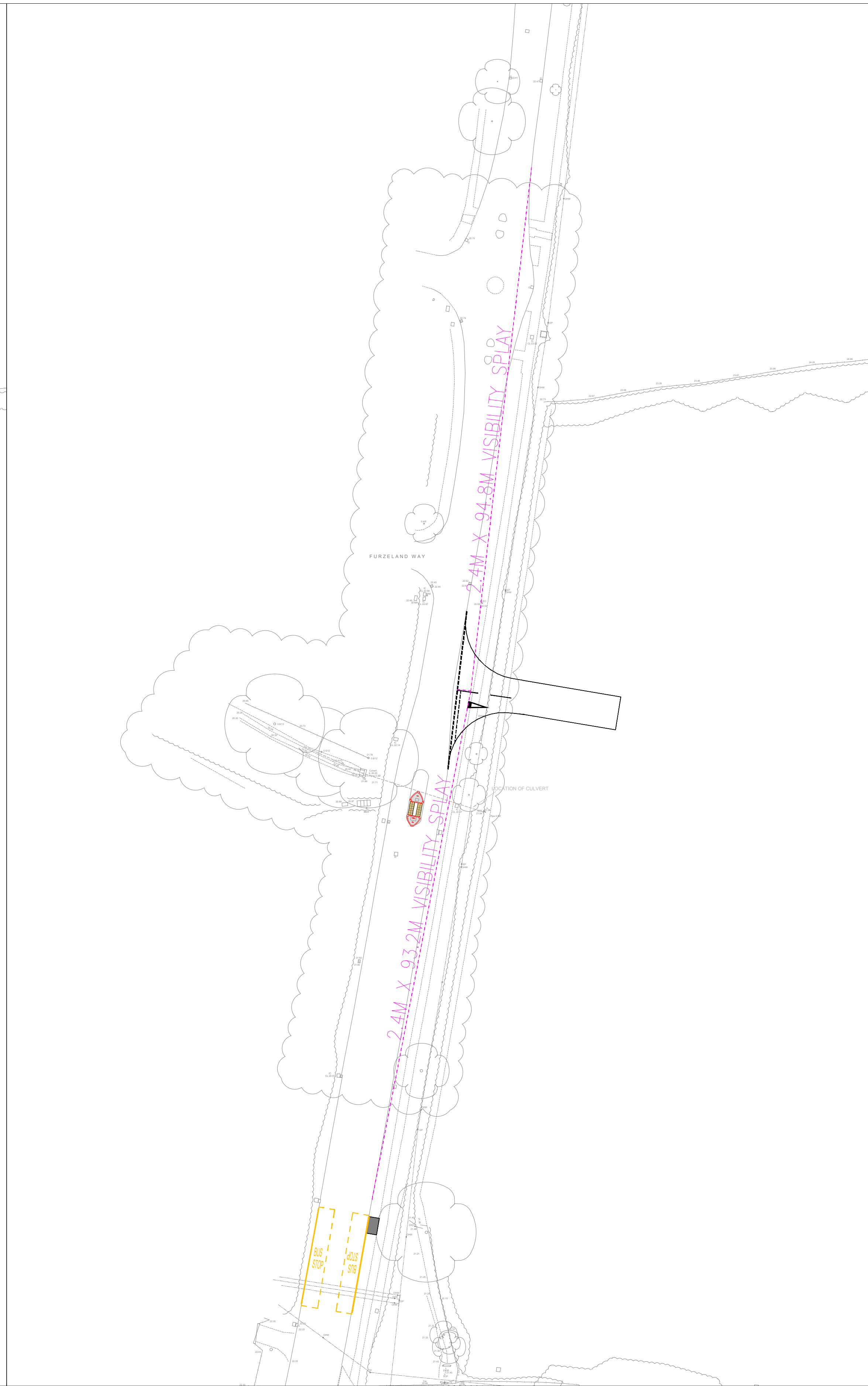
Southern | Central | Eastern

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Appendix C



ACCESS DESIGN WITH DIMENSIONS



VISIBILITY ASSESSMENT

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VISIBILITY SPLAY ASSESSMENT IS BASED ON THE 85%ILE RECORDED SPEEDS OF 37.5MPH NORTHBOUND AND 37.9MPH SOUTHBOUND ALONG THE B2118 AND DMRB GUIDANCE.

NORTH

Rev	Description	Date	By	App'd
P03	REVISED ACCESS ARRANGEMENT	19.09.25	GLH	THP
P02	REVISED ACCESS ARRANGEMENT	11.04.25	GLH	THP
P01	FIRST ISSUE	10.02.25	GLH	THP

Project Name
LAND AT COOMBE FARM, SAYERS COMMON

Project Phase
PRELIMINARY

Title
ACCESS ARRANGEMENT

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client
WELBECK LAND

Date Created	Drawn By	Approved By	Suitabilty Code
10.02.25	GLH	THP	-

PBA Project Number	Scale
145.0007	1:1000 (AT A3)

PBA Drawing No:	Revison
145.0007-0006	P03

QMS2011/v8/210723/JM

Appendix D

CHARGE SURVEYS

SITE: B2118 Sayers Common (50.946087, -0.198643)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	**17120**	**22295**
Mean Speed	**32.3**	**33**
85%	**37.5**	**37.9**

CHARGE SURVEYS

SITE: B2118 Sayers Common

LOCATION: Attached to roundabout approach sign

GRID REFERENCE: 50.946087, -0.198643

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

09 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	3	0	0	1	1	0	0	0	0	0	0	0	0	0	32.6	-
0100	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	35.3	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0500	60	55	0	3	2	0	0	0	0	0	0	0	0	0	0	36.3	42.9
0600	135	119	1	10	1	0	0	0	0	1	0	0	0	1	2	36.7	41.3
0700	195	164	0	3	8	17	0	1	1	0	0	0	0	0	1	33.6	38.3
0800	269	209	0	1	12	39	0	0	0	1	1	2	0	1	3	32	35.9
0900	174	115	0	0	9	43	0	0	1	2	0	0	0	2	2	29.5	34.7
1000	155	110	0	0	7	35	0	0	0	1	0	0	0	0	2	29.9	34.1
1100	120	82	0	2	4	25	0	0	0	0	2	0	0	3	2	32.7	36.7
1200	145	94	0	1	8	33	0	0	0	2	0	0	0	1	6	32	36.3
1300	117	74	0	1	9	32	0	0	0	1	0	0	0	0	0	31.8	36.9
1400	141	93	0	0	7	35	0	0	0	1	0	1	0	1	3	31	34.9
1500	158	121	0	1	3	30	0	0	0	0	1	0	0	2	0	32.2	35.8
1600	155	112	0	1	6	34	0	0	0	2	0	0	0	0	0	32.8	36.3
1700	118	89	0	0	1	21	0	0	0	1	0	0	0	2	4	33.1	39
1800	72	54	0	0	3	12	0	0	0	1	0	0	0	0	2	32.5	37
1900	47	42	0	0	0	4	0	0	0	0	0	0	0	1	0	32.1	36.6
2000	29	22	0	0	2	5	0	0	0	0	0	0	0	0	0	33.3	39.1
2100	22	17	0	0	0	5	0	0	0	0	0	0	0	0	0	29.3	33.2
2200	14	12	0	0	0	2	0	0	0	0	0	0	0	0	0	29.3	31.5
2300	4	1	0	0	2	1	0	0	0	0	0	0	0	0	0	41.5	-
07-19	**1819**	**1317**	**0**	**10**	**77**	**356**	**0**	**1**	**2**	**12**	**4**	**3**	**0**	**12**	**25**	**31.9**	**36.7**
06-22	**2052**	**1517**	**1**	**20**	**80**	**370**	**0**	**1**	**2**	**13**	**4**	**3**	**0**	**14**	**27**	**32.2**	**37.1**
06-00	**2070**	**1530**	**1**	**20**	**82**	**373**	**0**	**1**	**2**	**13**	**4**	**3**	**0**	**14**	**27**	**32.2**	**37.1**
00-00	**2150**	**1602**	**1**	**23**	**85**	**375**	**0**	**1**	**2**	**13**	**4**	**3**	**0**	**14**	**27**	**32.3**	**37.4**

10 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	5	0	0	0	2	0	0	0	0	0	0	0	0	0	39	-
0100	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	36.8	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0400	9	7	0	0	2	0	0	0	0	0	0	0	0	0	0	36.3	-
0500	58	40	0	4	1	12	0	0	0	0	0	0	0	1	0	37	43.7
0600	98	70	0	1	4	18	0	0	0	2	0	0	0	1	2	36	40.5
0700	170	99	0	0	7	53	0	0	0	2	1	0	0	3	5	32.1	36.1
0800	285	205	0	2	12	55	0	1	1	5	0	0	0	2	2	31.5	35.7
0900	193	146	0	3	4	34	0	0	1	2	0	0	0	0	3	30.6	34
1000	176	137	0	1	15	21	0	0	0	0	0	0	0	0	2	32	37.2
1100	158	123	0	0	7	23	0	0	0	1	2	0	0	0	2	32	36
1200	147	124	0	5	3	12	0	0	0	0	1	0	0	1	1	31.7	36.9
1300	172	142	0	9	9	11	0	0	0	1	0	0	0	0	0	32.6	38.8
1400	184	150	1	17	11	1	0	1	0	1	0	0	0	0	2	32.9	38.1
1500	230	188	0	18	11	5	0	0	0	1	0	0	0	7	0	33.8	38.2
1600	236	188	2	12	15	7	0	0	0	1	0	0	0	6	5	32.9	36.8
1700	210	175	1	3	10	18	0	0	0	1	0	0	0	1	1	34.7	40.2
1800	133	111	0	0	6	14	0	0	0	2	0	0	0	0	0	34.4	40.2
1900	116	86	0	1	6	18	0	0	0	1	0	2	0	1	1	35.6	42.5
2000	35	26	0	0	3	6	0	0	0	0	0	0	0	0	0	32.6	38.3
2100	22	14	0	0	2	6	0	0	0	0	0	0	0	0	0	34	37.3
2200	40	26	0	0	3	11	0	0	0	0	0	0	0	0	0	32.1	35.6
2300	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	35.1
07-19	**2294**	**1788**	**4**	**70**	**110**	**254**	**0**	**2**	**2**	**17**	**4**	**0**	**0**	**20**	**23**	**32.6**	**37.4**
06-22	**2565**	**1984**	**4**	**72**	**125**	**302**	**0**	**2**	**2**	**20**	**4**	**2**	**0**	**22**	**26**	**32.9**	**37.7**
06-00	**2621**	**2026**	**4**	**72**	**128**	**313**	**0**	**2**	**2**	**20**	**4**	**2**	**0**	**22**	**26**	**32.8**	**37.7**
00-00	**2704**	**2086**	**4**	**76**	**131**	**328**	**0**	**2**	**2**	**20**	**4**	**2**	**0**	**23**	**26**	**33**	**37.9**

11 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	12	11	0	0	0	1	0	0	0	0	0	0	0	0	0	34.4	37
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	45.3	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0400	19	18	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	39.5

0500	47	41	0	2	3	1	0	0	0	0	0	0	0	0	0	38	41.7
0600	104	91	0	0	2	6	0	0	0	0	0	0	0	2	3	32.8	38.9
0700	221	160	1	2	9	40	0	0	1	1	0	0	1	5	1	33.6	39
0800	343	272	0	2	14	41	0	0	0	3	1	0	0	5	5	32	36.5
0900	246	211	0	4	11	11	0	0	0	6	1	0	0	1	1	32.2	36.7
1000	182	146	0	12	7	9	0	2	1	1	0	0	0	1	3	31.7	37.3
1100	179	136	1	11	14	10	0	0	1	1	0	0	0	5	0	31.6	37.4
1200	201	161	2	13	11	8	0	0	0	2	0	0	0	2	2	32.2	37.2
1300	204	171	2	12	7	7	0	0	0	0	0	0	0	3	2	32.1	37.2
1400	213	172	0	26	6	6	0	0	0	2	0	0	0	1	0	32.3	37
1500	244	209	1	20	7	6	0	1	0	0	0	0	0	0	0	32.3	36.8
1600	190	147	1	13	10	14	0	0	0	0	0	0	0	3	2	32.7	38.4
1700	257	210	2	16	13	12	0	0	0	0	0	0	0	2	2	32.7	37.8
1800	138	115	0	2	8	11	0	0	1	0	0	0	1	0	0	33.1	37.7
1900	99	73	0	2	7	13	0	0	0	0	0	0	0	2	2	32.1	37.9
2000	54	40	0	1	3	8	0	0	0	0	0	0	0	2	0	28.7	33.9
2100	52	37	0	1	2	10	0	0	0	0	1	0	0	0	1	25.2	30.1
2200	12	6	0	0	0	6	0	0	0	0	0	0	0	0	0	34.4	45.5
2300	21	14	0	0	1	6	0	0	0	0	0	0	0	0	0	29.6	34.3
07-19	**2618**	**2110**	**10**	**133**	**117**	**175**	**0**	**3**	**4**	**16**	**2**	**0**	**2**	**28**	**18**	**32.4**	**37.2**
06-22	**2927**	**2351**	**10**	**137**	**131**	**212**	**0**	**3**	**4**	**16**	**3**	**0**	**2**	**34**	**24**	**32.2**	**37.2**
06-00	**2960**	**2371**	**10**	**137**	**132**	**224**	**0**	**3**	**4**	**16**	**3**	**0**	**2**	**34**	**24**	**32.2**	**37.2**
00-00	**3048**	**2449**	**10**	**140**	**135**	**227**	**0**	**3**	**4**	**16**	**3**	**0**	**2**	**35**	**24**	**32.3**	**37.5**

12 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	11	10	0	0	0	1	0	0	0	0	0	0	0	0	0	33	36.7
0100	9	8	0	0	0	1	0	0	0	0	0	0	0	0	0	37	-
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0300	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	39.1	-
0400	21	19	0	0	1	1	0	0	0	0	0	0	0	0	0	30.9	33.3
0500	46	37	0	2	2	5	0	0	0	0	0	0	0	0	0	35	39
0600	99	84	0	0	4	9	0	0	1	0	0	0	0	1	0	36.9	42.2
0700	152	108	0	1	9	31	0	0	0	1	0	0	0	1	1	30.5	34.8
0800	208	138	0	1	7	52	0	0	0	2	1	0	0	2	5	30.6	34
0900	144	82	0	0	4	47	0	0	0	2	2	0	0	1	6	30.6	34.6
1000	136	72	0	0	4	53	0	0	0	2	0	0	0	0	5	30.6	33.8
1100	155	105	0	0	8	41	0	0	0	1	0	0	0	0	0	31.3	36.4
1200	180	148	0	5	12	13	0	0	0	0	0	0	0	1	1	31.6	37.1
1300	192	166	0	9	5	7	0	1	0	1	0	0	0	1	2	31.8	36.8

1400	187	159	0	7	9	8	0	0	1	0	0	0	0	1	2	32.8	37.2
1500	233	187	0	12	14	17	0	0	0	0	0	0	0	2	1	32	37.1
1600	216	164	2	10	10	28	0	0	0	0	0	0	0	1	1	33.3	38.4
1700	172	144	0	1	8	16	0	0	0	0	0	0	0	1	2	33.1	37.9
1800	118	90	0	1	8	13	0	0	0	1	0	0	0	1	4	31.8	38.7
1900	68	43	0	2	7	14	0	0	0	0	0	0	0	2	0	31.8	37
2000	66	43	0	1	2	15	0	0	0	0	0	0	0	2	3	32.8	38.7
2100	34	32	0	1	1	0	0	0	0	0	0	0	0	0	0	35	41.1
2200	35	31	0	0	1	2	0	0	0	0	0	0	0	1	0	32.7	39
2300	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	31.4
07-19	**2093**	**1563**	**2**	**47**	**98**	**326**	**0**	**1**	**1**	**10**	**3**	**0**	**0**	**12**	**30**	**31.7**	**36.5**
06-22	**2360**	**1765**	**2**	**51**	**112**	**364**	**0**	**1**	**2**	**10**	**3**	**0**	**0**	**17**	**33**	**32**	**37**
06-00	**2411**	**1812**	**2**	**51**	**113**	**366**	**0**	**1**	**2**	**10**	**3**	**0**	**0**	**18**	**33**	**32**	**37**
00-00	**2513**	**1899**	**2**	**54**	**116**	**374**	**0**	**1**	**2**	**10**	**3**	**0**	**0**	**19**	**33**	**32.1**	**37.1**

13 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	35.9
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0400	11	9	0	0	0	2	0	0	0	0	0	0	0	0	0	33.7	37.5
0500	18	15	0	2	0	1	0	0	0	0	0	0	0	0	0	39.3	41.9
0600	35	34	0	0	0	1	0	0	0	0	0	0	0	0	0	37.1	39.7
0700	66	54	0	0	3	9	0	0	0	0	0	0	0	0	0	34.4	39.8
0800	93	70	0	1	1	18	0	0	0	1	0	0	0	2	0	33	37.1
0900	138	108	0	3	10	7	0	0	0	2	0	0	0	6	2	31.4	36.3
1000	168	149	1	8	4	4	0	0	0	0	0	0	0	0	2	32	37.1
1100	193	176	0	4	5	4	0	0	0	0	0	0	0	3	1	32.1	36.2
1200	177	151	1	5	10	5	0	0	0	0	0	0	0	4	1	31.8	37.9
1300	163	147	0	5	4	2	0	0	2	1	0	0	0	2	0	32.1	37.3
1400	146	127	1	4	6	2	0	0	0	0	0	0	0	4	2	32.1	38
1500	124	110	0	4	6	3	0	0	0	1	0	0	0	0	0	32.8	37.6
1600	145	119	0	2	9	10	0	0	1	0	0	0	0	4	0	33.2	38.4
1700	134	106	1	1	5	15	0	1	0	0	1	0	0	2	2	34.3	39.6
1800	100	71	0	2	10	14	0	0	0	0	0	0	0	1	2	33.1	39.1
1900	91	69	0	0	8	11	0	0	0	0	0	0	0	3	0	34.7	38.9
2000	37	23	0	0	3	7	0	0	1	0	0	0	0	1	2	34.2	41.5
2100	35	24	0	0	2	9	0	0	0	0	0	0	0	0	0	29.5	32.6
2200	48	43	0	0	1	4	0	0	0	0	0	0	0	0	0	30	34.4

2300	31	30	0	0	0	1	0	0	0	0	0	0	0	0	0	27.2	30.7
07-19	**1647**	**1388**	**4**	**39**	**73**	**93**	**0**	**1**	**3**	**5**	**1**	**0**	**0**	**28**	**12**	**32.5**	**37.8**
06-22	**1845**	**1538**	**4**	**39**	**86**	**121**	**0**	**1**	**4**	**5**	**1**	**0**	**0**	**32**	**14**	**32.7**	**38**
06-00	**1924**	**1611**	**4**	**39**	**87**	**126**	**0**	**1**	**4**	**5**	**1**	**0**	**0**	**32**	**14**	**32.6**	**37.9**
00-00	**1983**	**1664**	**4**	**42**	**87**	**129**	**0**	**1**	**4**	**5**	**1**	**0**	**0**	**32**	**14**	**32.6**	**37.9**

14 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	39.4
0100	10	7	0	0	2	0	0	0	0	0	0	0	0	0	1	30.6	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
0500	21	17	0	0	3	1	0	0	0	0	0	0	0	0	0	37.2	42.6
0600	51	41	0	0	2	7	0	0	0	0	1	0	0	0	0	36.7	43.3
0700	98	61	1	1	2	27	0	0	1	2	0	0	0	2	1	32	38.2
0800	146	111	0	4	9	20	0	0	0	0	0	0	0	1	1	33.1	37.6
0900	225	192	0	4	3	14	0	0	0	0	0	0	0	6	6	32	37.3
1000	197	175	2	5	7	5	0	0	0	0	0	0	0	3	0	31.6	36
1100	189	160	1	6	10	6	0	0	0	0	0	0	0	4	2	31.7	36.4
1200	239	216	0	5	13	4	0	0	0	0	0	0	0	0	1	31.2	36.9
1300	206	181	1	3	6	9	0	0	0	0	0	0	0	5	1	32	37.8
1400	135	117	0	7	3	3	0	0	0	0	0	0	0	5	0	32	37
1500	133	114	0	6	7	2	0	0	1	0	0	0	0	2	1	32.6	38.2
1600	125	102	0	4	11	5	0	0	0	0	0	0	0	1	2	32.8	38.9
1700	117	98	0	1	6	9	0	0	0	0	0	0	0	3	0	33.6	38.7
1800	125	94	0	1	8	16	0	0	0	1	0	0	0	4	1	33.9	39.5
1900	67	53	0	1	6	4	0	0	0	0	0	0	0	2	1	34.1	41.1
2000	24	20	0	0	1	3	0	0	0	0	0	0	0	0	0	38.5	45.4
2100	20	17	0	0	0	3	0	0	0	0	0	0	0	0	0	33.8	41.1
2200	55	54	0	0	0	1	0	0	0	0	0	0	0	0	0	30.3	32.7
2300	20	19	0	0	1	0	0	0	0	0	0	0	0	0	0	29.9	30.7
07-19	**1935**	**1621**	**5**	**47**	**85**	**120**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**36**	**16**	**32.2**	**37.5**
06-22	**2097**	**1752**	**5**	**48**	**94**	**137**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**38**	**17**	**32.5**	**38**
06-00	**2172**	**1825**	**5**	**48**	**95**	**138**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**38**	**17**	**32.4**	**37.8**
00-00	**2234**	**1880**	**5**	**48**	**100**	**139**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**38**	**18**	**32.5**	**37.9**

15 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	35.9	-
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	41	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0400	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	37.5
0500	54	46	0	1	3	3	0	0	0	1	0	0	0	0	0	36.6	42.4
0600	112	94	0	1	4	10	0	0	0	0	0	0	0	2	1	34.8	38.1
0700	171	118	0	0	11	32	0	0	0	3	0	0	0	3	4	32.1	37.9
0800	230	164	0	0	10	49	0	0	1	1	1	0	0	3	1	30.7	34.7
0900	206	155	0	2	10	36	0	0	0	2	0	0	0	0	1	30.5	34.3
1000	179	128	1	2	7	33	1	0	1	1	1	0	0	3	1	29	32.9
1100	171	111	0	2	16	39	0	0	0	2	0	0	0	0	1	29.9	34.6
1200	165	108	0	3	7	42	0	1	0	1	0	0	0	2	1	30.2	34.3
1300	155	121	0	2	6	18	0	0	0	3	0	0	0	0	5	31.7	36.2
1400	158	124	0	5	10	16	0	0	0	2	0	0	0	1	0	31.5	35.3
1500	208	179	1	5	10	10	1	0	0	1	0	0	0	1	0	32.1	37
1600	193	155	0	11	6	17	0	0	0	2	0	0	0	0	2	32.2	38
1700	178	151	0	1	5	16	0	0	0	1	0	0	0	3	1	32.6	37.7
1800	115	87	0	1	7	20	0	0	0	0	0	0	0	0	0	31.6	35.3
1900	77	64	0	1	6	6	0	0	0	0	0	0	0	0	0	31	34.9
2000	34	26	0	0	3	5	0	0	0	0	0	0	0	0	0	31.2	34.6
2100	26	15	0	0	1	10	0	0	0	0	0	0	0	0	0	27.8	33.3
2200	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	32.3	-
2300	5	3	0	1	0	1	0	0	0	0	0	0	0	0	0	35	-
07-19	**2129**	**1601**	**2**	**34**	**105**	**328**	**2**	**1**	**2**	**19**	**2**	**0**	**0**	**16**	**17**	**31.2**	**36.1**
06-22	**2378**	**1800**	**2**	**36**	**119**	**359**	**2**	**1**	**2**	**19**	**2**	**0**	**0**	**18**	**18**	**31.3**	**36.4**
06-00	**2389**	**1808**	**2**	**37**	**120**	**360**	**2**	**1**	**2**	**19**	**2**	**0**	**0**	**18**	**18**	**31.3**	**36.4**
00-00	**2488**	**1897**	**2**	**38**	**123**	**363**	**2**	**1**	**2**	**20**	**2**	**0**	**0**	**20**	**18**	**31.5**	**36.6**

SITE: B2118 Sayers Common

LOCATION: Attached to roundabout approach sign

GRID REFERENCE: 50.946087, -0.198643

DIRECTION: NORTHBOUND SPEED LIMIT: 30

09 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	32.6	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35.3	-
0200	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	38.9	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36	-
0400	8	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	34.3	-
0500	60	0	0	7	3	15	27	8	0	0	0	0	0	0	0	0	36.3	42.9
0600	135	0	2	2	9	56	59	5	2	0	0	0	0	0	0	0	36.7	41.3
0700	195	0	0	9	41	110	33	1	1	0	0	0	0	0	0	0	33.6	38.3
0800	269	0	2	9	109	122	23	4	0	0	0	0	0	0	0	0	32	35.9
0900	174	0	5	26	83	49	10	1	0	0	0	0	0	0	0	0	29.5	34.7
1000	155	0	4	16	75	47	11	2	0	0	0	0	0	0	0	0	29.9	34.1
1100	120	0	0	3	43	61	8	3	2	0	0	0	0	0	0	0	32.7	36.7
1200	145	0	1	6	50	74	12	2	0	0	0	0	0	0	0	0	32	36.3
1300	117	0	0	8	57	37	10	5	0	0	0	0	0	0	0	0	31.8	36.9
1400	141	0	1	10	59	60	9	2	0	0	0	0	0	0	0	0	31	34.9
1500	158	0	1	8	43	91	11	4	0	0	0	0	0	0	0	0	32.2	35.8
1600	155	0	0	1	47	90	13	4	0	0	0	0	0	0	0	0	32.8	36.3
1700	118	0	3	3	32	53	23	4	0	0	0	0	0	0	0	0	33.1	39
1800	72	0	0	1	24	38	8	1	0	0	0	0	0	0	0	0	32.5	37
1900	47	0	1	2	21	17	6	0	0	0	0	0	0	0	0	0	32.1	36.6
2000	29	0	0	2	8	14	4	1	0	0	0	0	0	0	0	0	33.3	39.1
2100	22	0	0	3	12	6	1	0	0	0	0	0	0	0	0	0	29.3	33.2
2200	14	0	0	1	8	5	0	0	0	0	0	0	0	0	0	0	29.3	31.5
2300	4	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	41.5	-
07-19	**1819**	**0**	**17**	**100**	**663**	**832**	**171**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**36.7**
06-22	**2052**	**0**	**20**	**109**	**713**	**925**	**241**	**39**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**37.1**
06-00	**2070**	**0**	**20**	**110**	**722**	**931**	**241**	**40**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**37.1**
00-00	**2150**	**0**	**20**	**117**	**729**	**955**	**275**	**48**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**37.4**

10 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	1	3	1	1	1	0	0	0	0	0	0	0	39	-
0100	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	36.8	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.6	-
0300	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	36.7	-
0400	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	36.3	-
0500	58	0	0	1	5	25	18	6	2	1	0	0	0	0	0	0	37	43.7
0600	98	1	0	3	10	45	31	7	1	0	0	0	0	0	0	0	36	40.5
0700	170	0	1	8	66	73	17	5	0	0	0	0	0	0	0	0	32.1	36.1
0800	285	0	1	17	111	127	26	3	0	0	0	0	0	0	0	0	31.5	35.7
0900	193	0	0	14	105	60	13	1	0	0	0	0	0	0	0	0	30.6	34
1000	176	0	0	10	62	78	25	1	0	0	0	0	0	0	0	0	32	37.2
1100	158	0	0	5	57	81	14	0	1	0	0	0	0	0	0	0	32	36
1200	147	0	1	9	61	62	11	3	0	0	0	0	0	0	0	0	31.7	36.9
1300	172	0	2	7	57	74	31	1	0	0	0	0	0	0	0	0	32.6	38.8
1400	184	0	0	6	62	82	31	2	1	0	0	0	0	0	0	0	32.9	38.1
1500	230	0	0	9	52	120	42	5	0	2	0	0	0	0	0	0	33.8	38.2
1600	236	0	2	6	73	124	29	2	0	0	0	0	0	0	0	0	32.9	36.8
1700	210	1	0	3	39	107	48	12	0	0	0	0	0	0	0	0	34.7	40.2
1800	133	0	0	2	34	65	22	10	0	0	0	0	0	0	0	0	34.4	40.2
1900	116	0	3	6	25	44	24	11	0	1	0	0	0	0	0	2	35.6	42.5
2000	35	0	0	2	10	17	5	1	0	0	0	0	0	0	0	0	32.6	38.3
2100	22	0	0	0	5	14	2	1	0	0	0	0	0	0	0	0	34	37.3
2200	40	0	0	1	13	22	4	0	0	0	0	0	0	0	0	0	32.1	35.6
2300	16	0	0	1	1	13	1	0	0	0	0	0	0	0	0	0	32.7	35.1
07-19	**2294**	**1**	**7**	**96**	**779**	**1053**	**309**	**45**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.4**
06-22	**2565**	**2**	**10**	**107**	**829**	**1173**	**371**	**65**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**32.9**	**37.7**
06-00	**2621**	**2**	**10**	**109**	**843**	**1208**	**376**	**65**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**32.8**	**37.7**
00-00	**2704**	**2**	**10**	**110**	**852**	**1243**	**402**	**73**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**33**	**37.9**

11 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	1	10	1	0	0	0	0	0	0	0	0	0	34.4	37
0100	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	37.5	-
0200	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	45.3	-
0300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	40.4	-
0400	19	0	0	0	1	4	14	0	0	0	0	0	0	0	0	0	37.6	39.5

0500	47	0	0	0	3	13	26	3	1	1	0	0	0	0	0	0	38	41.7
0600	104	1	1	15	13	51	22	0	1	0	0	0	0	0	0	0	32.8	38.9
0700	221	0	0	9	59	107	37	9	0	0	0	0	0	0	0	0	33.6	39
0800	343	0	0	14	124	170	32	3	0	0	0	0	0	0	0	0	32	36.5
0900	246	0	0	13	94	105	33	1	0	0	0	0	0	0	0	0	32.2	36.7
1000	182	1	1	17	62	74	23	4	0	0	0	0	0	0	0	0	31.7	37.3
1100	179	1	2	17	61	71	24	2	1	0	0	0	0	0	0	0	31.6	37.4
1200	201	0	0	11	85	77	21	6	1	0	0	0	0	0	0	0	32.2	37.2
1300	204	0	2	5	84	84	24	4	1	0	0	0	0	0	0	0	32.1	37.2
1400	213	0	1	7	87	88	26	1	1	0	0	0	2	0	0	0	32.3	37
1500	244	1	2	11	87	112	27	3	1	0	0	0	0	0	0	0	32.3	36.8
1600	190	0	1	5	66	88	26	4	0	0	0	0	0	0	0	0	32.7	38.4
1700	257	0	1	12	90	107	37	7	3	0	0	0	0	0	0	0	32.7	37.8
1800	138	0	0	6	39	72	18	3	0	0	0	0	0	0	0	0	33.1	37.7
1900	99	0	1	10	35	36	14	1	1	0	1	0	0	0	0	0	32.1	37.9
2000	54	0	2	11	29	8	4	0	0	0	0	0	0	0	0	0	28.7	33.9
2100	52	1	6	13	26	6	0	0	0	0	0	0	0	0	0	0	25.2	30.1
2200	12	0	0	1	5	3	0	2	1	0	0	0	0	0	0	0	34.4	45.5
2300	21	0	0	1	15	4	0	1	0	0	0	0	0	0	0	0	29.6	34.3
07-19	**2618**	**3**	**10**	**127**	**938**	**1155**	**328**	**47**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**32.4**	**37.2**
06-22	**2927**	**5**	**20**	**176**	**1041**	**1256**	**368**	**48**	**10**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**32.2**	**37.2**
06-00	**2960**	**5**	**20**	**178**	**1061**	**1263**	**368**	**51**	**11**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**32.2**	**37.2**
00-00	**3048**	**5**	**20**	**178**	**1066**	**1292**	**414**	**56**	**13**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**32.3**	**37.5**

12 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	33	36.7
0100	9	0	0	0	0	6	2	0	1	0	0	0	0	0	0	0	37	-
0200	8	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	33.1	-
0300	7	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	39.1	-
0400	21	0	0	0	9	11	1	0	0	0	0	0	0	0	0	0	30.9	33.3
0500	46	0	0	1	10	24	8	2	1	0	0	0	0	0	0	0	35	39
0600	99	0	0	0	9	47	29	14	0	0	0	0	0	0	0	0	36.9	42.2
0700	152	0	1	8	84	51	7	1	0	0	0	0	0	0	0	0	30.5	34.8
0800	208	0	1	7	111	79	8	2	0	0	0	0	0	0	0	0	30.6	34
0900	144	2	5	1	68	57	6	5	0	0	0	0	0	0	0	0	30.6	34.6
1000	136	0	4	4	57	66	5	0	0	0	0	0	0	0	0	0	30.6	33.8
1100	155	0	0	9	72	57	16	1	0	0	0	0	0	0	0	0	31.3	36.4
1200	180	0	0	21	61	73	24	1	0	0	0	0	0	0	0	0	31.6	37.1
1300	192	0	3	11	67	85	22	4	0	0	0	0	0	0	0	0	31.8	36.8

1400	187	0	0	1	68	91	25	1	1	0	0	0	0	0	0	0	32.8	37.2
1500	233	0	1	14	89	95	32	2	0	0	0	0	0	0	0	0	32	37.1
1600	216	0	0	4	65	107	34	5	1	0	0	0	0	0	0	0	33.3	38.4
1700	172	0	2	3	56	81	28	2	0	0	0	0	0	0	0	0	33.1	37.9
1800	118	1	1	8	49	38	19	2	0	0	0	0	0	0	0	0	31.8	38.7
1900	68	0	1	5	28	25	7	2	0	0	0	0	0	0	0	0	31.8	37
2000	66	1	0	0	24	29	9	3	0	0	0	0	0	0	0	0	32.8	38.7
2100	34	0	0	0	10	15	5	3	0	1	0	0	0	0	0	0	35	41.1
2200	35	0	0	3	11	12	8	1	0	0	0	0	0	0	0	0	32.7	39
2300	16	0	0	1	1	14	0	0	0	0	0	0	0	0	0	0	30.7	31.4
07-19	**2093**	**3**	**18**	**91**	**847**	**880**	**226**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.5**
06-22	**2360**	**4**	**19**	**96**	**918**	**996**	**276**	**48**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**37**
06-00	**2411**	**4**	**19**	**100**	**930**	**1022**	**284**	**49**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**37**
00-00	**2513**	**4**	**19**	**101**	**956**	**1077**	**297**	**53**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.1**	**37.1**

13 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	30.1	35.9
0100	6	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	28.7	-
0200	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0300	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0400	11	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	33.7	37.5
0500	18	0	0	0	1	5	11	1	0	0	0	0	0	0	0	0	39.3	41.9
0600	35	0	0	0	2	17	16	0	0	0	0	0	0	0	0	0	37.1	39.7
0700	66	0	0	2	15	34	11	4	0	0	0	0	0	0	0	0	34.4	39.8
0800	93	0	0	1	28	56	7	1	0	0	0	0	0	0	0	0	33	37.1
0900	138	0	0	7	67	46	17	1	0	0	0	0	0	0	0	0	31.4	36.3
1000	168	0	1	6	69	69	23	0	0	0	0	0	0	0	0	0	32	37.1
1100	193	0	0	7	75	91	17	3	0	0	0	0	0	0	0	0	32.1	36.2
1200	177	0	0	13	71	63	26	3	1	0	0	0	0	0	0	0	31.8	37.9
1300	163	0	2	4	71	62	21	3	0	0	0	0	0	0	0	0	32.1	37.3
1400	146	0	2	8	54	53	27	2	0	0	0	0	0	0	0	0	32.1	38
1500	124	0	0	5	47	52	16	4	0	0	0	0	0	0	0	0	32.8	37.6
1600	145	0	0	7	50	59	20	9	0	0	0	0	0	0	0	0	33.2	38.4
1700	134	0	1	2	33	62	30	5	0	1	0	0	0	0	0	0	34.3	39.6
1800	100	3	2	3	24	40	23	4	1	0	0	0	0	0	0	0	33.1	39.1
1900	91	0	0	0	24	47	17	1	2	0	0	0	0	0	0	0	34.7	38.9
2000	37	0	0	3	7	20	4	2	1	0	0	0	0	0	0	0	34.2	41.5
2100	35	0	0	6	14	13	2	0	0	0	0	0	0	0	0	0	29.5	32.6
2200	48	0	0	5	21	18	4	0	0	0	0	0	0	0	0	0	30	34.4

2300	31	0	0	10	17	4	0	0	0	0	0	0	0	0	0	0	27.2	30.7
07-19	**1647**	**3**	**8**	**65**	**604**	**687**	**238**	**39**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37.8**
06-22	**1845**	**3**	**8**	**74**	**651**	**784**	**277**	**42**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**38**
06-00	**1924**	**3**	**8**	**89**	**689**	**806**	**281**	**42**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.9**
00-00	**1983**	**3**	**8**	**92**	**713**	**823**	**295**	**43**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.9**

14 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	1	1	10	2	0	0	0	0	0	0	0	0	0	33.4	39.4
0100	10	0	1	1	3	4	0	0	1	0	0	0	0	0	0	0	30.6	-
0200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	36.9	-
0300	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	35.2	-
0400	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	34.1	-
0500	21	0	0	0	2	11	6	1	1	0	0	0	0	0	0	0	37.2	42.6
0600	51	0	0	1	5	17	26	2	0	0	0	0	0	0	0	0	36.7	43.3
0700	98	0	1	5	43	30	19	0	0	0	0	0	0	0	0	0	32	38.2
0800	146	0	0	8	47	67	18	4	2	0	0	0	0	0	0	0	33.1	37.6
0900	225	1	5	8	92	86	26	4	3	0	0	0	0	0	0	0	32	37.3
1000	197	0	1	12	76	93	13	1	1	0	0	0	0	0	0	0	31.6	36
1100	189	0	2	12	72	81	17	5	0	0	0	0	0	0	0	0	31.7	36.4
1200	239	0	0	28	88	92	29	2	0	0	0	0	0	0	0	0	31.2	36.9
1300	206	0	6	10	72	77	41	0	0	0	0	0	0	0	0	0	32	37.8
1400	135	0	1	4	51	60	17	1	1	0	0	0	0	0	0	0	32	37
1500	133	0	0	9	45	55	22	2	0	0	0	0	0	0	0	0	32.6	38.2
1600	125	0	1	5	42	49	26	2	0	0	0	0	0	0	0	0	32.8	38.9
1700	117	0	0	1	41	51	19	4	1	0	0	0	0	0	0	0	33.6	38.7
1800	125	0	0	3	35	59	23	5	0	0	0	0	0	0	0	0	33.9	39.5
1900	67	0	1	7	13	22	20	4	0	0	0	0	0	0	0	0	34.1	41.1
2000	24	0	0	0	3	9	8	3	1	0	0	0	0	0	0	0	38.5	45.4
2100	20	0	0	0	8	6	6	0	0	0	0	0	0	0	0	0	33.8	41.1
2200	55	0	0	4	29	19	2	1	0	0	0	0	0	0	0	0	30.3	32.7
2300	20	0	0	0	18	2	0	0	0	0	0	0	0	0	0	0	29.9	30.7
07-19	**1935**	**1**	**17**	**105**	**704**	**800**	**270**	**30**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**37.5**
06-22	**2097**	**1**	**18**	**113**	**733**	**854**	**330**	**39**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**38**
06-00	**2172**	**1**	**18**	**117**	**780**	**875**	**332**	**40**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**37.8**
00-00	**2234**	**1**	**19**	**119**	**788**	**911**	**344**	**41**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37.9**

15 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	35.9	-
0200	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	41	-
0300	6	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	42.1	-
0400	17	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	34.7	37.5
0500	54	0	0	0	7	23	19	5	0	0	0	0	0	0	0	0	36.6	42.4
0600	112	0	1	3	16	61	28	3	0	0	0	0	0	0	0	0	34.8	38.1
0700	171	0	2	11	72	60	20	5	1	0	0	0	0	0	0	0	32.1	37.9
0800	230	0	0	14	124	77	10	5	0	0	0	0	0	0	0	0	30.7	34.7
0900	206	0	1	17	105	68	13	2	0	0	0	0	0	0	0	0	30.5	34.3
1000	179	2	3	27	87	51	8	1	0	0	0	0	0	0	0	0	29	32.9
1100	171	0	10	3	102	40	15	1	0	0	0	0	0	0	0	0	29.9	34.6
1200	165	0	1	10	100	41	10	3	0	0	0	0	0	0	0	0	30.2	34.3
1300	155	0	1	4	64	77	9	0	0	0	0	0	0	0	0	0	31.7	36.2
1400	158	0	1	2	75	66	11	3	0	0	0	0	0	0	0	0	31.5	35.3
1500	208	0	0	19	65	95	27	2	0	0	0	0	0	0	0	0	32.1	37
1600	193	0	3	9	78	70	28	3	2	0	0	0	0	0	0	0	32.2	38
1700	178	1	0	5	67	69	34	2	0	0	0	0	0	0	0	0	32.6	37.7
1800	115	0	0	2	56	48	7	2	0	0	0	0	0	0	0	0	31.6	35.3
1900	77	0	1	5	36	32	3	0	0	0	0	0	0	0	0	0	31	34.9
2000	34	0	0	1	20	10	3	0	0	0	0	0	0	0	0	0	31.2	34.6
2100	26	0	2	4	13	6	1	0	0	0	0	0	0	0	0	0	27.8	33.3
2200	6	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	32.3	-
2300	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	35	-
07-19	**2129**	**3**	**22**	**123**	**995**	**762**	**192**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**36.1**
06-22	**2378**	**3**	**26**	**136**	**1080**	**871**	**227**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.3**	**36.4**
06-00	**2389**	**3**	**26**	**136**	**1084**	**876**	**228**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.3**	**36.4**
00-00	**2488**	**3**	**26**	**137**	**1103**	**921**	**251**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.5**	**36.6**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**17120**	**18**	**122**	**854**	**6207**	**7222**	**2278**	**357**	**49**	**8**	**1**	**0**	**2**	**0**	**0**	**2**	**32.3**	**37.5**

SITE: B2118 Sayers Common

LOCATION: Attached to roundabout approach sign

GRID REFERENCE: 50.946087, -0.198643

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

Hour	Tue 09-Jul	Wed 10-Jul	Thu 11-Jul	Fri 12-Jul	Sat 13-Jul	Sun 14-Jul	Mon 15-Jul	Averages 1-5.	Averages 1-7.
0000-0100	5	7	12	11	15	14	10	9	10.6
0100-0200	2	3	3	9	6	10	9	5.2	6
0200-0300	3	3	3	8	5	4	3	4	4.1
0300-0400	2	3	4	7	4	6	6	4.4	4.6
0400-0500	8	9	19	21	11	7	17	14.8	13.1
0500-0600	60	58	47	46	18	21	54	53	43.4
0600-0700	135	98	104	99	35	51	112	109.6	90.6
0700-0800	195	170	221	152	66	98	171	181.8	153.3
0800-0900	**269**	**285**	**343**	**208**	93	146	**230**	267	224.9
0900-1000	174	193	246	144	138	**225**	206	192.6	189.4
1000-1100	155	176	182	136	168	197	179	165.6	170.4
1100-1200	120	158	179	155	**193**	189	171	156.6	166.4
1200-1300	145	147	201	180	**177**	**239**	165	167.6	179.1
1300-1400	117	172	204	192	163	206	155	168	172.7
1400-1500	141	184	213	187	146	135	158	176.6	166.3
1500-1600	**158**	230	244	**233**	124	133	**208**	214.6	190
1600-1700	155	**236**	190	216	145	125	193	198	180
1700-1800	118	210	**257**	172	134	117	178	187	169.4
1800-1900	72	133	138	118	100	125	115	115.2	114.4
1900-2000	47	116	99	68	91	67	77	81.4	80.7
2000-2100	29	35	54	66	37	24	34	43.6	39.9
2100-2200	22	22	52	34	35	20	26	31.2	30.1
2200-2300	14	40	12	35	48	55	6	21.4	30
2300-2400	4	16	21	16	31	20	5	12.4	16.1
Totals									
0700-1900	1819	2294	2618	2093	1647	1935	2129	2190.6	2076.4
0600-2200	2052	2565	2927	2360	1845	2097	2378	2456.4	2317.7
0600-0000	2070	2621	2960	2411	1924	2172	2389	2490.2	2363.9
0000-0000	2150	2704	3048	2513	1983	2234	2488	2580.6	2445.7
AM Peak	800	800	800	800	1100	900	800		
	269	285	343	208	193	225	230		
PM Peak	1500	1600	1700	1500	1200	1200	1500		
	158	236	257	233	177	239	208		

CHARGE SURVEYS

SITE: B2118 Sayers Common

LOCATION: Attached to roundabout approach sign

GRID REFERENCE: 50.946087, -0.198643

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

09 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0100	6	2	0	3	0	1	0	0	0	0	0	0	0	0	0	34.9	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0400	9	6	0	1	0	0	0	0	0	0	0	0	0	2	0	38.1	-
0500	53	45	0	5	0	1	0	1	1	0	0	0	0	0	0	38	46.2
0600	101	86	0	12	0	1	0	2	0	0	0	0	0	0	0	36.3	40.9
0700	253	214	0	30	2	2	0	0	0	2	0	0	0	0	3	33.8	38.3
0800	354	318	1	29	1	4	0	0	0	0	0	0	0	1	0	33.1	37.1
0900	212	182	1	25	0	3	0	0	0	1	0	0	0	0	0	31.2	36
1000	200	167	0	24	2	5	0	0	0	2	0	0	0	0	0	32	34.9
1100	177	154	1	16	2	3	1	0	0	0	0	0	0	0	0	32.6	36.1
1200	203	179	1	21	0	0	0	0	0	0	1	0	0	1	0	32	36.7
1300	191	162	0	22	0	1	0	0	0	0	0	0	0	6	0	32.2	37.4
1400	199	178	1	17	1	0	0	0	0	0	0	0	0	1	1	32.7	37.2
1500	244	224	1	15	0	2	0	0	1	0	0	0	0	1	0	33	37.4
1600	283	238	3	36	1	0	0	1	0	0	0	0	0	3	1	32.4	37.5
1700	311	287	0	18	3	0	0	1	0	0	0	0	0	1	1	34.3	39.4
1800	170	158	1	10	0	1	0	0	0	0	0	0	0	0	0	34	38.9
1900	114	106	0	7	0	0	0	0	0	0	0	0	0	1	0	34.3	39.9
2000	61	59	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	38.3
2100	64	61	0	2	0	0	0	0	0	0	0	0	0	1	0	33.3	39.3
2200	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	32	36.1
2300	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	34.9	46
07-19	**2797**	**2461**	**10**	**263**	**12**	**21**	**1**	**2**	**1**	**5**	**1**	**0**	**0**	**14**	**6**	**32.8**	**37.4**
06-22	**3137**	**2773**	**10**	**286**	**12**	**22**	**1**	**4**	**1**	**5**	**1**	**0**	**0**	**16**	**6**	**33**	**37.6**
06-00	**3194**	**2828**	**10**	**287**	**12**	**22**	**1**	**4**	**1**	**5**	**1**	**0**	**0**	**17**	**6**	**33**	**37.7**
00-00	**3272**	**2890**	**10**	**297**	**12**	**24**	**1**	**5**	**2**	**5**	**1**	**0**	**0**	**19**	**6**	**33.1**	**37.8**

10 July 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	8	7	0	0	0	1	0	0	0	0	0	0	0	0	0	35.1	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0400	14	10	0	3	0	0	0	0	0	0	0	0	0	1	0	41.8	53.9
0500	50	43	0	6	0	0	0	0	0	1	0	0	0	0	0	37.3	42.3
0600	102	86	0	15	0	0	0	0	0	1	0	0	0	0	0	35.2	40
0700	226	194	0	26	3	2	0	0	0	1	0	0	0	0	0	33	37.6
0800	318	287	2	22	1	2	1	0	1	1	0	0	0	1	0	33.6	37.8
0900	246	212	2	23	2	4	0	2	0	0	1	0	0	0	0	31.7	35.6
1000	186	156	0	25	1	0	0	1	0	1	0	0	0	2	0	31.9	36.9
1100	212	170	1	31	2	3	0	2	0	3	0	0	0	0	0	31.5	35.9
1200	184	149	3	28	1	3	0	0	0	0	0	0	0	0	0	32.6	36.6
1300	199	161	2	24	0	4	0	2	0	2	0	0	0	4	0	32.8	37.1
1400	225	190	6	23	1	1	0	2	1	0	0	0	0	0	1	32.8	37.3
1500	263	227	3	23	3	3	0	0	1	0	0	0	0	3	0	34.5	38.6
1600	382	326	5	39	1	0	0	1	1	1	0	0	0	4	4	32.4	37.5
1700	396	371	1	20	0	1	0	0	0	2	0	0	0	0	1	32.6	36.5
1800	261	242	0	17	0	0	0	0	0	1	0	0	0	1	0	33.8	38.9
1900	160	154	1	4	0	1	0	0	0	0	0	0	0	0	0	33.9	38.7
2000	61	56	0	4	0	0	0	0	0	0	0	0	0	1	0	32.5	38.7
2100	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	35	40.3
2200	64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	38.3
2300	36	34	0	1	1	0	0	0	0	0	0	0	0	0	0	35.4	37.6
07-19	**3098**	**2685**	**25**	**301**	**15**	**23**	**1**	**10**	**4**	**12**	**1**	**0**	**0**	**15**	**6**	**32.8**	**37.4**
06-22	**3460**	**3020**	**26**	**324**	**15**	**24**	**1**	**10**	**4**	**13**	**1**	**0**	**0**	**16**	**6**	**32.9**	**37.5**
06-00	**3560**	**3118**	**26**	**325**	**16**	**24**	**1**	**10**	**4**	**13**	**1**	**0**	**0**	**16**	**6**	**33**	**37.5**
00-00	**3648**	**3193**	**26**	**335**	**16**	**25**	**1**	**10**	**4**	**14**	**1**	**0**	**0**	**17**	**6**	**33.1**	**37.7**

11 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	22	21	0	0	0	1	0	0	0	0	0	0	0	0	0	33.6	39.2
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.5	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0400	21	19	0	1	0	0	0	0	0	0	0	0	0	1	0	41.3	47
0500	54	50	0	3	0	1	0	0	0	0	0	0	0	0	0	38.1	42.1
0600	110	96	0	9	1	2	0	0	0	1	0	0	0	0	1	34.6	38.5
0700	217	193	1	20	1	0	0	0	0	1	0	0	0	1	0	34.3	38.4
0800	314	280	1	28	0	4	0	0	1	0	0	0	0	0	0	33.5	37.5

0900	208	171	2	24	1	7	0	2	0	1	0	0	0	0	0	33.3	37.7
1000	196	152	0	30	2	8	0	0	2	1	0	0	0	1	0	31.7	35.9
1100	202	164	3	22	1	6	0	2	1	0	0	0	0	2	1	31.4	36.4
1200	195	169	0	20	1	4	0	0	0	1	0	0	0	0	0	33.2	37.1
1300	215	175	4	24	1	6	0	1	1	0	0	0	0	0	3	31.9	37.6
1400	241	187	5	33	0	6	0	0	0	3	0	0	0	6	1	33.3	38.1
1500	262	214	3	29	0	7	0	2	1	0	0	0	0	5	1	33	37.7
1600	340	290	1	42	1	0	0	0	2	1	0	0	0	2	1	33.3	38.1
1700	341	306	2	24	1	0	0	1	0	1	0	0	0	5	1	33.6	38.7
1800	212	193	1	11	0	1	0	0	0	1	0	0	0	3	2	31.9	38.7
1900	138	131	0	3	0	0	1	0	0	0	0	0	0	2	1	31.9	37.6
2000	83	75	0	7	0	0	0	0	0	0	0	0	0	0	1	25.7	32.1
2100	83	72	2	7	2	0	0	0	0	0	0	0	0	0	0	27.8	34.7
2200	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	37.9
2300	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	40.6
07-19	**2943**	**2494**	**23**	**307**	**9**	**49**	**0**	**8**	**8**	**10**	**0**	**0**	**0**	**25**	**10**	**33**	**37.8**
06-22	**3357**	**2868**	**25**	**333**	**12**	**51**	**1**	**8**	**8**	**11**	**0**	**0**	**0**	**27**	**13**	**32.7**	**37.7**
06-00	**3419**	**2928**	**25**	**335**	**12**	**51**	**1**	**8**	**8**	**11**	**0**	**0**	**0**	**27**	**13**	**32.7**	**37.7**
00-00	**3531**	**3032**	**25**	**340**	**12**	**53**	**1**	**8**	**8**	**11**	**0**	**0**	**0**	**28**	**13**	**32.8**	**37.9**

12 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	22	20	0	1	1	0	0	0	0	0	0	0	0	0	0	32	37.4
0100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	42.6
0200	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	36.7	-
0300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0400	21	16	0	3	0	0	0	0	0	0	0	0	0	2	0	40.5	49.6
0500	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	41.1	46.7
0600	104	92	0	11	1	0	0	0	0	0	0	0	0	0	0	34.4	37.6
0700	248	208	1	35	3	1	0	0	0	0	0	0	0	0	0	34.3	38.1
0800	314	289	0	21	1	1	0	0	0	0	0	0	0	1	1	33	37.6
0900	253	212	1	34	3	1	0	0	0	0	1	0	0	1	0	30.9	36.1
1000	232	202	0	28	1	0	0	0	0	0	0	0	0	0	1	32.4	37.3
1100	189	165	2	17	1	2	0	1	0	0	0	0	0	1	0	31.5	36
1200	217	181	1	27	1	3	0	0	1	0	0	0	0	1	2	33	37.8
1300	198	163	2	19	1	5	0	3	1	1	0	0	0	3	0	32.6	37.7
1400	249	217	1	22	2	0	0	2	0	1	0	0	0	3	1	33	37.4
1500	242	211	3	20	1	2	1	0	2	2	0	0	0	0	0	32.7	37.8
1600	312	267	3	34	0	1	0	0	1	1	0	0	0	5	0	33.4	37.9
1700	267	248	0	18	0	0	0	0	0	0	0	0	0	1	0	34.9	40.1
1800	184	172	2	8	0	0	0	0	0	0	0	0	0	2	0	34.1	39.5
1900	120	112	2	6	0	0	0	0	0	0	0	0	0	0	0	35	40

2000	77	69	0	6	0	0	0	0	0	0	0	0	0	2	0	32.9	37.7
2100	67	65	0	2	0	0	0	0	0	0	0	0	0	0	0	33.3	37.3
2200	51	46	2	3	0	0	0	0	0	0	0	0	0	0	0	34.9	42
2300	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	31.7	34.2
07-19	**2905**	**2535**	**16**	**283**	**14**	**16**	**1**	**6**	**5**	**5**	**1**	**0**	**0**	**18**	**5**	**33**	**38**
06-22	**3273**	**2873**	**18**	**308**	**15**	**16**	**1**	**6**	**5**	**5**	**1**	**0**	**0**	**20**	**5**	**33.1**	**38**
06-00	**3352**	**2945**	**20**	**313**	**15**	**16**	**1**	**6**	**5**	**5**	**1**	**0**	**0**	**20**	**5**	**33.2**	**38.1**
00-00	**3462**	**3044**	**20**	**320**	**17**	**16**	**1**	**6**	**5**	**5**	**1**	**0**	**0**	**22**	**5**	**33.3**	**38.3**

13 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	39.6
0100	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	36.4
0200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0400	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	38	44.8
0500	25	21	0	3	0	0	0	0	1	0	0	0	0	0	0	39.3	47.5
0600	38	33	0	5	0	0	0	0	0	0	0	0	0	0	0	38.7	44.9
0700	91	77	0	13	0	0	0	0	0	0	0	0	0	0	1	35.1	40.8
0800	140	119	3	11	0	1	0	0	0	1	0	0	0	1	4	31.9	37.2
0900	170	152	5	8	0	1	0	1	0	0	0	0	0	1	2	31.8	36.5
1000	187	162	2	17	0	0	0	1	0	0	0	0	0	5	0	32.5	37.9
1100	194	176	1	7	1	1	0	0	0	0	0	0	0	4	4	32.5	38.5
1200	233	216	0	12	1	0	0	0	0	0	0	0	0	0	4	32.1	37.2
1300	194	174	0	11	1	1	0	1	0	0	0	0	0	5	1	33.1	37.9
1400	149	139	0	5	0	0	0	0	0	0	0	0	0	3	2	33.8	39.8
1500	152	140	1	9	0	0	0	0	0	0	0	0	0	1	1	33.7	37.9
1600	148	132	1	8	0	0	0	0	0	0	0	0	0	2	5	31.7	38.8
1700	140	131	0	8	0	0	0	0	0	0	0	0	0	0	1	33.6	40.1
1800	170	154	0	13	1	0	0	0	0	0	0	0	0	2	0	33.7	39.2
1900	94	83	0	4	0	0	0	0	0	0	0	0	0	7	0	34	39.3
2000	73	64	0	2	0	0	1	1	0	0	0	0	0	3	2	34.2	40
2100	57	56	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	36.5
2200	57	55	0	1	0	0	0	0	0	0	0	0	0	1	0	31.9	37.4
2300	51	50	0	0	0	0	0	0	0	0	0	0	0	1	0	35	42
07-19	**1968**	**1772**	**13**	**122**	**4**	**4**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**24**	**25**	**32.9**	**38.3**
06-22	**2230**	**2008**	**13**	**134**	**4**	**4**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**34**	**27**	**33**	**38.6**
06-00	**2338**	**2113**	**13**	**135**	**4**	**4**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**36**	**27**	**33**	**38.6**
00-00	**2426**	**2194**	**13**	**140**	**4**	**4**	**1**	**4**	**1**	**1**	**0**	**0**	**0**	**37**	**27**	**33.1**	**38.8**

14 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	38.2
0100	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	42.4
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0400	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	36.3	41
0500	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	41.6
0600	49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	36.9
0700	65	56	0	6	0	0	0	0	0	0	0	0	0	2	1	34	37.1
0800	108	94	0	9	0	0	1	1	0	0	0	0	0	1	2	34.2	39.7
0900	218	203	1	7	0	3	0	0	0	0	0	0	0	3	1	31.2	35.2
1000	271	244	1	18	0	1	0	0	0	0	0	0	0	5	2	31.1	35.2
1100	379	356	3	14	0	0	1	0	0	0	0	0	0	3	2	31.1	36
1200	289	247	3	16	0	1	0	0	0	0	0	0	0	16	6	30.5	35.2
1300	187	170	0	13	0	0	0	0	0	0	0	0	0	2	2	32	38
1400	151	135	0	9	0	0	0	0	1	0	0	0	0	5	1	33.9	38.2
1500	107	93	2	9	0	0	0	0	0	0	0	0	0	1	2	32.3	36.8
1600	114	102	1	10	0	0	0	0	0	0	0	0	0	0	1	34.1	39.2
1700	154	142	0	8	0	0	0	0	0	0	0	0	0	3	1	34.5	39.8
1800	124	118	0	5	0	0	0	0	0	0	0	0	0	1	0	33.8	38.6
1900	94	91	1	0	1	0	0	0	0	0	0	0	0	1	0	34.1	38.9
2000	36	32	0	3	1	0	0	0	0	0	0	0	0	0	0	33.5	40.8
2100	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	35.5	41.8
2200	83	81	0	1	0	0	0	0	0	0	0	0	0	0	1	30.6	36
2300	37	35	0	1	0	0	0	0	0	0	0	0	0	1	0	32.9	38.3
07-19	**2167**	**1960**	**11**	**124**	**0**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**42**	**21**	**32.2**	**37.2**
06-22	**2378**	**2162**	**12**	**129**	**2**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**43**	**21**	**32.4**	**37.4**
06-00	**2498**	**2278**	**12**	**131**	**2**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**44**	**22**	**32.3**	**37.4**
00-00	**2588**	**2365**	**12**	**133**	**2**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**45**	**22**	**32.4**	**37.5**

15 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	38.9
0100	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	40.3
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	21	18	0	1	0	0	0	0	0	0	0	0	0	2	0	39.8	48.9

0500	50	44	0	4	1	1	0	0	0	0	0	0	0	0	0	37	48.2
0600	107	96	0	9	0	1	0	1	0	0	0	0	0	0	0	36.6	41.2
0700	215	181	3	26	1	0	0	1	0	2	0	0	0	1	0	33.9	37.9
0800	245	226	1	14	2	1	0	1	0	0	0	0	0	0	0	32.7	36.9
0900	256	225	2	25	1	1	0	1	0	1	0	0	0	0	0	32.4	37.1
1000	211	170	1	31	2	1	0	0	1	3	0	0	0	1	1	31.2	35.9
1100	182	150	0	20	0	3	1	1	0	0	0	0	0	7	0	32.3	37.1
1200	201	176	0	14	1	3	0	2	0	1	0	0	0	4	0	32.2	36.1
1300	249	210	4	23	3	5	0	0	0	1	1	0	0	2	0	30.9	35.8
1400	211	187	0	21	0	1	0	1	1	0	0	0	0	0	0	32.8	37
1500	247	212	1	26	0	1	0	0	2	2	0	0	0	2	1	33	38.4
1600	343	295	0	41	0	0	0	1	1	0	0	0	0	3	2	32.8	37.7
1700	324	291	2	21	2	0	0	0	0	1	0	0	0	3	4	32.7	38.6
1800	195	180	1	13	0	0	0	0	0	0	0	0	0	1	0	32.9	36.9
1900	131	123	0	6	1	0	0	0	0	0	0	0	0	1	0	30.9	34.6
2000	68	63	0	4	0	0	0	0	0	0	0	0	0	1	0	33.7	38.5
2100	39	35	2	2	0	0	0	0	0	0	0	0	0	0	0	31.8	36.5
2200	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36.6
2300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
07-19	**2879**	**2503**	**15**	**275**	**12**	**16**	**1**	**8**	**5**	**11**	**1**	**0**	**0**	**24**	**8**	**32.5**	**37.2**
06-22	**3224**	**2820**	**17**	**296**	**13**	**17**	**1**	**9**	**5**	**11**	**1**	**0**	**0**	**26**	**8**	**32.6**	**37.4**
06-00	**3254**	**2850**	**17**	**296**	**13**	**17**	**1**	**9**	**5**	**11**	**1**	**0**	**0**	**26**	**8**	**32.6**	**37.4**
00-00	**3368**	**2955**	**17**	**301**	**14**	**18**	**1**	**9**	**5**	**11**	**1**	**0**	**0**	**28**	**8**	**32.7**	**37.5**

SITE: B2118 Sayers Common

LOCATION: Attached to roundabout approach sign

GRID REFERENCE: 50.946087, -0.198643

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

09 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	34.8	-
0100	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	34.9	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	34.8	-
0300	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	44.5	-
0400	9	0	0	0	3	1	3	1	0	1	0	0	0	0	0	0	38.1	-
0500	53	0	0	0	10	18	15	6	2	2	0	0	0	0	0	0	38	46.2
0600	101	0	0	0	12	55	25	7	1	0	1	0	0	0	0	0	36.3	40.9
0700	253	0	2	8	49	143	43	7	1	0	0	0	0	0	0	0	33.8	38.3
0800	354	0	2	11	96	198	42	5	0	0	0	0	0	0	0	0	33.1	37.1
0900	212	0	4	16	77	97	17	1	0	0	0	0	0	0	0	0	31.2	36
1000	200	0	0	6	77	102	8	6	1	0	0	0	0	0	0	0	32	34.9
1100	177	0	0	7	54	99	14	3	0	0	0	0	0	0	0	0	32.6	36.1
1200	203	0	2	9	73	95	21	3	0	0	0	0	0	0	0	0	32	36.7
1300	191	0	0	13	66	83	27	2	0	0	0	0	0	0	0	0	32.2	37.4
1400	199	1	1	4	76	88	23	6	0	0	0	0	0	0	0	0	32.7	37.2
1500	244	0	0	5	73	128	35	2	1	0	0	0	0	0	0	0	33	37.4
1600	283	0	3	10	105	120	39	5	1	0	0	0	0	0	0	0	32.4	37.5
1700	311	0	1	6	79	148	58	13	5	0	1	0	0	0	0	0	34.3	39.4
1800	170	0	0	4	38	88	35	4	0	1	0	0	0	0	0	0	34	38.9
1900	114	1	0	1	28	54	23	7	0	0	0	0	0	0	0	0	34.3	39.9
2000	61	0	0	3	24	23	8	3	0	0	0	0	0	0	0	0	32.7	38.3
2100	64	0	0	0	25	27	7	5	0	0	0	0	0	0	0	0	33.3	39.3
2200	41	0	0	3	14	19	4	1	0	0	0	0	0	0	0	0	32	36.1
2300	16	0	0	0	8	2	3	2	1	0	0	0	0	0	0	0	34.9	46
07-19	**2797**	**1**	**15**	**99**	**863**	**1389**	**362**	**57**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.4**
06-22	**3137**	**2**	**15**	**103**	**952**	**1548**	**425**	**79**	**10**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**33**	**37.6**
06-00	**3194**	**2**	**15**	**106**	**974**	**1569**	**432**	**82**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**33**	**37.7**
00-00	**3272**	**2**	**15**	**106**	**990**	**1594**	**456**	**90**	**13**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**33.1**	**37.8**

10 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	8	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	35.1	-
0200	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	36.7	-
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	37.6	-
0400	14	0	0	0	2	3	4	2	2	0	1	0	0	0	0	0	41.8	53.9
0500	50	0	0	2	4	19	19	4	2	0	0	0	0	0	0	0	37.3	42.3
0600	102	0	0	0	22	55	20	4	1	0	0	0	0	0	0	0	35.2	40
0700	226	0	0	17	60	111	32	4	2	0	0	0	0	0	0	0	33	37.6
0800	318	0	3	6	87	161	52	8	1	0	0	0	0	0	0	0	33.6	37.8
0900	246	0	1	10	101	109	22	3	0	0	0	0	0	0	0	0	31.7	35.6
1000	186	0	1	20	50	93	19	2	1	0	0	0	0	0	0	0	31.9	36.9
1100	212	0	0	9	94	92	16	0	1	0	0	0	0	0	0	0	31.5	35.9
1200	184	0	1	6	65	91	19	1	0	1	0	0	0	0	0	0	32.6	36.6
1300	199	0	0	5	67	100	20	5	1	1	0	0	0	0	0	0	32.8	37.1
1400	225	0	4	3	77	108	27	5	0	1	0	0	0	0	0	0	32.8	37.3
1500	263	0	0	9	55	134	54	8	1	2	0	0	0	0	0	0	34.5	38.6
1600	382	1	10	14	110	189	50	7	1	0	0	0	0	0	0	0	32.4	37.5
1700	396	1	5	11	111	220	37	11	0	0	0	0	0	0	0	0	32.6	36.5
1800	261	0	1	4	81	119	49	5	1	0	1	0	0	0	0	0	33.8	38.9
1900	160	0	3	6	35	80	32	3	0	0	0	0	0	0	0	1	33.9	38.7
2000	61	0	0	5	21	24	8	3	0	0	0	0	0	0	0	0	32.5	38.7
2100	39	0	0	1	6	22	7	3	0	0	0	0	0	0	0	0	35	40.3
2200	64	0	0	1	23	30	7	2	1	0	0	0	0	0	0	0	33.3	38.3
2300	36	0	0	0	10	21	3	0	0	1	0	1	0	0	0	0	35.4	37.6
07-19	**3098**	**2**	**26**	**114**	**958**	**1527**	**397**	**59**	**9**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.4**
06-22	**3460**	**2**	**29**	**126**	**1042**	**1708**	**464**	**72**	**10**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**32.9**	**37.5**
06-00	**3560**	**2**	**29**	**127**	**1075**	**1759**	**474**	**74**	**11**	**6**	**1**	**1**	**0**	**0**	**0**	**1**	**33**	**37.5**
00-00	**3648**	**2**	**29**	**129**	**1085**	**1795**	**501**	**82**	**15**	**6**	**2**	**1**	**0**	**0**	**0**	**1**	**33.1**	**37.7**

11 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	1	6	10	3	2	0	0	0	0	0	0	0	0	33.6	39.2
0100	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	33.9	-
0200	7	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	35.5	-
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	39.6	-
0400	21	0	0	0	0	2	15	2	2	0	0	0	0	0	0	0	41.3	47

0500	54	0	0	0	3	21	24	5	1	0	0	0	0	0	0	0	38.1	42.1
0600	110	0	1	4	15	63	24	3	0	0	0	0	0	0	0	0	34.6	38.5
0700	217	0	0	6	41	122	41	5	2	0	0	0	0	0	0	0	34.3	38.4
0800	314	0	0	3	87	174	45	5	0	0	0	0	0	0	0	0	33.5	37.5
0900	208	0	4	3	56	109	33	3	0	0	0	0	0	0	0	0	33.3	37.7
1000	196	0	0	13	79	84	18	2	0	0	0	0	0	0	0	0	31.7	35.9
1100	202	1	1	15	77	85	20	3	0	0	0	0	0	0	0	0	31.4	36.4
1200	195	0	0	3	60	108	19	4	1	0	0	0	0	0	0	0	33.2	37.1
1300	215	1	3	12	75	88	32	4	0	0	0	0	0	0	0	0	31.9	37.6
1400	241	0	2	5	74	116	36	4	3	0	0	0	1	0	0	0	33.3	38.1
1500	262	0	3	9	76	132	35	6	1	0	0	0	0	0	0	0	33	37.7
1600	340	0	2	6	107	152	64	5	4	0	0	0	0	0	0	0	33.3	38.1
1700	341	0	9	4	81	175	62	9	1	0	0	0	0	0	0	0	33.6	38.7
1800	212	0	9	22	60	79	34	7	0	1	0	0	0	0	0	0	31.9	38.7
1900	138	2	1	7	49	58	15	5	1	0	0	0	0	0	0	0	31.9	37.6
2000	83	1	10	26	27	19	0	0	0	0	0	0	0	0	0	0	25.7	32.1
2100	83	0	9	20	25	21	7	1	0	0	0	0	0	0	0	0	27.8	34.7
2200	32	0	0	2	14	10	5	1	0	0	0	0	0	0	0	0	31.5	37.9
2300	30	0	0	2	4	18	4	1	0	1	0	0	0	0	0	0	34.5	40.6
07-19	**2943**	**2**	**33**	**101**	**873**	**1424**	**439**	**57**	**12**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**33**	**37.8**
06-22	**3357**	**5**	**54**	**158**	**989**	**1585**	**485**	**66**	**13**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**32.7**	**37.7**
06-00	**3419**	**5**	**54**	**162**	**1007**	**1613**	**494**	**68**	**13**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**32.7**	**37.7**
00-00	**3531**	**5**	**54**	**163**	**1017**	**1655**	**540**	**78**	**16**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**32.8**	**37.9**

12 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	1	10	8	2	0	1	0	0	0	0	0	0	0	32	37.4
0100	11	0	0	0	3	3	4	1	0	0	0	0	0	0	0	0	36.1	42.6
0200	10	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	36.7	-
0300	8	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	37.5	-
0400	21	0	0	0	3	4	7	4	2	1	0	0	0	0	0	0	40.5	49.6
0500	38	0	0	0	4	8	18	3	4	0	0	1	0	0	0	0	41.1	46.7
0600	104	0	0	1	26	59	17	1	0	0	0	0	0	0	0	0	34.4	37.6
0700	248	0	0	0	51	146	46	3	2	0	0	0	0	0	0	0	34.3	38.1
0800	314	0	1	8	100	154	43	6	2	0	0	0	0	0	0	0	33	37.6
0900	253	9	2	13	90	110	24	5	0	0	0	0	0	0	0	0	30.9	36.1
1000	232	0	2	11	81	104	27	7	0	0	0	0	0	0	0	0	32.4	37.3
1100	189	2	0	17	57	94	17	2	0	0	0	0	0	0	0	0	31.5	36
1200	217	0	3	8	74	95	23	11	3	0	0	0	0	0	0	0	33	37.8
1300	198	0	1	5	74	86	26	5	1	0	0	0	0	0	0	0	32.6	37.7

1400	249	0	1	7	81	121	30	9	0	0	0	0	0	0	0	0	33	37.4
1500	242	0	1	10	89	103	30	4	4	0	1	0	0	0	0	0	32.7	37.8
1600	312	0	1	7	97	150	44	10	2	1	0	0	0	0	0	0	33.4	37.9
1700	267	0	0	3	58	127	60	19	0	0	0	0	0	0	0	0	34.9	40.1
1800	184	0	0	4	55	70	46	7	2	0	0	0	0	0	0	0	34.1	39.5
1900	120	0	0	2	28	53	29	4	4	0	0	0	0	0	0	0	35	40
2000	77	0	0	3	25	37	8	3	1	0	0	0	0	0	0	0	32.9	37.7
2100	67	0	0	2	18	37	7	2	0	0	1	0	0	0	0	0	33.3	37.3
2200	51	0	0	2	11	21	12	4	1	0	0	0	0	0	0	0	34.9	42
2300	28	0	0	1	9	16	2	0	0	0	0	0	0	0	0	0	31.7	34.2
07-19	**2905**	**11**	**12**	**93**	**907**	**1360**	**416**	**88**	**16**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**38**
06-22	**3273**	**11**	**12**	**101**	**1004**	**1546**	**477**	**98**	**21**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**33.1**	**38**
06-00	**3352**	**11**	**12**	**104**	**1024**	**1583**	**491**	**102**	**22**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**33.2**	**38.1**
00-00	**3462**	**11**	**12**	**105**	**1045**	**1613**	**532**	**110**	**29**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**33.3**	**38.3**

13 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	17	0	1	1	6	6	3	0	0	0	0	0	0	0	0	0	31.4	39.6
0100	14	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	31.9	36.4
0200	10	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	33.6	-
0300	7	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	31.5	-
0400	15	0	0	0	1	6	5	3	0	0	0	0	0	0	0	0	38	44.8
0500	25	0	0	1	4	3	12	2	2	1	0	0	0	0	0	0	39.3	47.5
0600	38	0	0	0	2	13	16	6	1	0	0	0	0	0	0	0	38.7	44.9
0700	91	1	0	0	21	37	30	2	0	0	0	0	0	0	0	0	35.1	40.8
0800	140	0	4	10	37	69	18	2	0	0	0	0	0	0	0	0	31.9	37.2
0900	170	1	2	6	62	75	21	3	0	0	0	0	0	0	0	0	31.8	36.5
1000	187	0	0	10	71	74	25	5	1	1	0	0	0	0	0	0	32.5	37.9
1100	194	1	5	11	52	87	32	5	0	1	0	0	0	0	0	0	32.5	38.5
1200	233	1	8	10	83	98	24	7	0	2	0	0	0	0	0	0	32.1	37.2
1300	194	1	2	4	51	102	31	3	0	0	0	0	0	0	0	0	33.1	37.9
1400	149	0	3	3	34	71	33	5	0	0	0	0	0	0	0	0	33.8	39.8
1500	152	0	2	7	33	82	22	4	2	0	0	0	0	0	0	0	33.7	37.9
1600	148	0	7	13	49	52	20	6	1	0	0	0	0	0	0	0	31.7	38.8
1700	140	0	1	2	45	62	24	6	0	0	0	0	0	0	0	0	33.6	40.1
1800	170	0	1	4	57	73	20	11	3	1	0	0	0	0	0	0	33.7	39.2
1900	94	0	0	0	25	51	15	2	0	1	0	0	0	0	0	0	34	39.3
2000	73	0	2	3	16	32	13	5	1	1	0	0	0	0	0	0	34.2	40
2100	57	0	0	2	22	27	5	1	0	0	0	0	0	0	0	0	32.4	36.5
2200	57	0	0	4	22	23	7	1	0	0	0	0	0	0	0	0	31.9	37.4

2300	51	0	0	0	15	23	7	5	0	1	0	0	0	0	0	0	35	42
07-19	**1968**	**5**	**35**	**80**	**595**	**882**	**300**	**59**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**38.3**
06-22	**2230**	**5**	**37**	**85**	**660**	**1005**	**349**	**73**	**9**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**38.6**
06-00	**2338**	**5**	**37**	**89**	**697**	**1051**	**363**	**79**	**9**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**38.6**
00-00	**2426**	**5**	**38**	**93**	**718**	**1082**	**386**	**84**	**11**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**33.1**	**38.8**

14 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	0	7	12	5	1	1	0	0	0	0	0	0	0	34.4	38.2
0100	14	0	1	0	3	8	0	2	0	0	0	0	0	0	0	0	32.9	42.4
0200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	37.3	-
0300	10	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	37.5	-
0400	13	0	0	0	1	7	5	0	0	0	0	0	0	0	0	0	36.3	41
0500	23	0	0	1	2	14	3	2	1	0	0	0	0	0	0	0	36.6	41.6
0600	49	0	0	0	0	43	6	0	0	0	0	0	0	0	0	0	35.2	36.9
0700	65	1	0	1	13	41	7	0	1	1	0	0	0	0	0	0	34	37.1
0800	108	1	2	1	25	47	27	5	0	0	0	0	0	0	0	0	34.2	39.7
0900	218	1	5	0	99	100	10	3	0	0	0	0	0	0	0	0	31.2	35.2
1000	271	0	4	19	106	115	21	4	2	0	0	0	0	0	0	0	31.1	35.2
1100	379	0	7	31	150	153	30	6	2	0	0	0	0	0	0	0	31.1	36
1200	289	1	7	34	150	70	15	1	4	2	3	1	1	0	0	0	30.5	35.2
1300	187	0	3	15	63	76	26	2	2	0	0	0	0	0	0	0	32	38
1400	151	0	1	3	40	78	20	6	2	0	0	1	0	0	0	0	33.9	38.2
1500	107	0	4	3	31	54	12	3	0	0	0	0	0	0	0	0	32.3	36.8
1600	114	1	1	3	19	62	21	7	0	0	0	0	0	0	0	0	34.1	39.2
1700	154	1	1	7	22	79	37	6	0	1	0	0	0	0	0	0	34.5	39.8
1800	124	0	0	4	29	64	24	3	0	0	0	0	0	0	0	0	33.8	38.6
1900	94	0	0	2	26	44	17	4	1	0	0	0	0	0	0	0	34.1	38.9
2000	36	0	1	0	14	14	4	0	3	0	0	0	0	0	0	0	33.5	40.8
2100	32	0	0	0	10	11	8	1	2	0	0	0	0	0	0	0	35.5	41.8
2200	83	0	3	11	32	26	8	2	1	0	0	0	0	0	0	0	30.6	36
2300	37	0	0	2	12	17	4	2	0	0	0	0	0	0	0	0	32.9	38.3
07-19	**2167**	**6**	**35**	**121**	**747**	**939**	**250**	**46**	**13**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**32.2**	**37.2**
06-22	**2378**	**6**	**36**	**123**	**797**	**1051**	**285**	**51**	**19**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**32.4**	**37.4**
06-00	**2498**	**6**	**39**	**136**	**841**	**1094**	**297**	**55**	**20**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**32.3**	**37.4**
00-00	**2588**	**6**	**40**	**137**	**854**	**1142**	**316**	**61**	**22**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**32.4**	**37.5**

15 July 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	17	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	33.8	38.9
0100	16	0	0	0	0	13	2	1	0	0	0	0	0	0	0	0	36.1	40.3
0200	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	34.3	-
0300	7	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	39.8	-
0400	21	0	0	0	4	4	3	7	3	0	0	0	0	0	0	0	39.8	48.9
0500	50	0	0	4	8	14	13	5	4	2	0	0	0	0	0	0	37	48.2
0600	107	0	0	1	10	63	23	7	2	0	1	0	0	0	0	0	36.6	41.2
0700	215	0	0	4	49	117	40	3	1	1	0	0	0	0	0	0	33.9	37.9
0800	245	0	1	9	73	128	29	5	0	0	0	0	0	0	0	0	32.7	36.9
0900	256	0	0	10	105	105	27	8	1	0	0	0	0	0	0	0	32.4	37.1
1000	211	0	2	10	97	86	13	2	1	0	0	0	0	0	0	0	31.2	35.9
1100	182	0	0	5	88	62	20	6	0	0	1	0	0	0	0	0	32.3	37.1
1200	201	0	1	6	68	109	15	2	0	0	0	0	0	0	0	0	32.2	36.1
1300	249	0	2	22	117	81	21	6	0	0	0	0	0	0	0	0	30.9	35.8
1400	211	0	1	10	66	106	23	3	2	0	0	0	0	0	0	0	32.8	37
1500	247	0	2	8	80	107	43	7	0	0	0	0	0	0	0	0	33	38.4
1600	343	1	1	10	116	155	50	10	0	0	0	0	0	0	0	0	32.8	37.7
1700	324	2	13	24	66	151	54	12	1	0	1	0	0	0	0	0	32.7	38.6
1800	195	0	1	4	55	110	19	6	0	0	0	0	0	0	0	0	32.9	36.9
1900	131	0	0	8	59	54	10	0	0	0	0	0	0	0	0	0	30.9	34.6
2000	68	0	0	2	19	32	9	5	1	0	0	0	0	0	0	0	33.7	38.5
2100	39	0	0	2	16	17	2	1	1	0	0	0	0	0	0	0	31.8	36.5
2200	21	0	0	1	9	9	1	1	0	0	0	0	0	0	0	0	31.9	36.6
2300	9	0	0	2	3	3	0	1	0	0	0	0	0	0	0	0	31.7	-
07-19	**2879**	**3**	**24**	**122**	**980**	**1317**	**354**	**70**	**6**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37.2**
06-22	**3224**	**3**	**24**	**135**	**1084**	**1483**	**398**	**83**	**10**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.4**
06-00	**3254**	**3**	**24**	**138**	**1096**	**1495**	**399**	**85**	**10**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.4**
00-00	**3368**	**3**	**24**	**142**	**1114**	**1537**	**425**	**100**	**17**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.5**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**22295**	**34**	**212**	**875**	**6823**	**10418**	**3156**	**605**	**123**	**30**	**12**	**4**	**2**	**0**	**0**	**1**	**33**	**37.9**

CHARGE SURVEYS

SITE: B2118 Sayers Common

LOCATION: Attached to roundabout approach sign

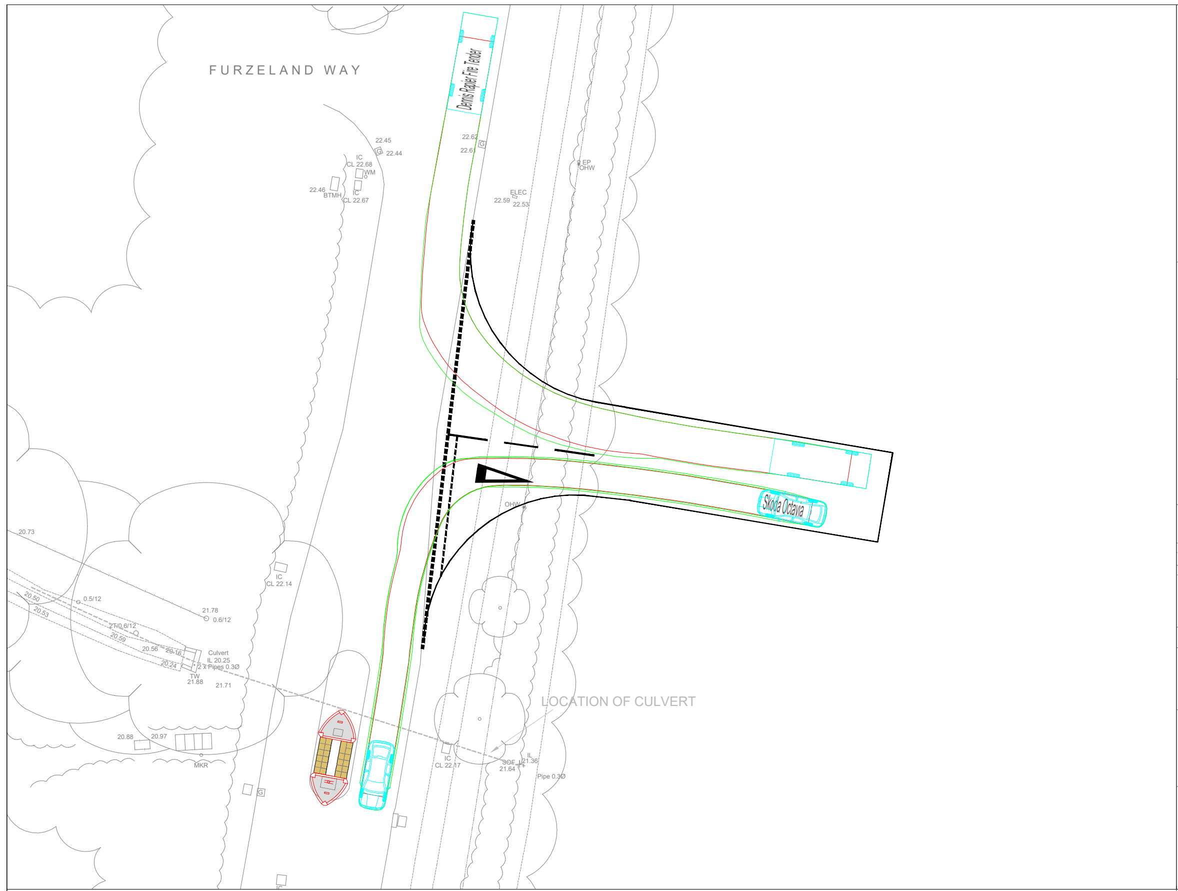
GRID REFERENCE: 50.946087, -0.198643

DIRECTION: SOUTHBOUND

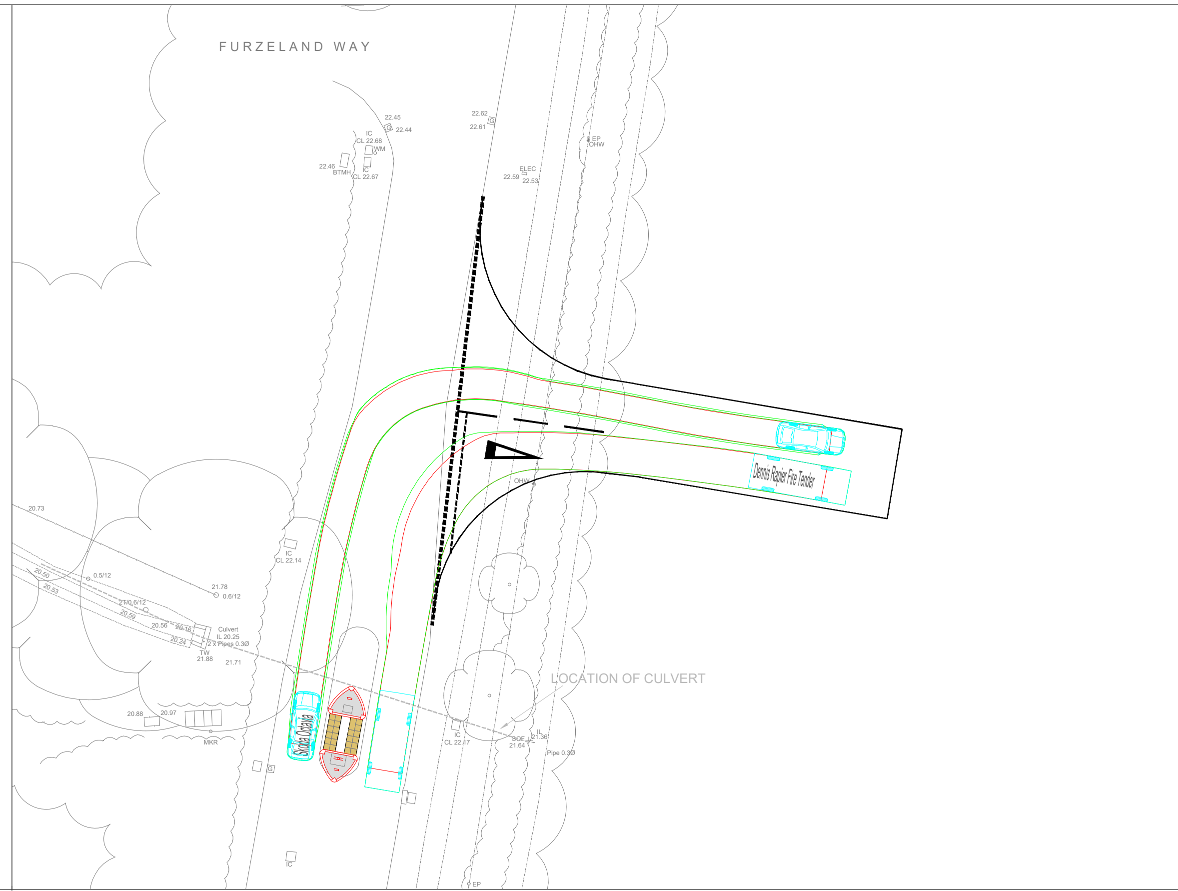
SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	09-Jul	10-Jul	11-Jul	12-Jul	13-Jul	14-Jul	15-Jul	1-5.	1-7.
Hour									
0000-0100	5	9	22	22	17	26	17	15	16.9
0100-0200	6	8	4	11	14	14	16	9	10.4
0200-0300	2	3	7	10	10	4	3	5	5.6
0300-0400	3	4	4	8	7	10	7	5.2	6.1
0400-0500	9	14	21	21	15	13	21	17.2	16.3
0500-0600	53	50	54	38	25	23	50	49	41.9
0600-0700	101	102	110	104	38	49	107	104.8	87.3
0700-0800	253	226	217	248	91	65	215	231.8	187.9
0800-0900	**354**	**318**	**314**	**314**	140	108	**245**	309	256.1
0900-1000	212	246	208	253	170	218	256	235	223.3
1000-1100	200	186	196	232	187	271	211	205	211.9
1100-1200	177	212	202	189	**194**	**379**	182	192.4	219.3
1200-1300	203	184	195	217	**233**	**289**	201	200	217.4
1300-1400	191	199	215	198	194	187	249	210.4	204.7
1400-1500	199	225	241	249	149	151	211	225	203.6
1500-1600	244	263	262	242	152	107	247	251.6	216.7
1600-1700	283	382	340	**312**	148	114	**343**	332	274.6
1700-1800	**311**	**396**	**341**	267	140	154	324	327.8	276.1
1800-1900	170	261	212	184	170	124	195	204.4	188
1900-2000	114	160	138	120	94	94	131	132.6	121.6
2000-2100	61	61	83	77	73	36	68	70	65.6
2100-2200	64	39	83	67	57	32	39	58.4	54.4
2200-2300	41	64	32	51	57	83	21	41.8	49.9
2300-2400	16	36	30	28	51	37	9	23.8	29.6
Totals									
0700-1900	2797	3098	2943	2905	1968	2167	2879	2924.4	2679.6
0600-2200	3137	3460	3357	3273	2230	2378	3224	3290.2	3008.4
0600-0000	3194	3560	3419	3352	2338	2498	3254	3355.8	3087.9
0000-0000	3272	3648	3531	3462	2426	2588	3368	3456.2	3185
AM Peak	800	800	800	800	1100	1100	900		
	354	318	314	314	194	379	256		
PM Peak	1700	1700	1700	1600	1200	1200	1600		
	311	396	341	312	233	289	343		

Appendix E

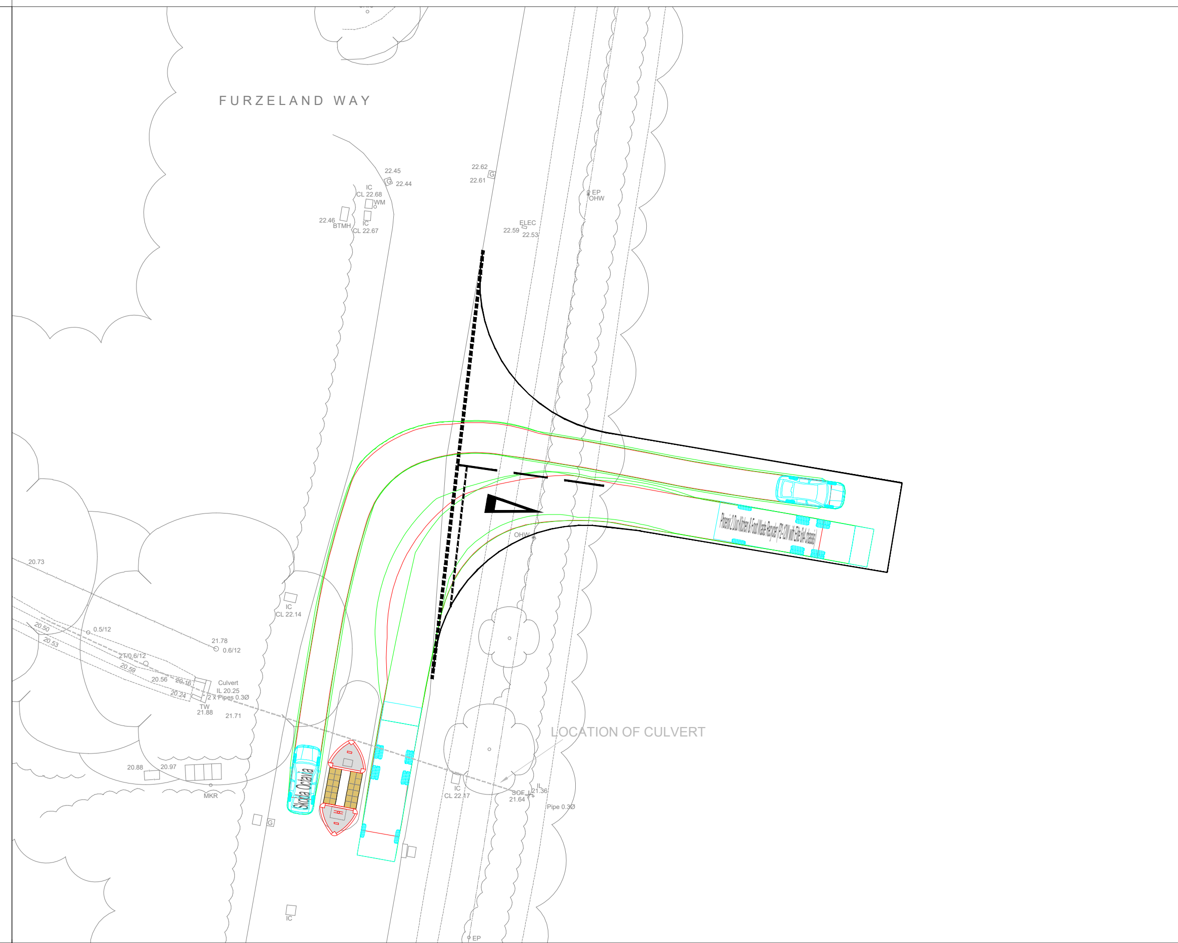


FIRE TENDER LEFT IN



FIRE TENDER LEFT OUT

REFUSE VEHICLE LEFT IN

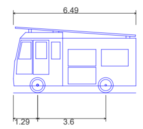


REFUSE VEHICLE LEFT OUT

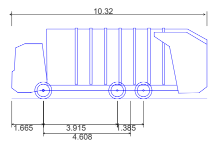
GENERAL NOTES

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

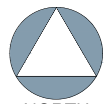
VEHICLE PROFILES



Dennis Rapier Fire Tender	
Overall Length	6.490m
Overall Width	2.300m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Track Width	2.300m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.095m



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)	
Overall Length	10.320m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m



NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	19.09.25	GLH	THP

Project Name
LAND AT COOMBE FARM, SAYERS COMMON

Project Phase
PRELIMINARY

Title
ACCESS ARRANGEMENTS SWEPT PATH ANALYSIS

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client
WELBECK LAND

Date Created	Drawn By	Approved By	Suitabilty Code
19.09.25	GLH	THP	-

PBA Project Number	Scale
145.0007	1:500 (AT A3)

PBA Drawing No:	Revison
145.0007-0009	P01

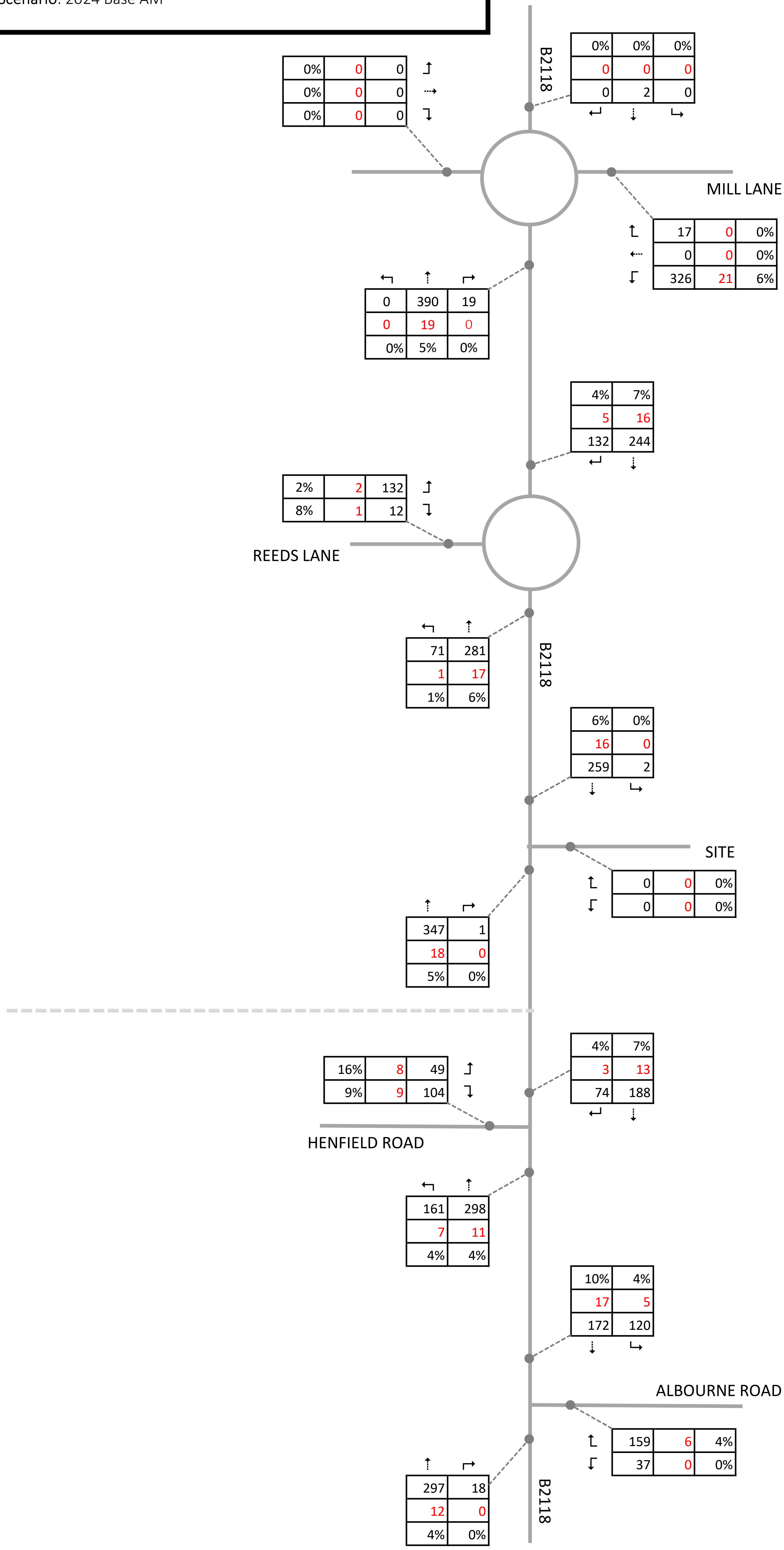
Appendix F

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2024 Base AM

XXX All movements
XXX HGV movements
% %

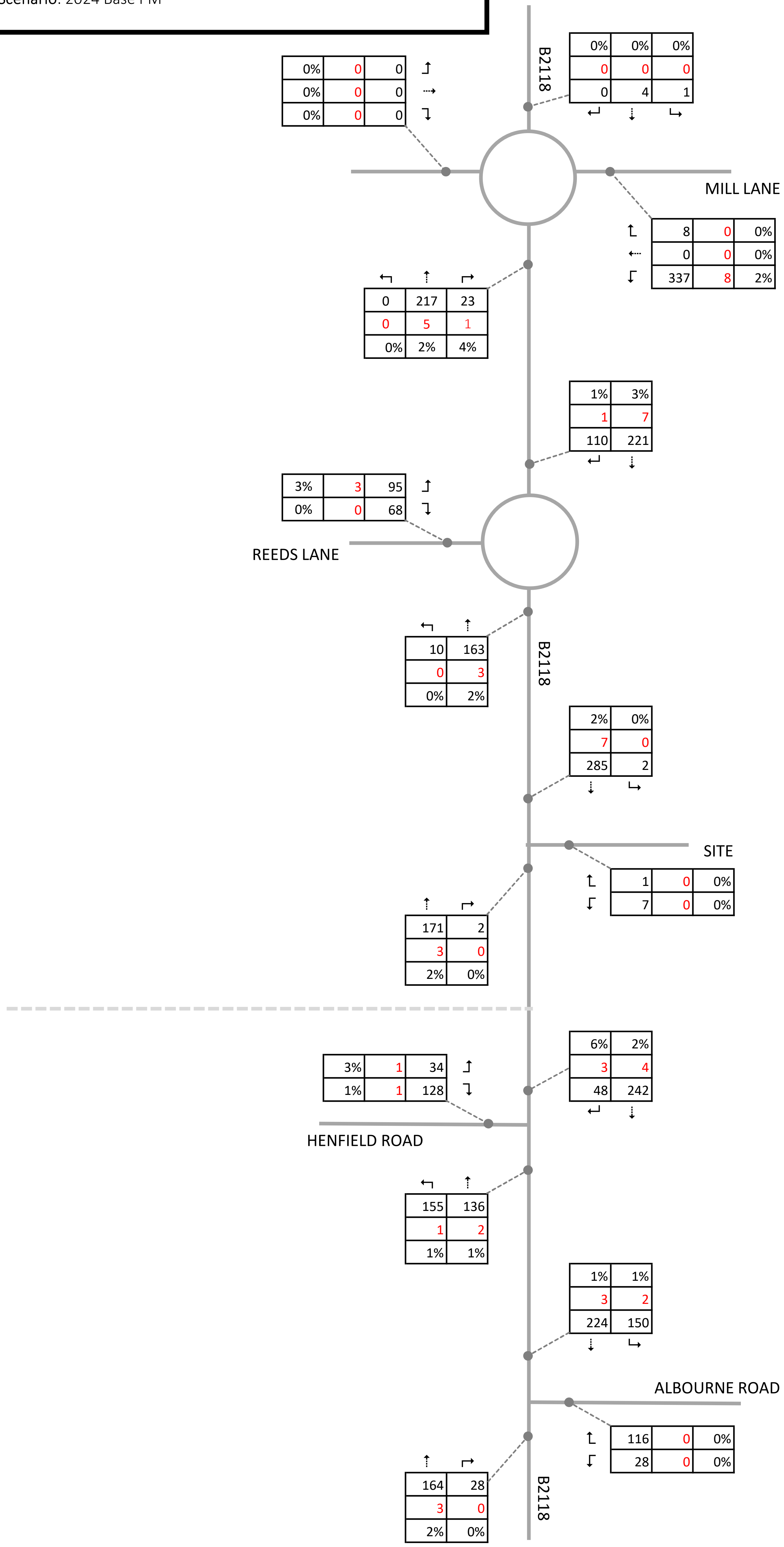


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2024 Base PM

XXX All movements
XXX HGV movements
% %

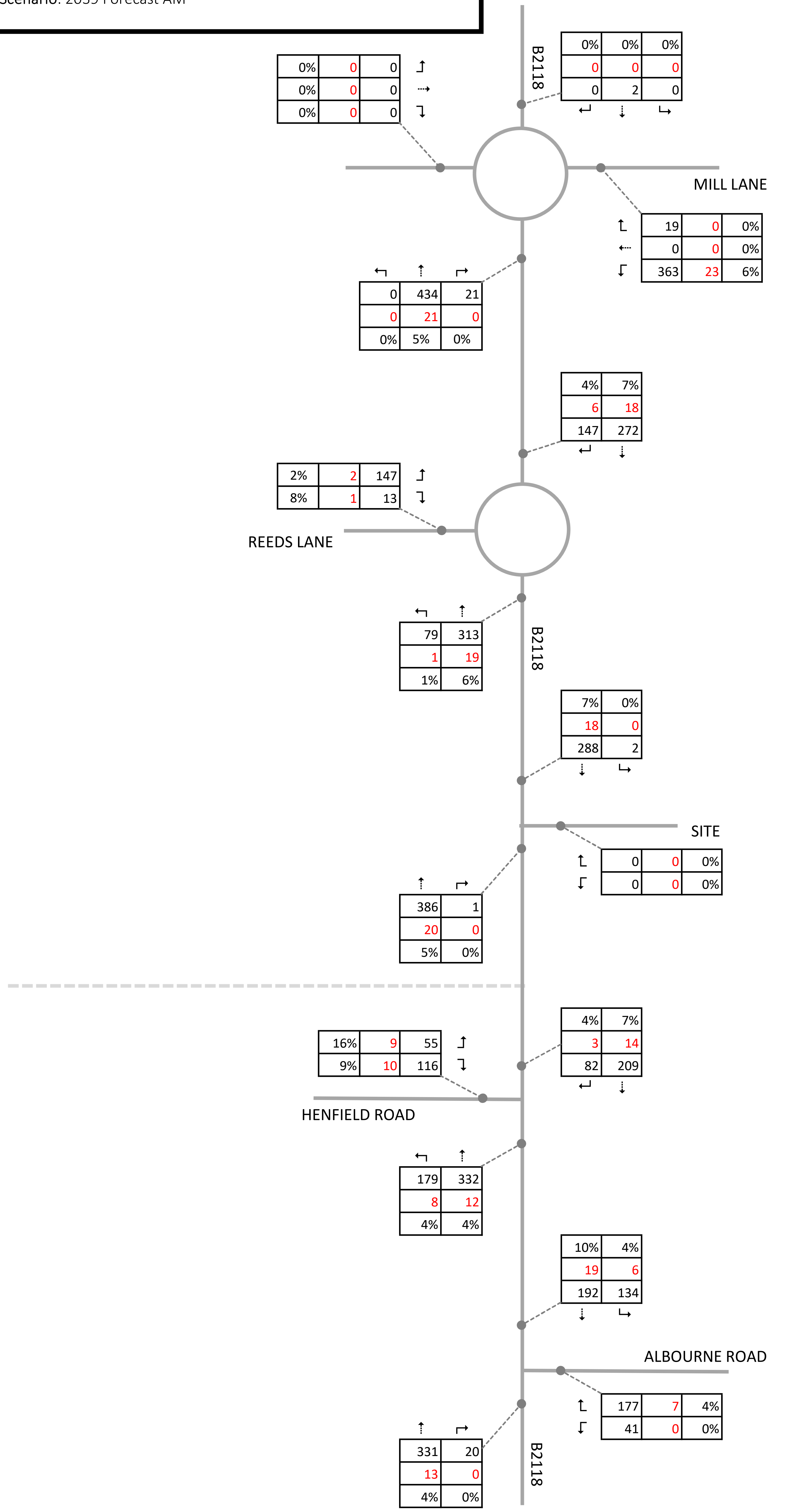


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2039 Forecast AM

1.1136 TEMPRO Factor 2024-2039

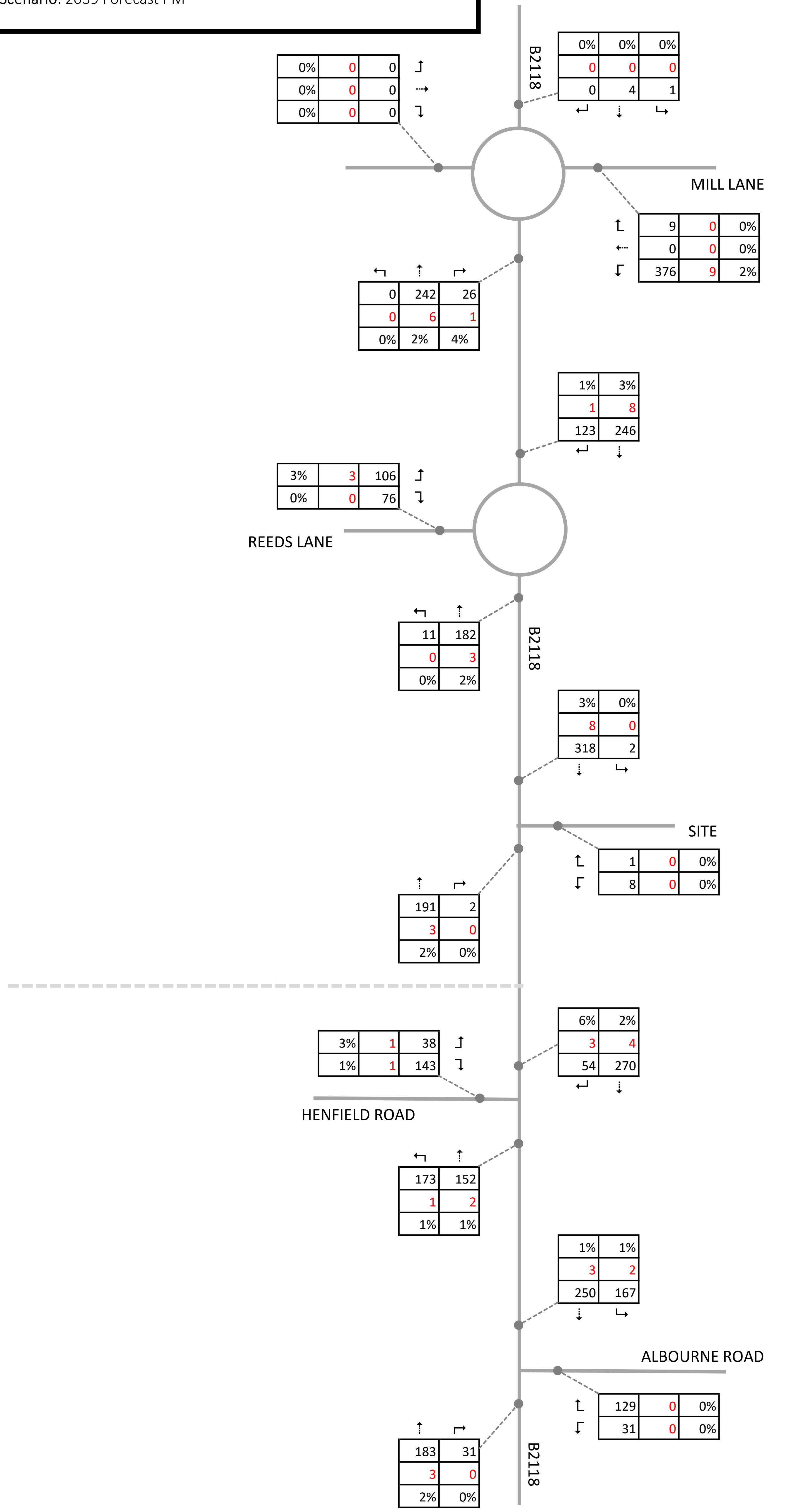


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2039 Forecast PM

1.1146 TEMPRO Factor 2024-2039

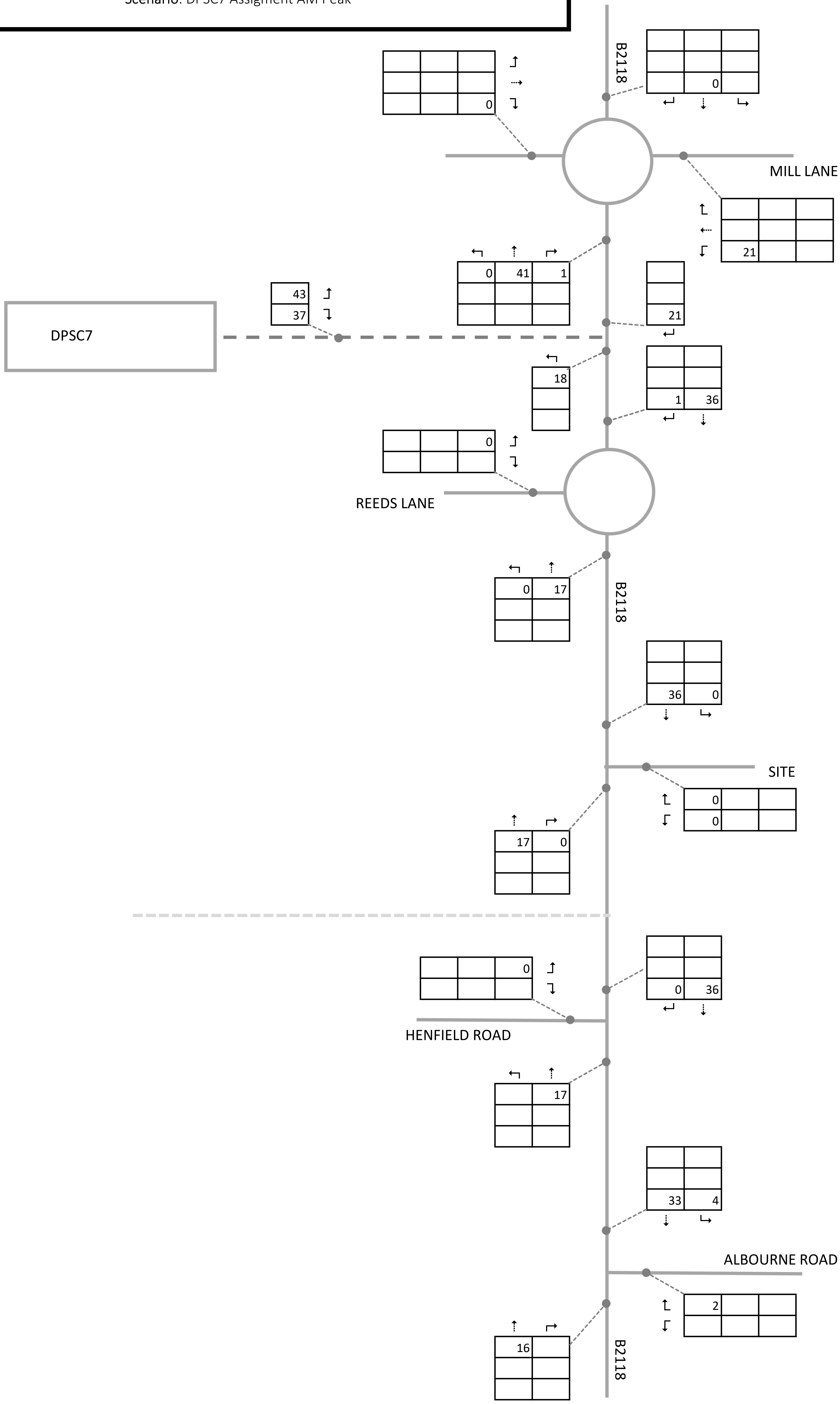


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC7 Assigment AM Peak

38 AM Arrivals
79 AM Departures



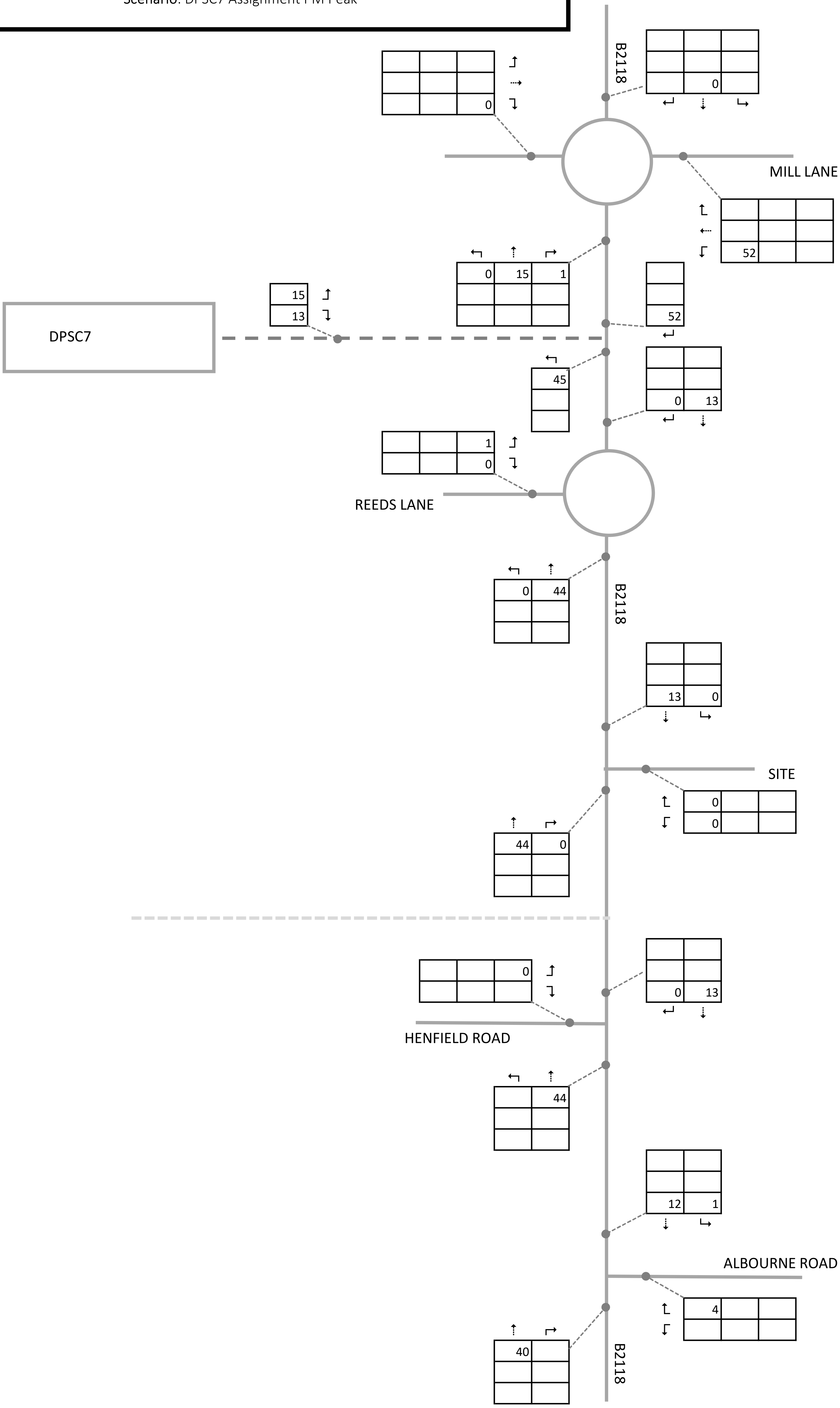
Notes:

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC7 Assignment PM Peak

97 PM Arrivals
29 PM Departures



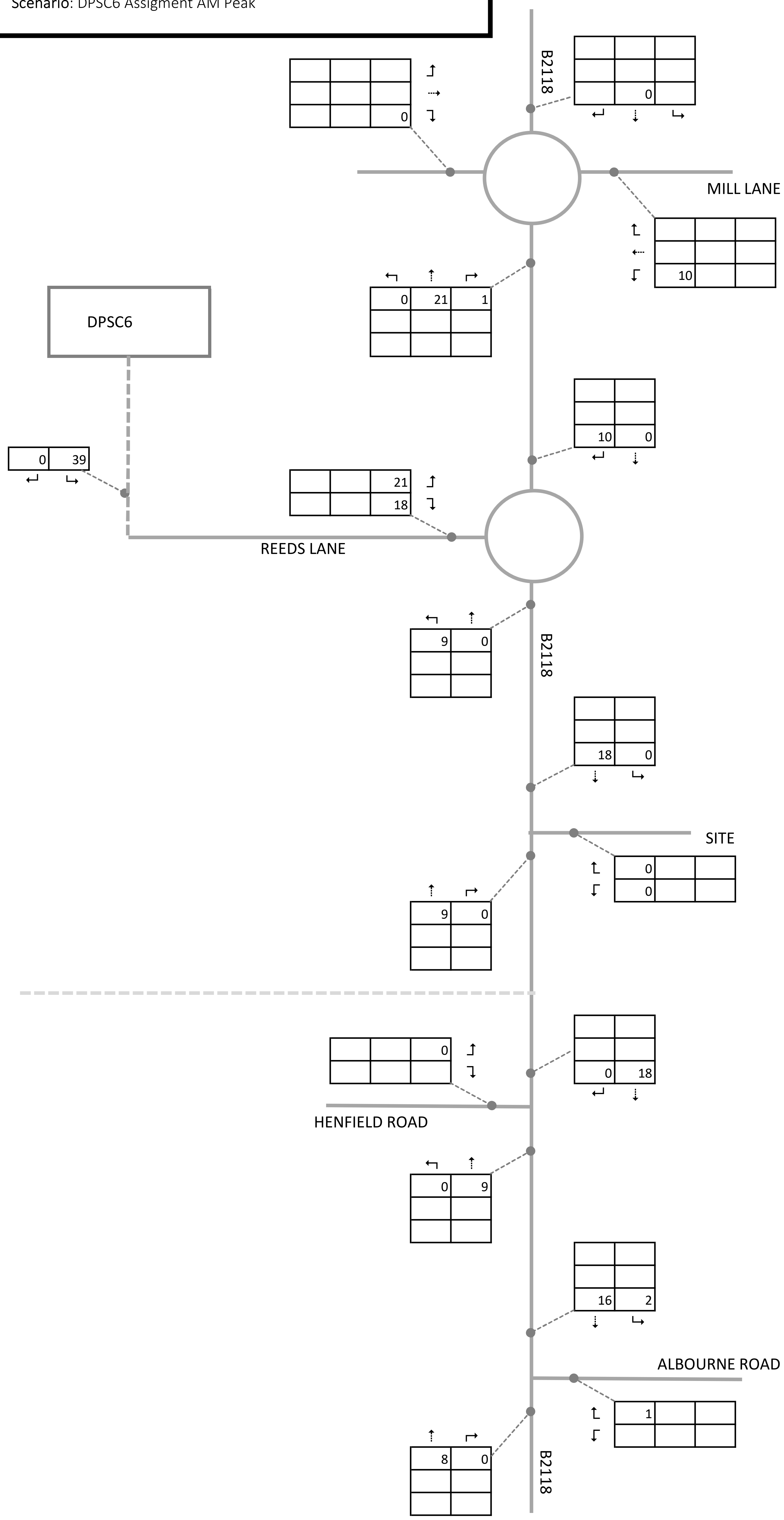
Notes:

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC6 Assigment AM Peak

19 AM Arrivals
40 AM Departures

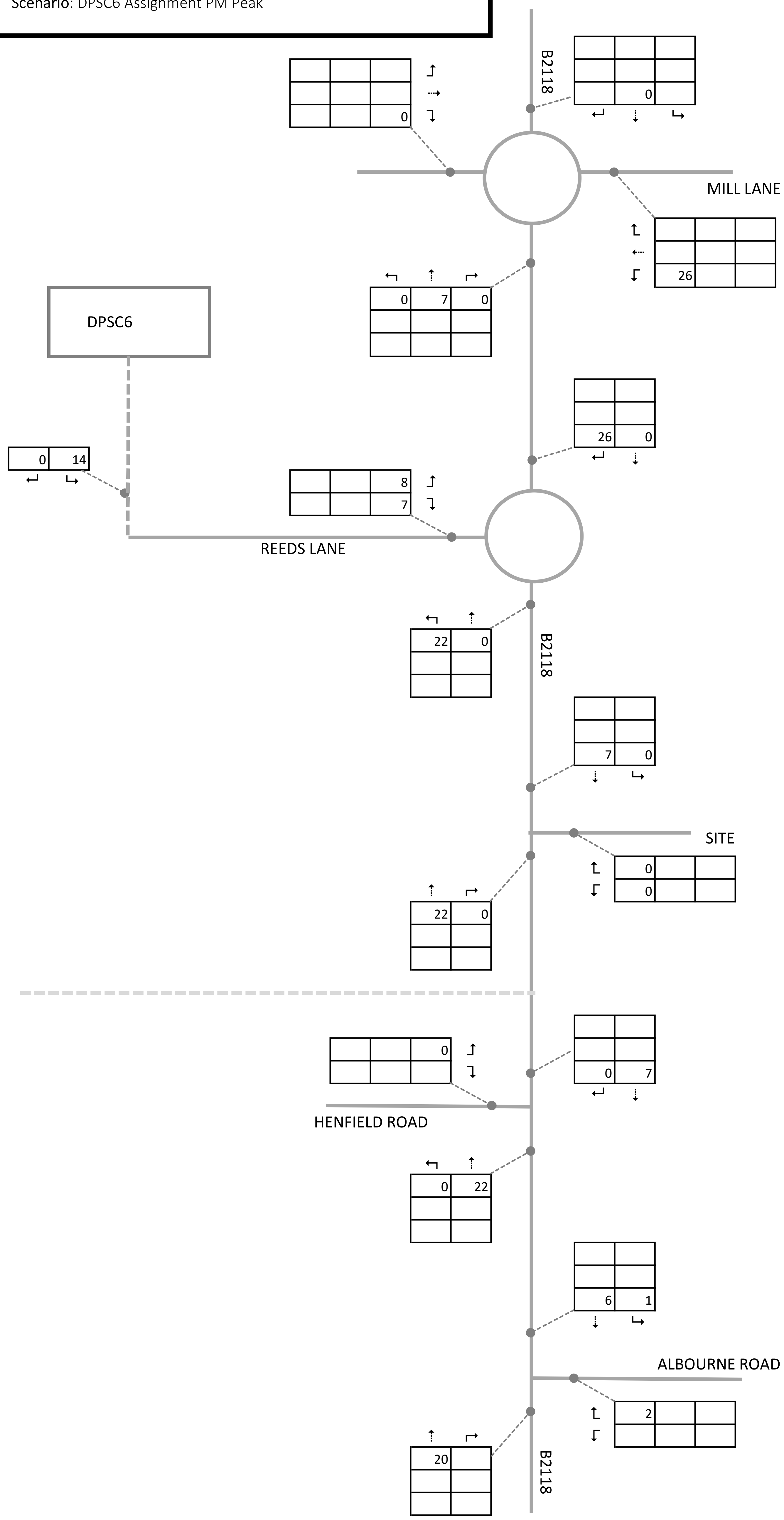


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC6 Assignment PM Peak

49 PM Arrivals
14 PM Departures

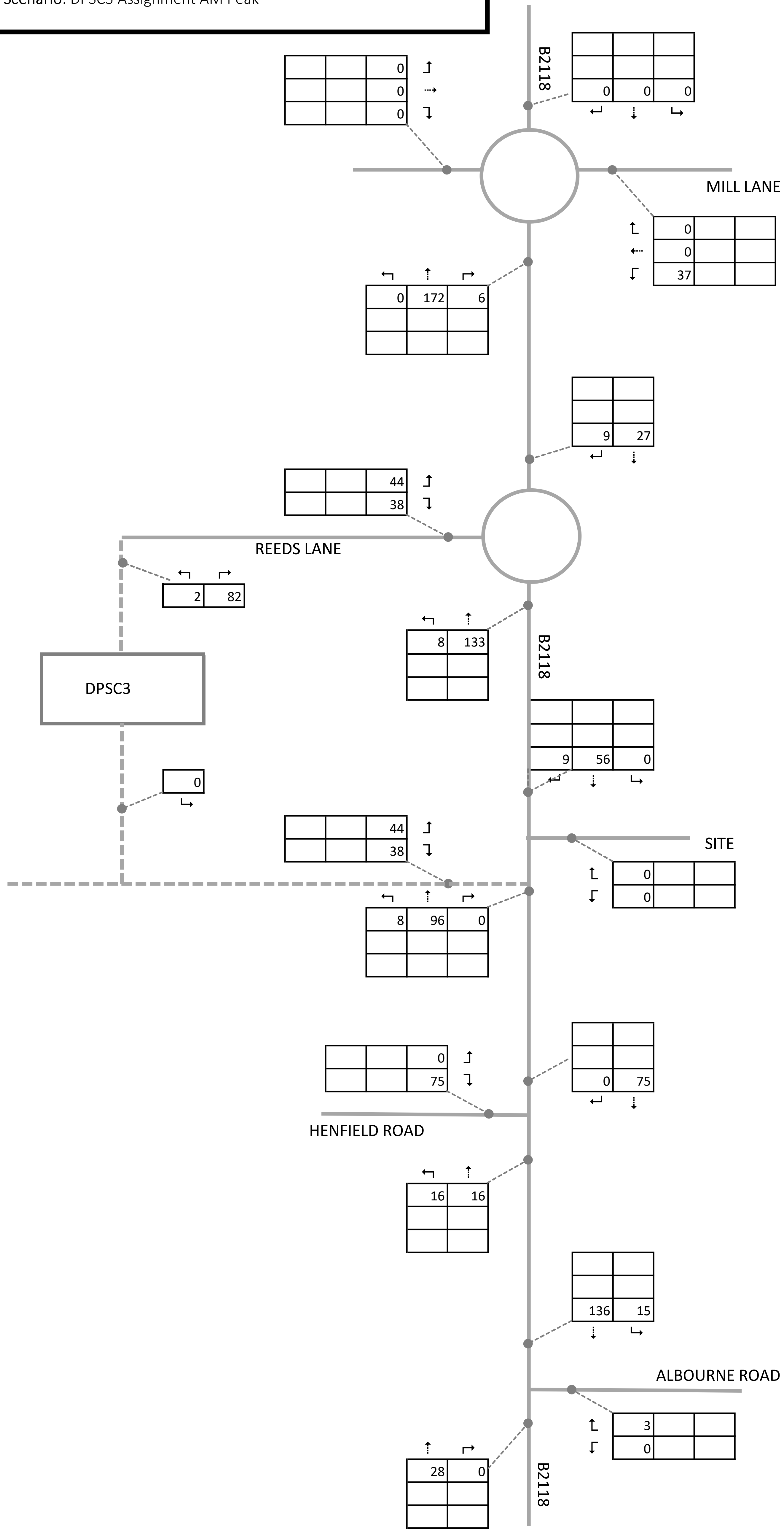


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC3 Assignment AM Peak

68 AM Arrivals
330 AM Departures

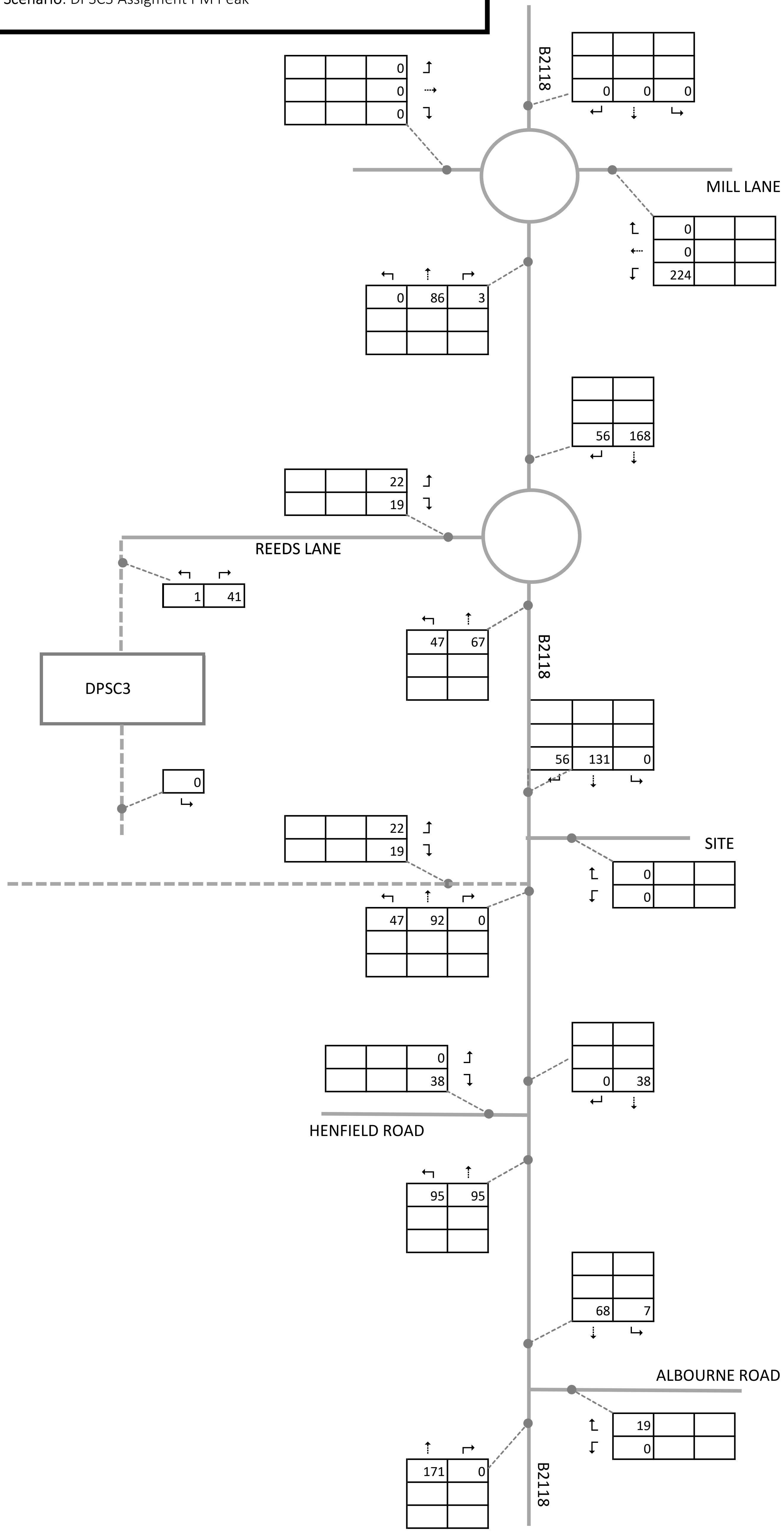


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC3 Assigment PM Peak

416 PM Arrivals
166 PM Departures

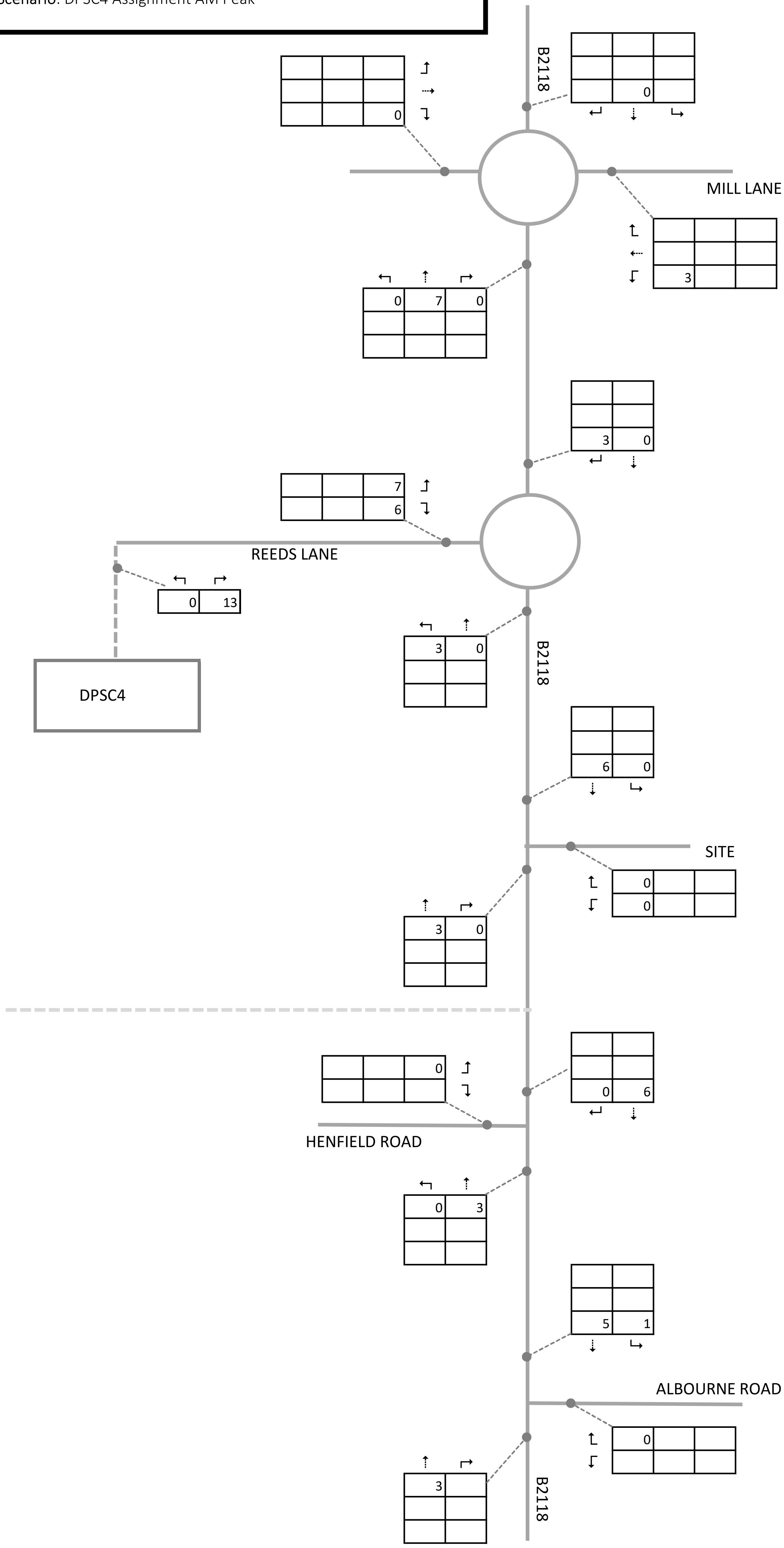


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC4 Assignment AM Peak

6 AM Arrivals
13 AM Departures



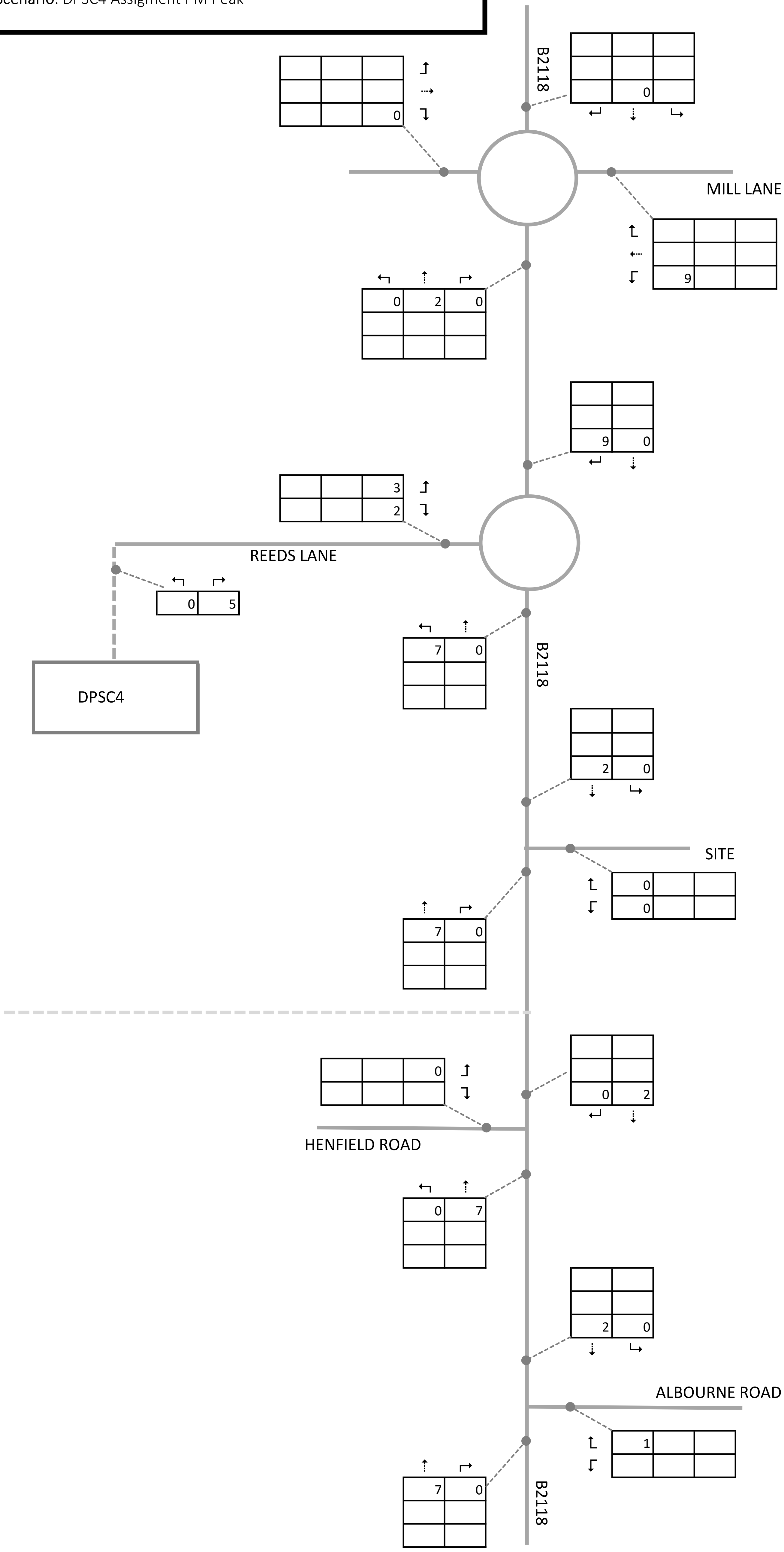
Notes:

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: DPSC4 Assigment PM Peak

16 PM Arrivals
5 PM Departures

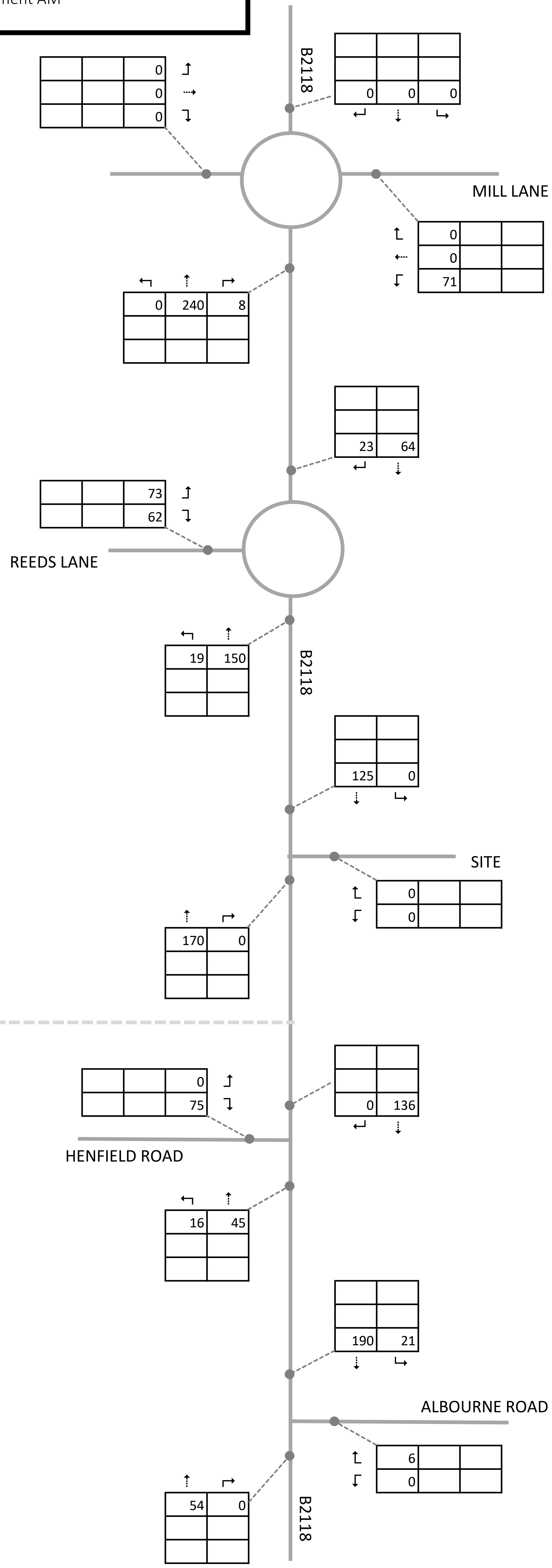


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Total Committed Development AM

132	AM Arrivals
462	AM Departures

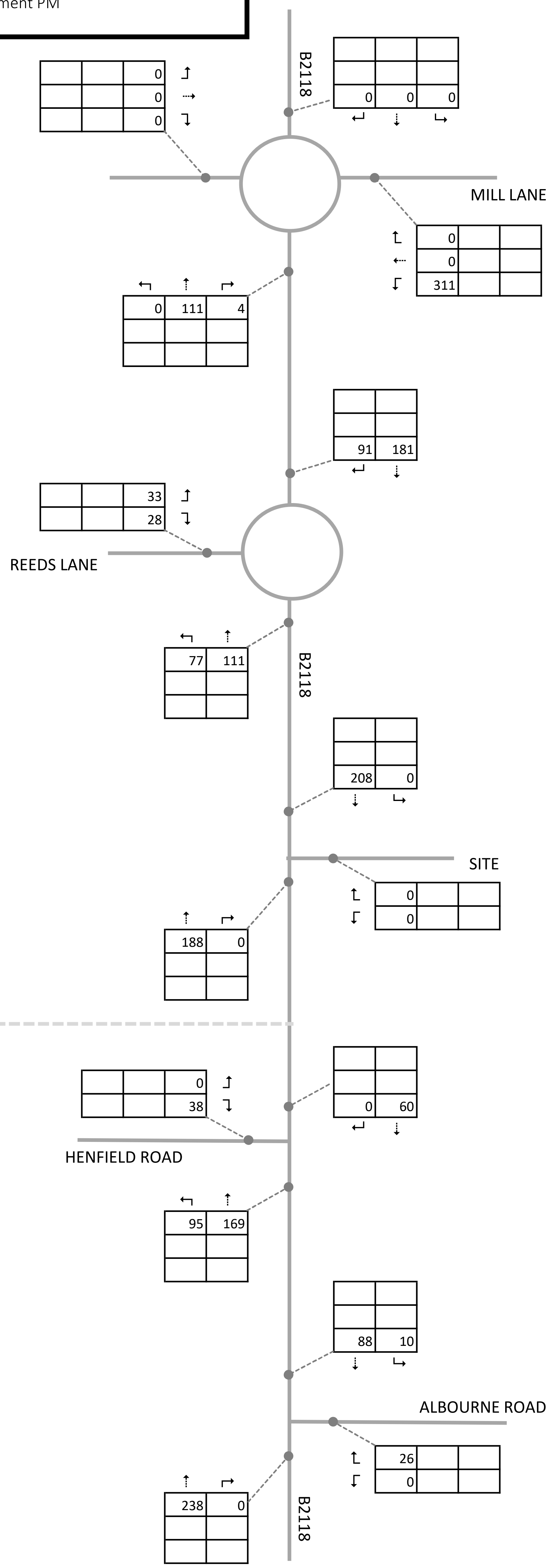


Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Total Committed Development PM

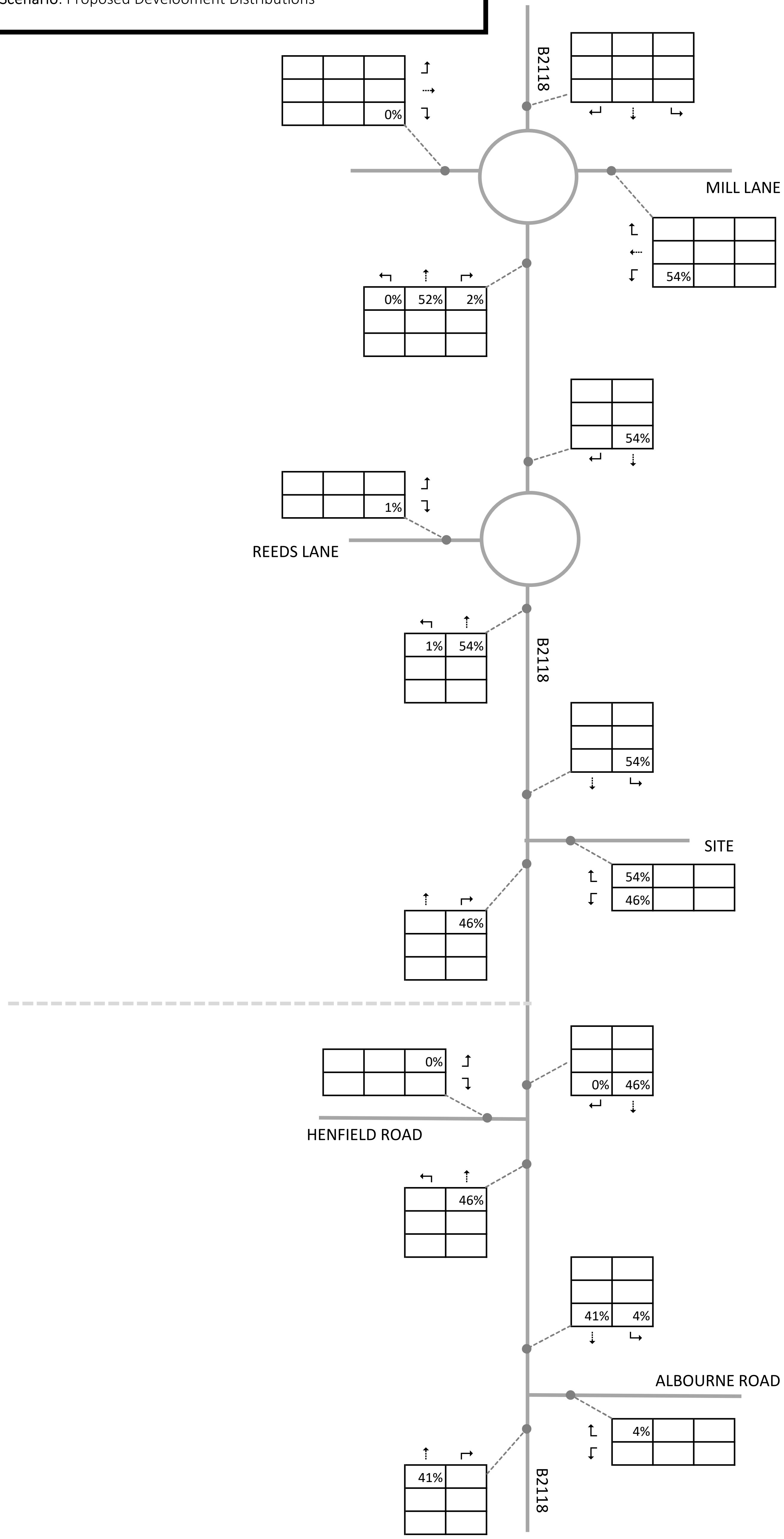
230	AM Arrivals
378	AM Departures



Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Develooment Distributions



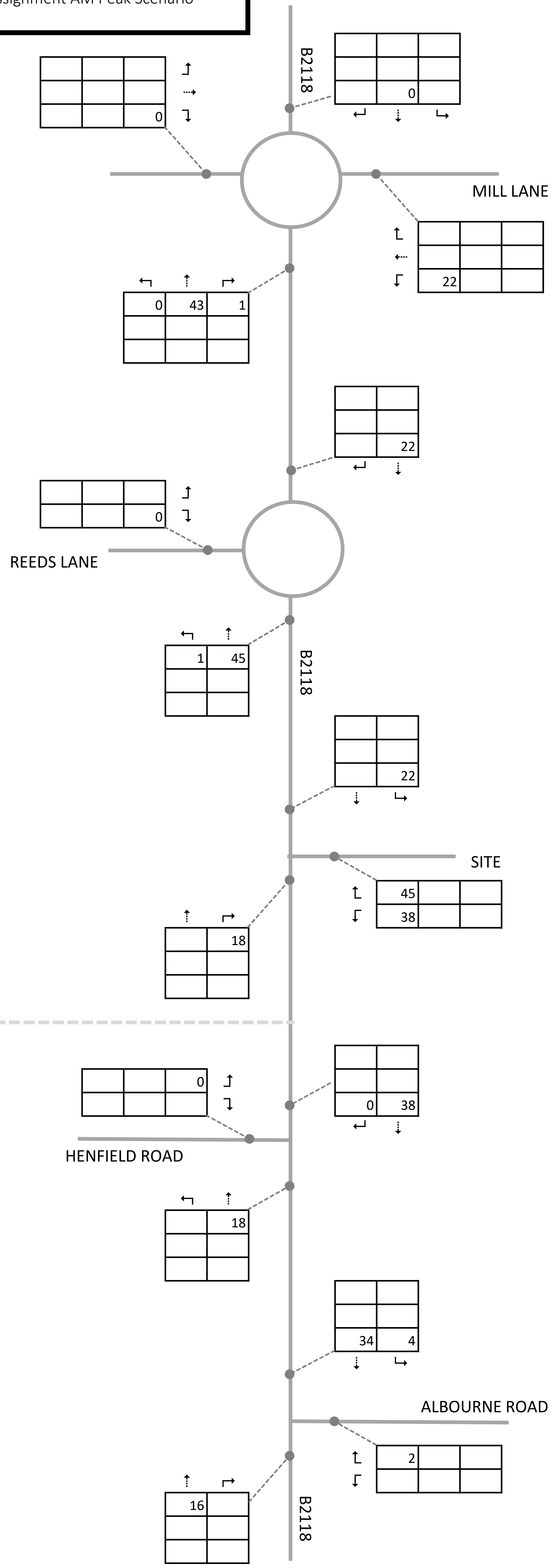
Notes:

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Development Assignment AM Peak Scenario 1

40 AM Arrivals
83 AM Departures

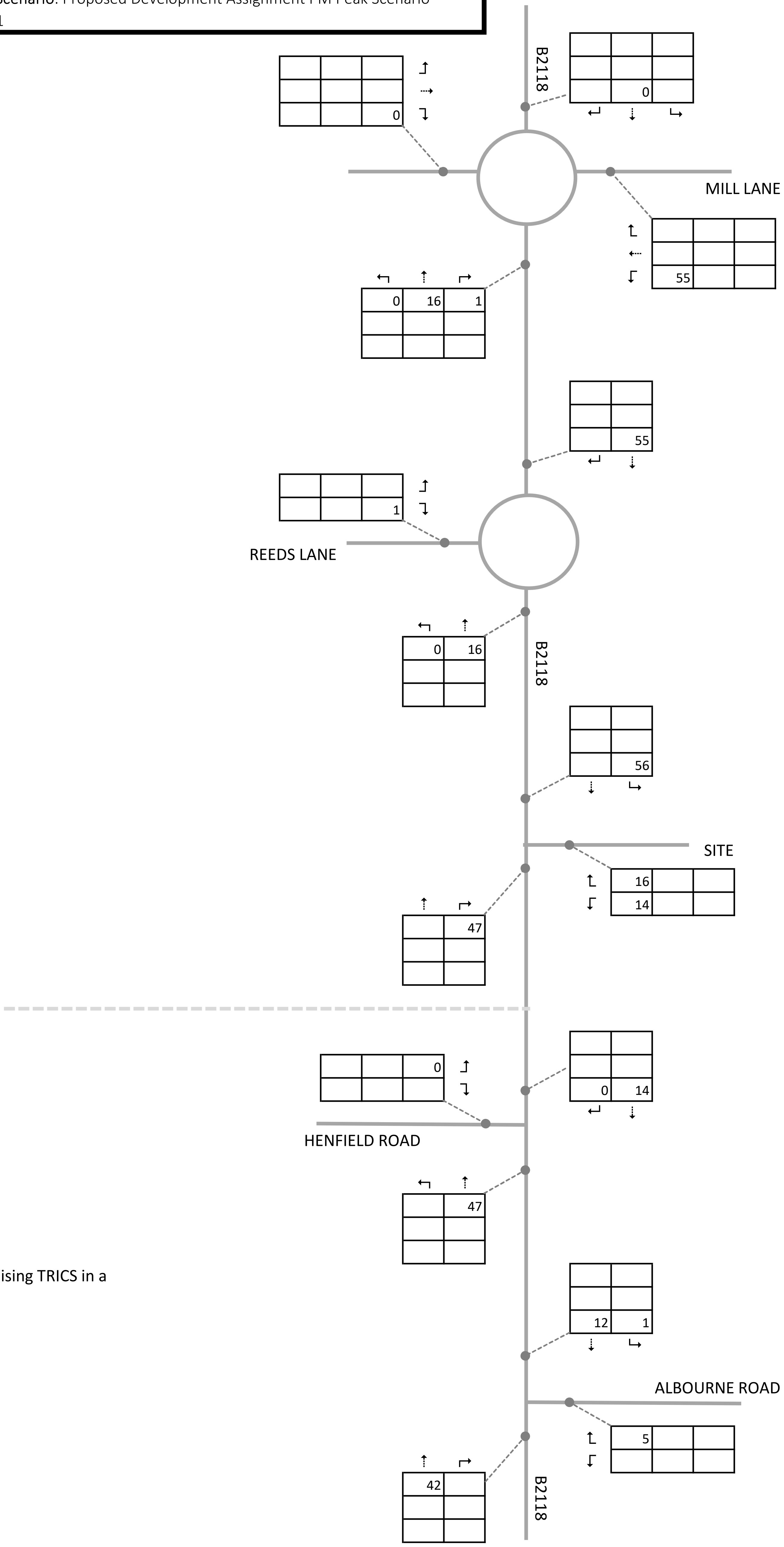


Notes: Proposed Development Scenario 1 utilising TRICS in a 'Predict and Provide' type approach

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Development Assignment PM Peak Scenario 1

102 PM Arrivals
30 PM Departures

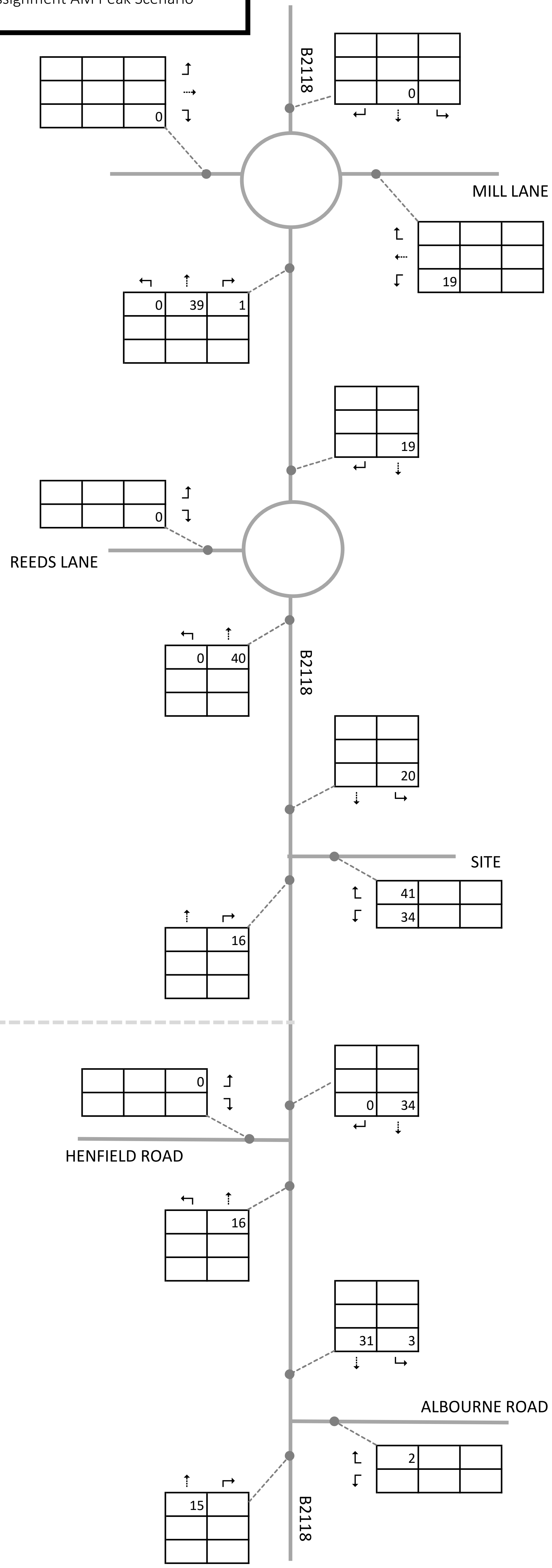


Notes: Proposed Development Scenario 1 utilising TRICS in a 'Predict and Provide' type approach

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Development Assignment AM Peak Scenario 2

36 AM Arrivals
75 AM Departures



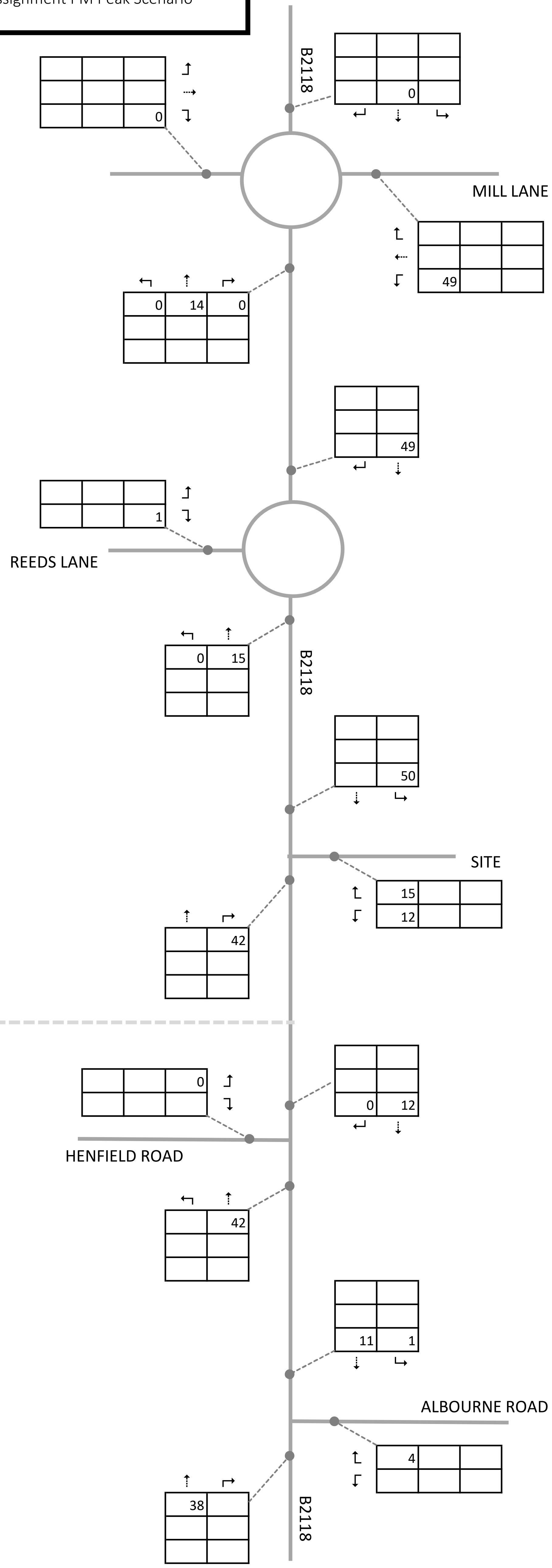
Notes: Proposed Development Scenario 2 applying a 10% reduction to Scenario 1 to allow for Travel Plan measures

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Development Assignment PM Peak Scenario 2

92 PM Arrivals
27 PM Departures



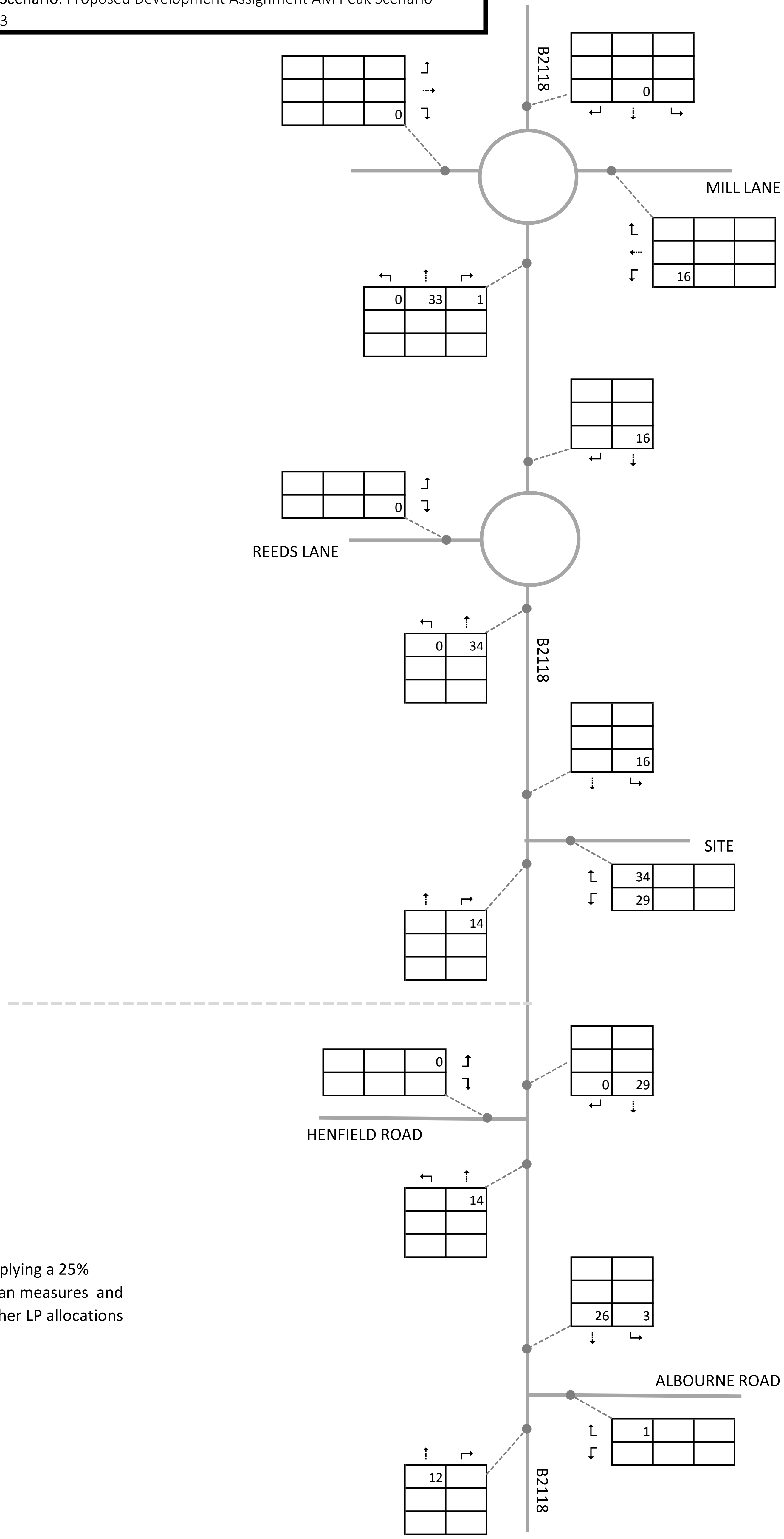
Notes: Proposed Development Scenario 2 applying a 10% reduction to Scenario 1 to allow for Travel Plan measures

![paulbasham associates]

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Development Assignment AM Peak Scenario 3

30 AM Arrivals
63 AM Departures

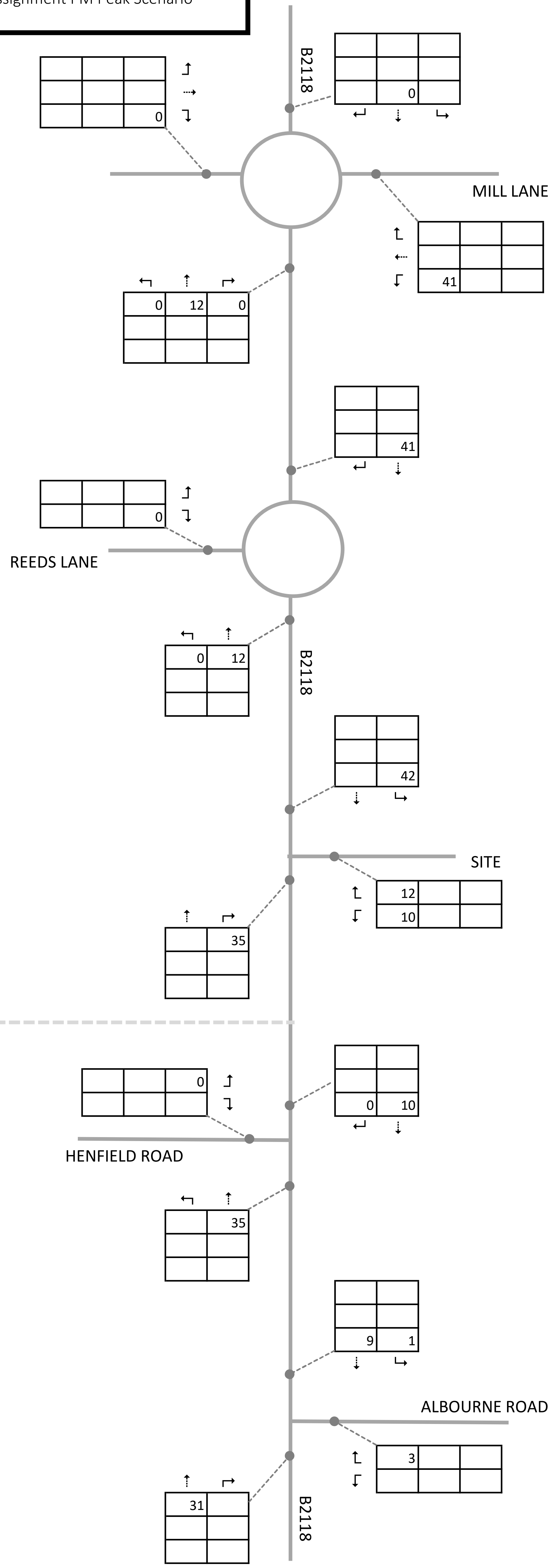


Notes: Proposed Development Scenario 3 applying a 25% reduction to Scenario 1 to allow for Travel Plan measures and modal shift owing to facilities provided by other LP allocations

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: Proposed Development Assignment PM Peak Scenario 3

77 PM Arrivals
23 PM Departures

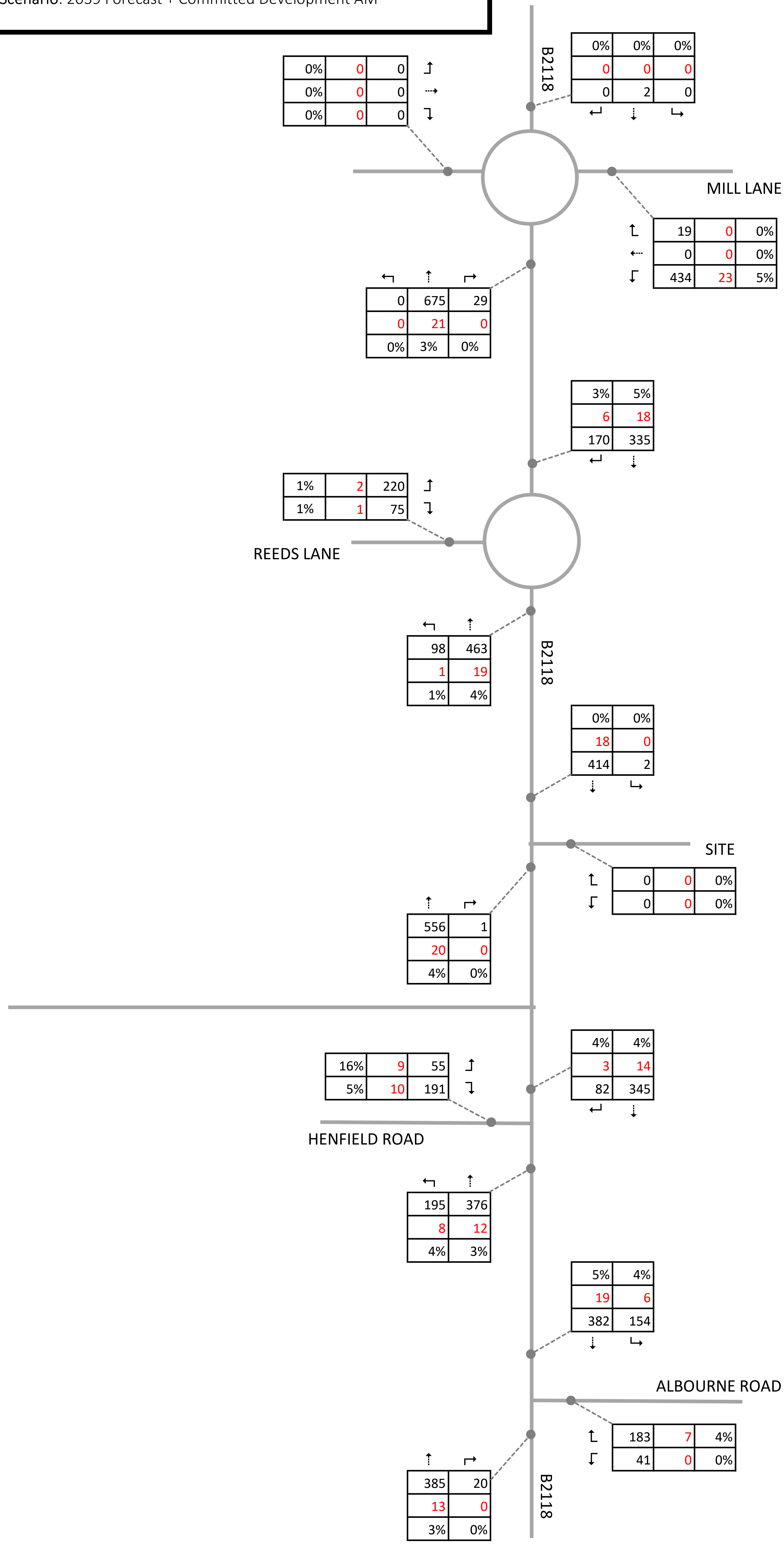


Notes: Proposed Development Scenario 3 applying a 25% reduction to Scenario 1 to allow for Travel Plan measures and modal shift owing to facilities provided by other LP allocations

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

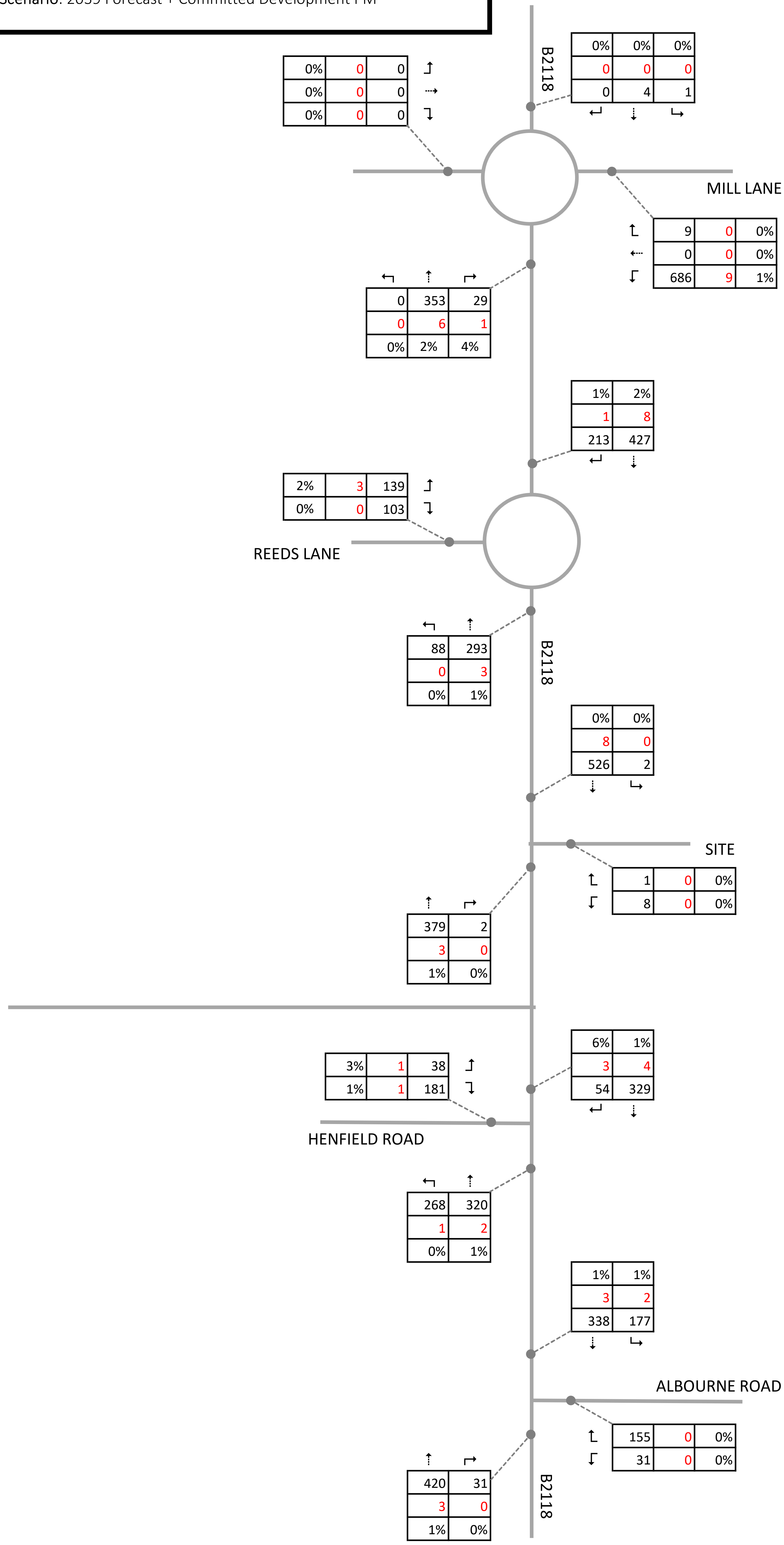
Scenario: 2039 Forecast + Committed Development AM



Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

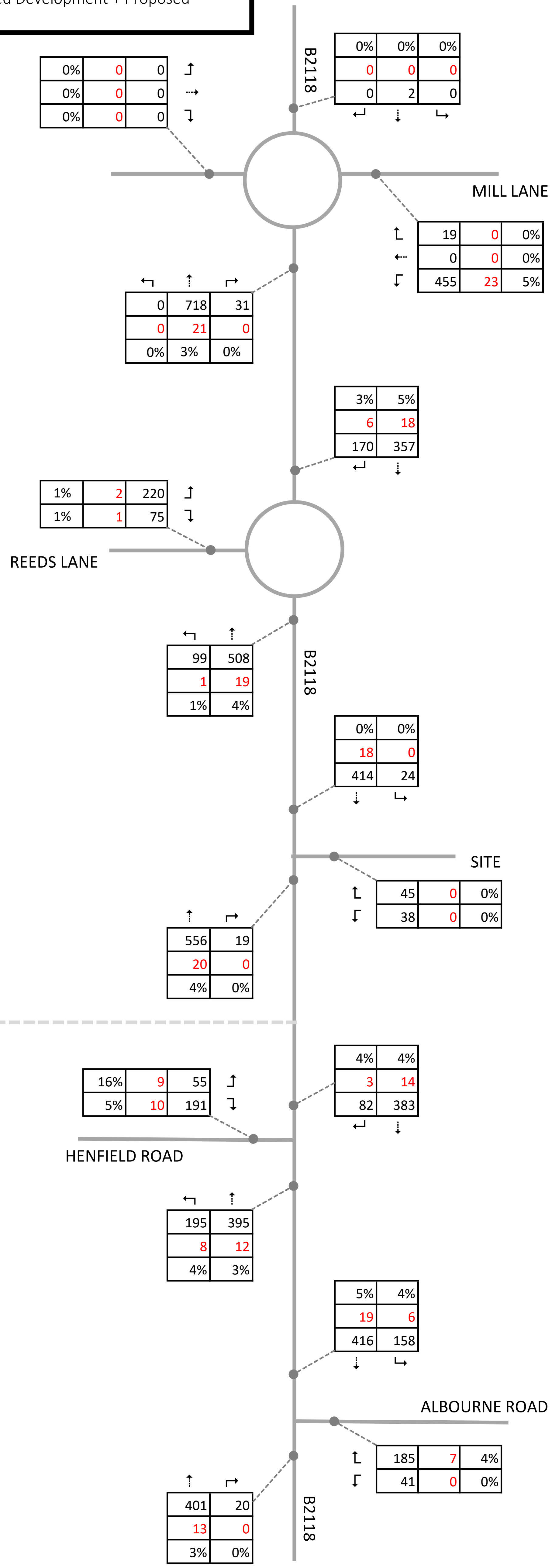
Scenario: 2039 Forecast + Committed Development PM



Notes:

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2039 Forecast + Committed Development + Proposed Development 1 AM

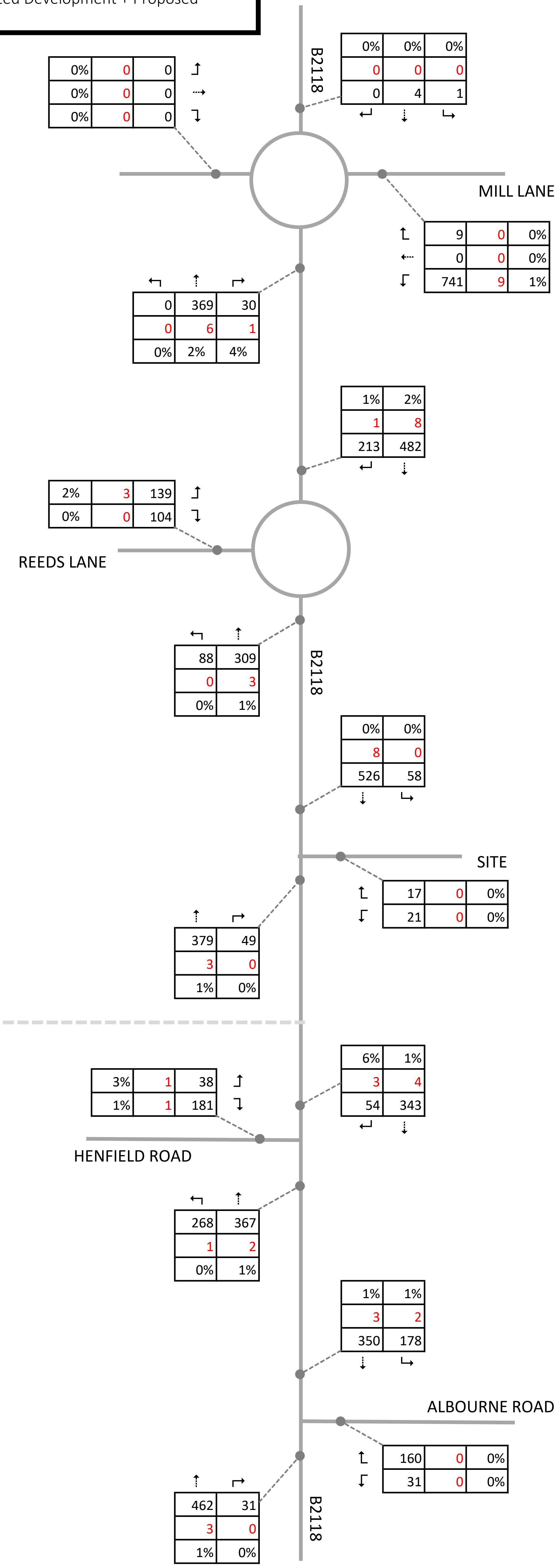


Notes: 2039 Forecast + all Committed development + Proposed Development Scenario 1 which includes no reduction for sustainable travel measures.

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2039 Forecast + Committed Development + Proposed Development 1 PM

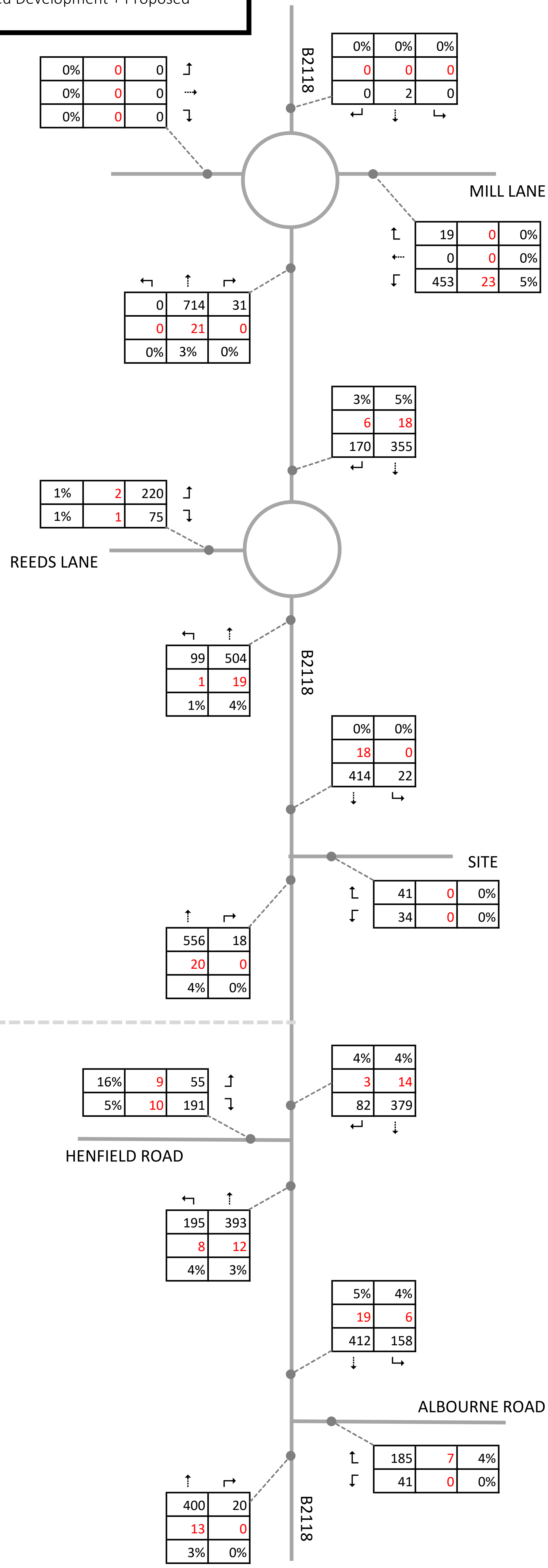


Notes: 2039 Forecast + all Committed development + Proposed Development Scenario 1 which includes no reduction for sustainable travel measures.

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

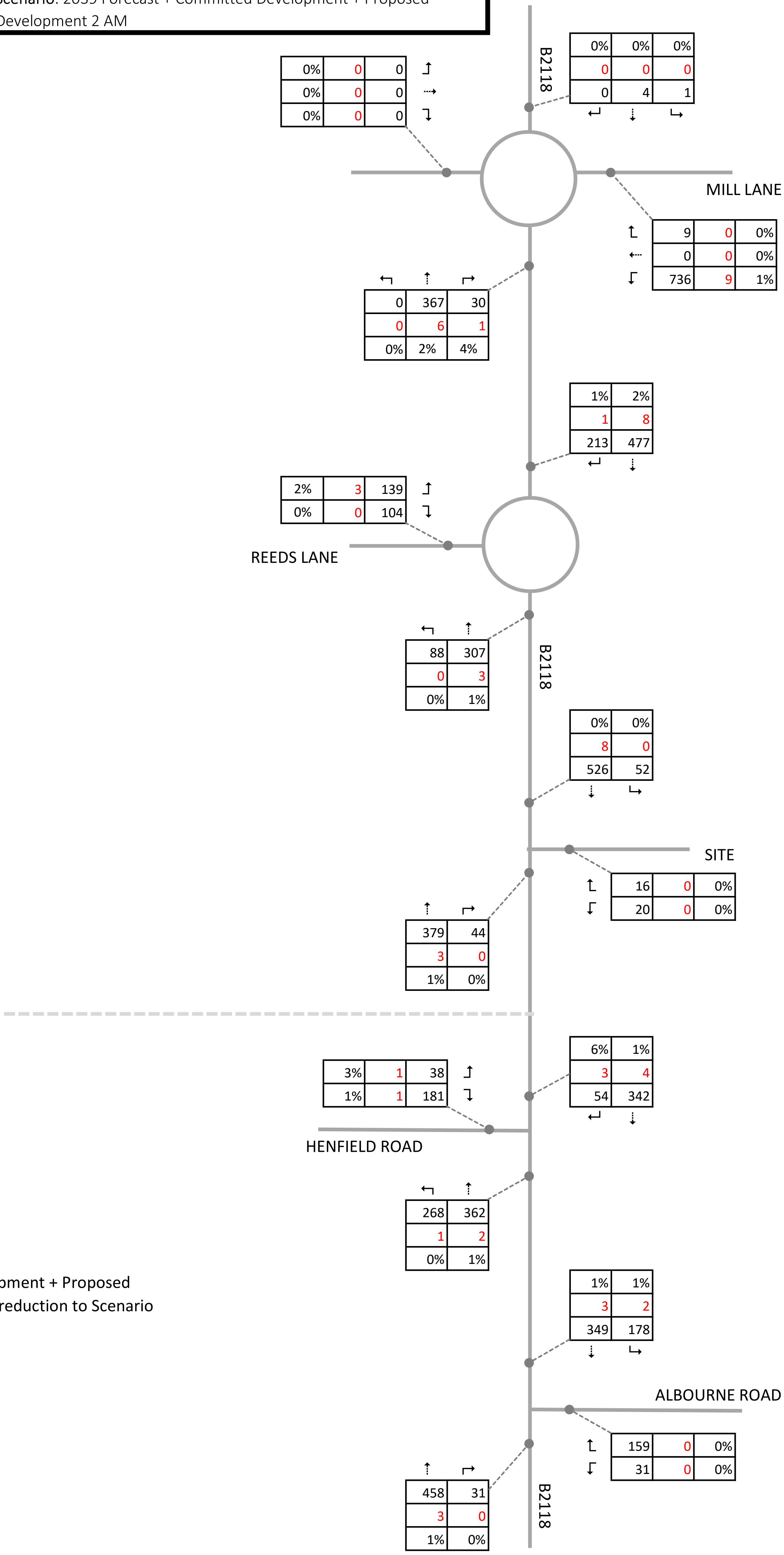
Scenario: 2039 Forecast + Committed Development + Proposed Development 2 AM



Notes: 2039 Forecast + all Committed development + Proposed Development Scenario 2 which includes 10% reduction to Scenario 1 to allow for Travel Plan measures.

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2039 Forecast + Committed Development + Proposed Development 2 AM

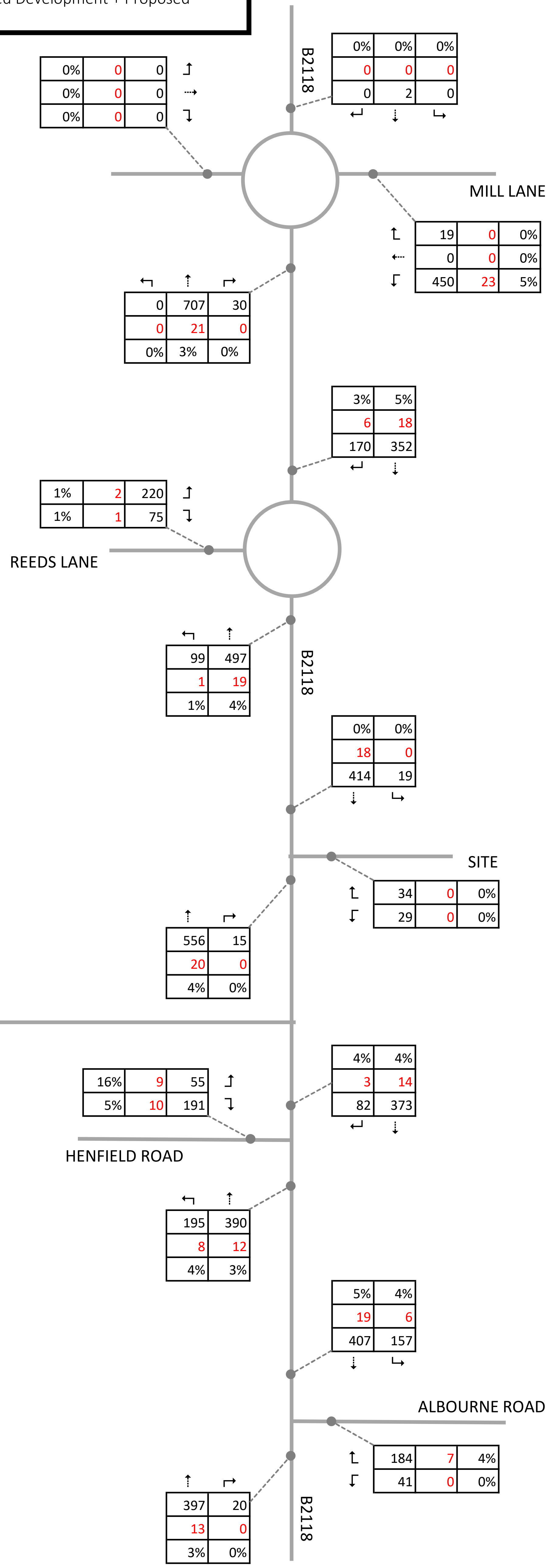


Notes: 2039 Forecast + all Committed development + Proposed Development Scenario 2 which includes 10% reduction to Scenario 1 to allow for Travel Plan measures.

paulbasham associates

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

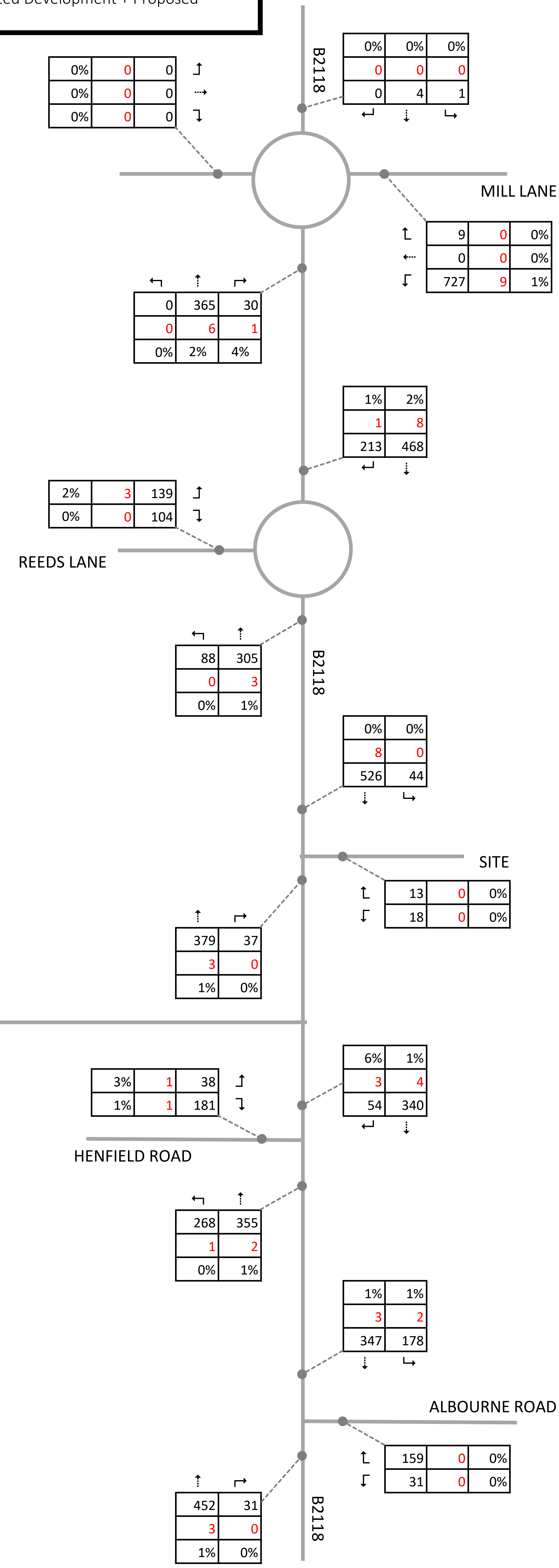
Scenario: 2039 Forecast + Committed Development + Proposed Development 3 AM



Notes: 2039 Forecast + all Committed development + Proposed Development Scenario 3 which includes 25% reduction to Scenario 1 to allow for Travel Plan measures and modal shift owing to facilities provided by other LP allocations.

Project Name: Land at Coombe Farm, Sayers Common
Project Number: 145.0007
Drawn By: GLH
Approved By: THP

Scenario: 2039 Forecast + Committed Development + Proposed Development 3 PM



Notes: 2039 Forecast + all Committed development + Proposed Development Scenario 3 which includes 25% reduction to Scenario 1 to allow for Travel Plan measures and modal shift owing to facilities provided by other LP allocations.

Appendix G

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site Access.j9
Path: P:\Southern\140-149\145 Welbeck Land\145.0007 Sayers Common - Land at Coombe Farm\03 Technical\TPL\Modelling
Report generation date: 21/05/2025 14:23:00

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2039 Forecast Year + Committed Development + Proposed Development							
Stream B-C	0.1	6.65	0.07	A	0.0	6.56	0.04	A
Stream B-A	0.2	11.26	0.13	B	0.1	10.96	0.05	B
Stream C-AB	0.1	4.14	0.05	A	0.3	4.95	0.13	A
	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)							
Stream B-C	0.1	6.58	0.06	A	0.0	6.53	0.04	A
Stream B-A	0.1	11.07	0.12	B	0.1	10.84	0.05	B
Stream C-AB	0.1	4.13	0.05	A	0.3	4.87	0.12	A
	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)							
Stream B-C	0.1	6.50	0.05	A	0.0	6.45	0.03	A
Stream B-A	0.1	10.90	0.10	B	0.0	10.73	0.04	B
Stream C-AB	0.1	4.12	0.04	A	0.2	4.82	0.10	A

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

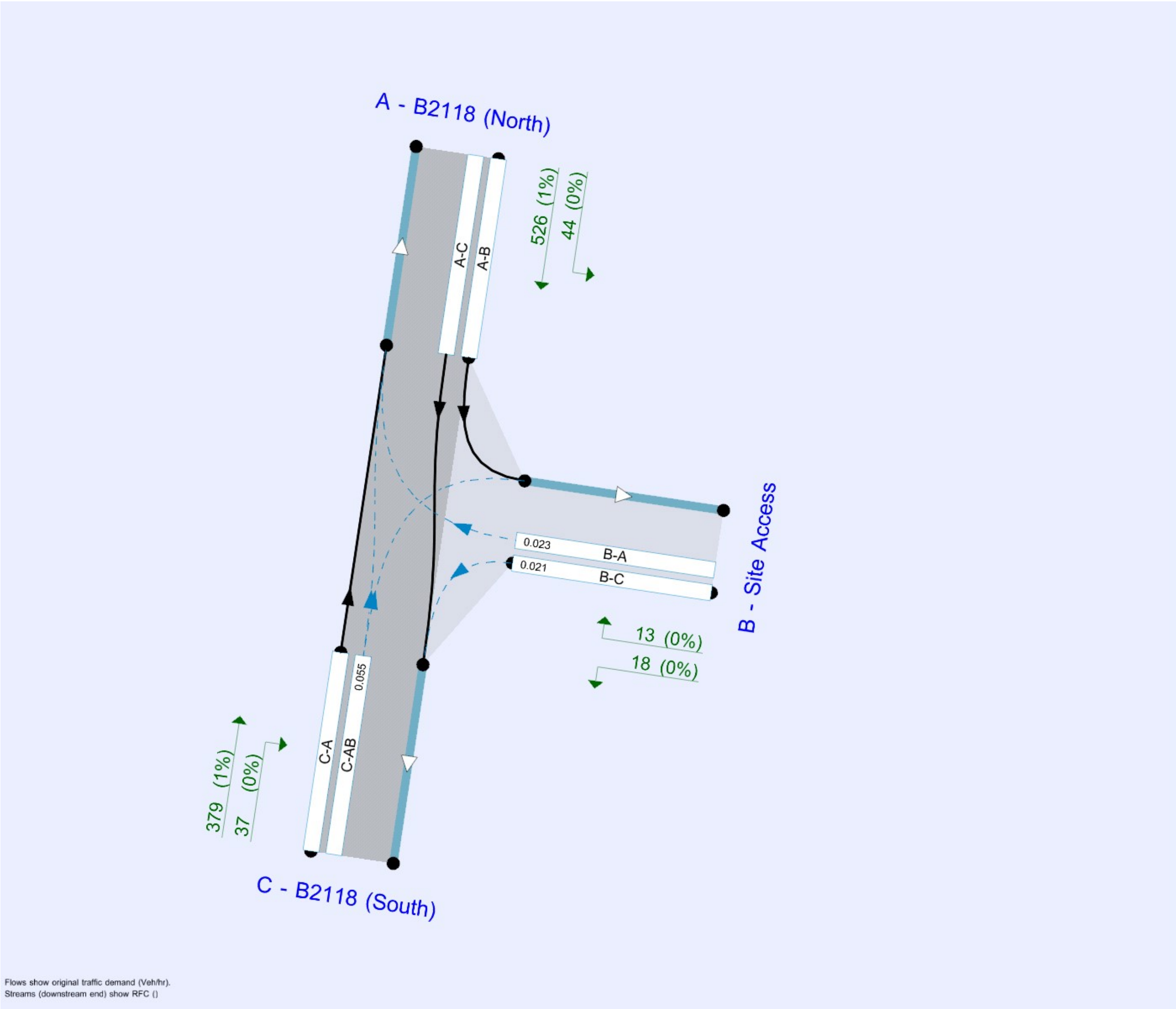
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2039 Forecast Year + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D2	2039 Forecast Year + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15
D3	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	AM	ONE HOUR	07:45	09:15	15
D4	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	PM	ONE HOUR	16:45	18:15	15
D5	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	AM	ONE HOUR	07:45	09:15	15
D6	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2039 Forecast Year + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B2118 (North)		Major
B	Site Access		Minor
C	B2118 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B2118 (South)	7.00			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	5.00	3.00	3.00	3.00		1.00	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609	0.106	0.268	0.169	0.383
1	B-C	731	0.107	0.271	-	-
1	C-B	719	0.266	0.266	-	-

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	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
A - B2118 (North)		✓	438	100.000
B - Site Access		✓	83	100.000
C - B2118 (South)		✓	575	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	24	414
	B - Site Access	45	0	38
	C - B2118 (South)	556	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	0	0
	B - Site Access	0	0	0
	C - B2118 (South)	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B2118 (North)	330	330
	B - Site Access	62	62
	C - B2118 (South)	433	446
08:00-08:15	A - B2118 (North)	394	394
	B - Site Access	75	75
	C - B2118 (South)	517	532
08:15-08:30	A - B2118 (North)	482	482
	B - Site Access	91	91
	C - B2118 (South)	633	652
08:30-08:45	A - B2118 (North)	482	482
	B - Site Access	91	91
	C - B2118 (South)	633	652
08:45-09:00	A - B2118 (North)	394	394
	B - Site Access	75	75
	C - B2118 (South)	517	532
09:00-09:15	A - B2118 (North)	330	330
	B - Site Access	62	62
	C - B2118 (South)	433	446

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	6.65	0.1	A
B-A	0.13	11.26	0.2	B
C-AB	0.05	4.14	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	632	0.045	28	0.0	5.960	A
B-A	34	445	0.076	34	0.1	8.736	A
C-AB	27	898	0.030	27	0.0	4.129	A
C-A	406			406			
A-B	18			18			
A-C	312			312			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	612	0.056	34	0.1	6.230	A
B-A	40	413	0.098	40	0.1	9.653	A
C-AB	37	938	0.039	37	0.1	3.989	A
C-A	480			480			
A-B	22			22			
A-C	372			372			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	583	0.072	42	0.1	6.651	A
B-A	50	369	0.134	49	0.2	11.253	B
C-AB	54	996	0.055	54	0.1	3.819	A
C-A	579			579			
A-B	26			26			
A-C	456			456			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	583	0.072	42	0.1	6.653	A
B-A	50	369	0.134	50	0.2	11.262	B
C-AB	55	996	0.055	55	0.1	3.826	A
C-A	579			579			
A-B	26			26			
A-C	456			456			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	612	0.056	34	0.1	6.236	A
B-A	40	413	0.098	41	0.1	9.667	A
C-AB	37	938	0.039	37	0.1	4.001	A
C-A	480			480			
A-B	22			22			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	632	0.045	29	0.0	5.969	A
B-A	34	445	0.076	34	0.1	8.760	A
C-AB	27	899	0.030	27	0.0	4.135	A
C-A	406			406			
A-B	18			18			
A-C	312			312			

2039 Forecast Year + Committed Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
A - B2118 (North)		✓	584	100.000
B - Site Access		✓	38	100.000
C - B2118 (South)		✓	428	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	58	526
	B - Site Access	17	0	21
	C - B2118 (South)	379	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	0	0
	B - Site Access	0	0	0
	C - B2118 (South)	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B2118 (North)	440	440
	B - Site Access	29	29
	C - B2118 (South)	322	325
17:00-17:15	A - B2118 (North)	525	525
	B - Site Access	34	34
	C - B2118 (South)	385	388
17:15-17:30	A - B2118 (North)	643	643
	B - Site Access	42	42
	C - B2118 (South)	471	475
17:30-17:45	A - B2118 (North)	643	643
	B - Site Access	42	42
	C - B2118 (South)	471	475
17:45-18:00	A - B2118 (North)	525	525
	B - Site Access	34	34
	C - B2118 (South)	385	388
18:00-18:15	A - B2118 (North)	440	440
	B - Site Access	29	29
	C - B2118 (South)	322	325

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.56	0.0	A
B-A	0.05	10.96	0.1	B
C-AB	0.13	4.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	16	628	0.025	16	0.0	5.877	A
B-A	13	426	0.030	13	0.0	8.711	A
C-AB	58	791	0.073	57	0.1	4.908	A
C-A	264			264			
A-B	44			44			
A-C	396			396			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	19	605	0.031	19	0.0	6.144	A
B-A	15	393	0.039	15	0.0	9.535	A
C-AB	76	809	0.094	76	0.2	4.915	A
C-A	308			308			
A-B	52			52			
A-C	473			473			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	23	572	0.040	23	0.0	6.557	A
B-A	19	347	0.054	19	0.1	10.956	B
C-AB	108	837	0.129	108	0.3	4.942	A
C-A	363			363			
A-B	64			64			
A-C	579			579			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	23	572	0.040	23	0.0	6.559	A
B-A	19	347	0.054	19	0.1	10.963	B
C-AB	108	837	0.129	108	0.3	4.949	A
C-A	363			363			
A-B	64			64			
A-C	579			579			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	19	605	0.031	19	0.0	6.149	A
B-A	15	393	0.039	15	0.0	9.544	A
C-AB	77	809	0.095	77	0.2	4.925	A
C-A	308			308			
A-B	52			52			
A-C	473			473			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	16	628	0.025	16	0.0	5.880	A
B-A	13	426	0.030	13	0.0	8.720	A
C-AB	58	791	0.073	58	0.1	4.922	A
C-A	264			264			
A-B	44			44			
A-C	396			396			

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A - B2118 (North)		✓	436	100.000
B - Site Access		✓	75	100.000
C - B2118 (South)		✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	22	414
	B - Site Access	41	0	34
	C - B2118 (South)	556	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	0	0
	B - Site Access	0	0	0
	C - B2118 (South)	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B2118 (North)	328	328
	B - Site Access	56	56
	C - B2118 (South)	432	445
08:00-08:15	A - B2118 (North)	392	392
	B - Site Access	67	67
	C - B2118 (South)	516	531
08:15-08:30	A - B2118 (North)	480	480
	B - Site Access	83	83
	C - B2118 (South)	632	651
08:30-08:45	A - B2118 (North)	480	480
	B - Site Access	83	83
	C - B2118 (South)	632	651
08:45-09:00	A - B2118 (North)	392	392
	B - Site Access	67	67
	C - B2118 (South)	516	531
09:00-09:15	A - B2118 (North)	328	328
	B - Site Access	56	56
	C - B2118 (South)	432	445

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.58	0.1	A
B-A	0.12	11.07	0.1	B
C-AB	0.05	4.13	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	26	633	0.040	25	0.0	5.924	A
B-A	31	446	0.069	31	0.1	8.660	A
C-AB	25	899	0.028	25	0.0	4.121	A
C-A	407			407			
A-B	17			17			
A-C	312			312			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	31	613	0.050	31	0.1	6.180	A
B-A	37	414	0.089	37	0.1	9.536	A
C-AB	35	939	0.037	35	0.1	3.978	A
C-A	482			482			
A-B	20			20			
A-C	372			372			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	37	585	0.064	37	0.1	6.576	A
B-A	45	370	0.122	45	0.1	11.061	B
C-AB	52	996	0.052	51	0.1	3.805	A
C-A	581			581			
A-B	24			24			
A-C	456			456			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	37	585	0.064	37	0.1	6.577	A
B-A	45	370	0.122	45	0.1	11.071	B
C-AB	52	996	0.052	52	0.1	3.813	A
C-A	581			581			
A-B	24			24			
A-C	456			456			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	31	613	0.050	31	0.1	6.186	A
B-A	37	414	0.089	37	0.1	9.548	A
C-AB	35	939	0.037	35	0.1	3.991	A
C-A	481			481			
A-B	20			20			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	26	633	0.040	26	0.0	5.932	A
B-A	31	446	0.069	31	0.1	8.675	A
C-AB	25	899	0.028	26	0.0	4.127	A
C-A	407			407			
A-B	17			17			
A-C	312			312			

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A - B2118 (North)		✓	578	100.000
B - Site Access		✓	36	100.000
C - B2118 (South)		✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	52	526
	B - Site Access	16	0	20
	C - B2118 (South)	379	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	0	0
	B - Site Access	0	0	0
	C - B2118 (South)	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B2118 (North)	435	435
	B - Site Access	27	27
	C - B2118 (South)	318	321
17:00-17:15	A - B2118 (North)	520	520
	B - Site Access	32	32
	C - B2118 (South)	380	383
17:15-17:30	A - B2118 (North)	636	636
	B - Site Access	40	40
	C - B2118 (South)	465	470
17:30-17:45	A - B2118 (North)	636	636
	B - Site Access	40	40
	C - B2118 (South)	465	470
17:45-18:00	A - B2118 (North)	520	520
	B - Site Access	32	32
	C - B2118 (South)	380	383
18:00-18:15	A - B2118 (North)	435	435
	B - Site Access	27	27
	C - B2118 (South)	318	321

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.53	0.0	A
B-A	0.05	10.84	0.1	B
C-AB	0.12	4.87	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	15	629	0.024	15	0.0	5.858	A
B-A	12	427	0.028	12	0.0	8.664	A
C-AB	52	792	0.065	51	0.1	4.864	A
C-A	266			266			
A-B	39			39			
A-C	396			396			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	18	606	0.030	18	0.0	6.120	A
B-A	14	395	0.036	14	0.0	9.464	A
C-AB	68	810	0.085	68	0.2	4.855	A
C-A	312			312			
A-B	47			47			
A-C	473			473			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	22	574	0.038	22	0.0	6.525	A
B-A	18	350	0.050	18	0.1	10.839	B
C-AB	97	838	0.116	96	0.3	4.857	A
C-A	369			369			
A-B	57			57			
A-C	579			579			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	22	574	0.038	22	0.0	6.526	A
B-A	18	350	0.050	18	0.1	10.843	B
C-AB	97	838	0.116	97	0.3	4.865	A
C-A	368			368			
A-B	57			57			
A-C	579			579			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	18	606	0.030	18	0.0	6.125	A
B-A	14	395	0.036	14	0.0	9.471	A
C-AB	69	810	0.085	69	0.2	4.866	A
C-A	311			311			
A-B	47			47			
A-C	473			473			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	15	629	0.024	15	0.0	5.861	A
B-A	12	427	0.028	12	0.0	8.672	A
C-AB	52	792	0.066	52	0.1	4.875	A
C-A	266			266			
A-B	39			39			
A-C	396			396			

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A - B2118 (North)		✓	433	100.000
B - Site Access		✓	63	100.000
C - B2118 (South)		✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	19	414
	B - Site Access	34	0	29
	C - B2118 (South)	556	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	0	3
	B - Site Access	0	0	0
	C - B2118 (South)	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B2118 (North)	326	335
	B - Site Access	47	47
	C - B2118 (South)	430	443
08:00-08:15	A - B2118 (North)	389	400
	B - Site Access	57	57
	C - B2118 (South)	514	529
08:15-08:30	A - B2118 (North)	477	490
	B - Site Access	69	69
	C - B2118 (South)	629	647
08:30-08:45	A - B2118 (North)	477	490
	B - Site Access	69	69
	C - B2118 (South)	629	647
08:45-09:00	A - B2118 (North)	389	400
	B - Site Access	57	57
	C - B2118 (South)	514	529
09:00-09:15	A - B2118 (North)	326	335
	B - Site Access	47	47
	C - B2118 (South)	430	443

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	6.50	0.1	A
B-A	0.10	10.90	0.1	B
C-AB	0.04	4.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	22	634	0.034	22	0.0	5.880	A
B-A	26	444	0.058	25	0.1	8.598	A
C-AB	21	897	0.024	21	0.0	4.108	A
C-A	409			409			
A-B	14			14			
A-C	312			312			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	26	614	0.042	26	0.0	6.124	A
B-A	31	412	0.074	30	0.1	9.435	A
C-AB	29	937	0.031	29	0.0	3.960	A
C-A	485			485			
A-B	17			17			
A-C	372			372			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	32	586	0.054	32	0.1	6.496	A
B-A	37	368	0.102	37	0.1	10.891	B
C-AB	43	994	0.043	43	0.1	3.779	A
C-A	586			586			
A-B	21			21			
A-C	456			456			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	32	586	0.055	32	0.1	6.498	A
B-A	37	368	0.102	37	0.1	10.899	B
C-AB	43	995	0.043	43	0.1	3.786	A
C-A	586			586			
A-B	21			21			
A-C	456			456			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	26	614	0.042	26	0.0	6.127	A
B-A	31	412	0.074	31	0.1	9.444	A
C-AB	29	937	0.031	29	0.0	3.971	A
C-A	485			485			
A-B	17			17			
A-C	372			372			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	22	633	0.034	22	0.0	5.886	A
B-A	26	444	0.058	26	0.1	8.608	A
C-AB	21	897	0.024	21	0.0	4.115	A
C-A	409			409			
A-B	14			14			
A-C	312			312			

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A - B2118 (North)		✓	570	100.000
B - Site Access		✓	31	100.000
C - B2118 (South)		✓	416	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	44	526
	B - Site Access	13	0	18
	C - B2118 (South)	379	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (North)	B - Site Access	C - B2118 (South)
From	A - B2118 (North)	0	0	1
	B - Site Access	0	0	0
	C - B2118 (South)	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B2118 (North)	429	433
	B - Site Access	23	23
	C - B2118 (South)	313	316
17:00-17:15	A - B2118 (North)	512	517
	B - Site Access	28	28
	C - B2118 (South)	374	377
17:15-17:30	A - B2118 (North)	628	633
	B - Site Access	34	34
	C - B2118 (South)	458	462
17:30-17:45	A - B2118 (North)	628	633
	B - Site Access	34	34
	C - B2118 (South)	458	462
17:45-18:00	A - B2118 (North)	512	517
	B - Site Access	28	28
	C - B2118 (South)	374	377
18:00-18:15	A - B2118 (North)	429	433
	B - Site Access	23	23
	C - B2118 (South)	313	316

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.45	0.0	A
B-A	0.04	10.73	0.0	B
C-AB	0.10	4.82	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	14	633	0.021	13	0.0	5.806	A
B-A	10	426	0.023	10	0.0	8.637	A
C-AB	44	792	0.055	43	0.1	4.807	A
C-A	269			269			
A-B	33			33			
A-C	396			396			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	16	610	0.027	16	0.0	6.060	A
B-A	12	394	0.030	12	0.0	9.409	A
C-AB	58	811	0.071	57	0.1	4.779	A
C-A	316			316			
A-B	40			40			
A-C	473			473			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	20	578	0.034	20	0.0	6.451	A
B-A	14	350	0.041	14	0.0	10.724	B
C-AB	81	838	0.097	81	0.2	4.753	A
C-A	376			376			
A-B	48			48			
A-C	579			579			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	20	578	0.034	20	0.0	6.452	A
B-A	14	350	0.041	14	0.0	10.728	B
C-AB	81	839	0.097	81	0.2	4.758	A
C-A	376			376			
A-B	48			48			
A-C	579			579			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	16	610	0.027	16	0.0	6.065	A
B-A	12	394	0.030	12	0.0	9.412	A
C-AB	58	811	0.071	58	0.1	4.788	A
C-A	316			316			
A-B	40			40			
A-C	473			473			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	14	633	0.021	14	0.0	5.810	A
B-A	10	426	0.023	10	0.0	8.643	A
C-AB	44	792	0.055	44	0.1	4.816	A
C-A	269			269			
A-B	33			33			
A-C	396			396			

Appendix H

Junctions 9

PICADY 9 - Priority Intersection Module

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Henfield Road Jct.j9
Path: P:\Southern\140-149\145 Welbeck Land\145.0007 Sayers Common - Land at Coombe Farm\03 Technical\TPL\Modelling
Report generation date: 22/05/2025 07:07:19

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Base Year							
Stream B-C	0.1	8.66	0.11	A	0.1	6.84	0.07	A
Stream B-A	0.4	12.50	0.28	B	0.4	9.89	0.28	A
Stream C-AB	0.2	7.07	0.14	A	0.1	6.19	0.08	A
	2039 Forecast Year + Committed Development							
Stream B-C	0.2	13.09	0.18	B	0.1	9.22	0.10	A
Stream B-A	1.3	23.11	0.58	C	0.9	16.81	0.48	C
Stream C-AB	0.2	7.72	0.16	A	0.1	7.41	0.11	A
	2039 Forecast Year + Committed Development + Proposed Development							
Stream B-C	0.2	13.84	0.19	B	0.1	9.70	0.10	A
Stream B-A	1.4	25.32	0.60	D	1.0	18.24	0.50	C
Stream C-AB	0.2	7.82	0.16	A	0.1	7.62	0.11	A
	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)							
Stream B-C	0.2	13.75	0.19	B	0.1	9.64	0.10	A
Stream B-A	1.4	25.07	0.60	D	1.0	18.07	0.50	C
Stream C-AB	0.2	7.81	0.16	A	0.1	7.60	0.11	A
	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)							
Stream B-C	0.2	13.63	0.19	B	0.1	9.56	0.10	A
Stream B-A	1.4	24.70	0.59	C	1.0	17.83	0.50	C
Stream C-AB	0.2	7.80	0.16	A	0.1	7.56	0.11	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	23/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\acmodelling
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

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	2024 Base Year	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base Year	PM	ONE HOUR	16:45	18:15	15
D3	2039 Forecast Year + Committed Development	AM	ONE HOUR	07:45	09:15	15
D4	2039 Forecast Year + Committed Development	PM	ONE HOUR	16:45	18:15	15
D5	2039 Forecast Year + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D6	2039 Forecast Year + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15
D7	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	AM	ONE HOUR	07:45	09:15	15
D8	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	PM	ONE HOUR	16:45	18:15	15
D9	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	AM	ONE HOUR	07:45	09:15	15
D10	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B2118 S		Major
B	Henfield Road		Minor
C	B2118 N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60		✓	2.80	250.0	✓	12.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.10	4.40	3.70	3.50	✓	1.00	36	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	632	0.112	0.283	0.178	0.405
1	B-C	715	0.107	0.270	-	-
1	C-B	766	0.289	0.289	-	-

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	2024 Base Year	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 (Veh/hr)	Scaling Factor (%)
A		✓	459	100.000
B		✓	153	100.000
C		✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	161	298
	B	104	0	49
	C	188	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	4
	B	9	0	16
	C	7	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	8.66	0.1	A
B-A	0.28	12.50	0.4	B
C-AB	0.14	7.07	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	37	524	0.070	37	0.1	7.385	A
B-A	78	459	0.170	77	0.2	9.406	A
C-AB	56	636	0.088	55	0.1	6.191	A
C-A	142			142			
A-B	121			121			
A-C	224			224			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	44	502	0.088	44	0.1	7.852	A
B-A	93	436	0.215	93	0.3	10.505	B
C-AB	67	617	0.108	66	0.1	6.538	A
C-A	169			169			
A-B	145			145			
A-C	268			268			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	54	470	0.115	54	0.1	8.645	A
B-A	115	403	0.284	114	0.4	12.456	B
C-AB	81	590	0.138	81	0.2	7.072	A
C-A	207			207			
A-B	177			177			
A-C	328			328			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	54	470	0.115	54	0.1	8.657	A
B-A	115	403	0.284	114	0.4	12.497	B
C-AB	81	590	0.138	81	0.2	7.075	A
C-A	207			207			
A-B	177			177			
A-C	328			328			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	44	502	0.088	44	0.1	7.866	A
B-A	93	436	0.215	94	0.3	10.550	B
C-AB	67	617	0.108	67	0.1	6.542	A
C-A	169			169			
A-B	145			145			
A-C	268			268			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	37	523	0.071	37	0.1	7.409	A
B-A	78	459	0.170	79	0.2	9.461	A
C-AB	56	636	0.088	56	0.1	6.201	A
C-A	142			142			
A-B	121			121			
A-C	224			224			

2024 Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base Year	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 (Veh/hr)	Scaling Factor (%)
A		✓	291	100.000
B		✓	162	100.000
C		✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	155	136
	B	128	0	34
	C	242	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	3
	C	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	6.84	0.1	A
B-A	0.28	9.89	0.4	A
C-AB	0.08	6.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	26	606	0.042	25	0.0	6.201	A
B-A	96	548	0.176	96	0.2	7.940	A
C-AB	36	662	0.055	36	0.1	5.748	A
C-A	182			182			
A-B	117			117			
A-C	102			102			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	31	589	0.052	31	0.1	6.443	A
B-A	115	530	0.217	115	0.3	8.666	A
C-AB	43	650	0.066	43	0.1	5.928	A
C-A	218			218			
A-B	139			139			
A-C	122			122			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	37	564	0.066	37	0.1	6.837	A
B-A	141	505	0.279	141	0.4	9.867	A
C-AB	53	634	0.083	53	0.1	6.192	A
C-A	266			266			
A-B	171			171			
A-C	150			150			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	37	564	0.066	37	0.1	6.841	A
B-A	141	505	0.279	141	0.4	9.891	A
C-AB	53	634	0.083	53	0.1	6.192	A
C-A	266			266			
A-B	171			171			
A-C	150			150			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	31	589	0.052	31	0.1	6.451	A
B-A	115	530	0.217	115	0.3	8.696	A
C-AB	43	650	0.066	43	0.1	5.932	A
C-A	218			218			
A-B	139			139			
A-C	122			122			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	26	605	0.042	26	0.0	6.210	A
B-A	96	548	0.176	97	0.2	7.979	A
C-AB	36	662	0.055	36	0.1	5.752	A
C-A	182			182			
A-B	117			117			
A-C	102			102			

2039 Forecast Year + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	4.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2039 Forecast Year + Committed Development	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 (Veh/hr)	Scaling Factor (%)
A		✓	571	100.000
B		✓	246	100.000
C		✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	195	376
	B	191	0	55
	C	345	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	16
	C	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.18	13.09	0.2	B
B-A	0.58	23.11	1.3	C
C-AB	0.16	7.72	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	464	0.089	41	0.1	8.505	A
B-A	144	449	0.321	142	0.5	11.673	B
C-AB	62	613	0.101	61	0.1	6.516	A
C-A	260			260			
A-B	147			147			
A-C	283			283			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	420	0.118	49	0.1	9.700	A
B-A	172	414	0.415	171	0.7	14.733	B
C-AB	74	589	0.125	74	0.1	6.978	A
C-A	310			310			
A-B	175			175			
A-C	338			338			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	339	0.179	60	0.2	12.911	B
B-A	210	366	0.575	208	1.3	22.477	C
C-AB	90	556	0.162	90	0.2	7.718	A
C-A	380			380			
A-B	215			215			
A-C	414			414			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	336	0.180	61	0.2	13.091	B
B-A	210	366	0.575	210	1.3	23.111	C
C-AB	90	556	0.162	90	0.2	7.724	A
C-A	380			380			
A-B	215			215			
A-C	414			414			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	417	0.118	50	0.1	9.801	A
B-A	172	414	0.415	174	0.7	15.142	C
C-AB	74	589	0.125	74	0.1	6.988	A
C-A	310			310			
A-B	175			175			
A-C	338			338			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	462	0.090	42	0.1	8.565	A
B-A	144	448	0.321	145	0.5	11.899	B
C-AB	62	613	0.101	62	0.1	6.530	A
C-A	260			260			
A-B	147			147			
A-C	283			283			

2039 Forecast Year + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	3.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2039 Forecast Year + Committed Development	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 (Veh/hr)	Scaling Factor (%)
A		✓	588	100.000
B		✓	219	100.000
C		✓	383	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	268	320
	B	181	0	38
	C	329	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	1	0	3
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	9.22	0.1	A
B-A	0.48	16.81	0.9	C
C-AB	0.11	7.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	537	0.053	28	0.1	7.073	A
B-A	136	487	0.280	135	0.4	10.180	B
C-AB	41	601	0.068	40	0.1	6.418	A
C-A	248			248			
A-B	202			202			
A-C	241			241			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	500	0.068	34	0.1	7.734	A
B-A	163	456	0.357	162	0.5	12.217	B
C-AB	49	577	0.084	48	0.1	6.805	A
C-A	296			296			
A-B	241			241			
A-C	288			288			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	434	0.096	42	0.1	9.182	A
B-A	199	413	0.482	198	0.9	16.596	C
C-AB	59	545	0.109	59	0.1	7.411	A
C-A	362			362			
A-B	295			295			
A-C	352			352			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	432	0.097	42	0.1	9.224	A
B-A	199	413	0.482	199	0.9	16.805	C
C-AB	59	545	0.109	59	0.1	7.414	A
C-A	362			362			
A-B	295			295			
A-C	352			352			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	498	0.069	34	0.1	7.766	A
B-A	163	456	0.357	164	0.6	12.388	B
C-AB	49	577	0.084	49	0.1	6.808	A
C-A	296			296			
A-B	241			241			
A-C	288			288			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	536	0.053	29	0.1	7.102	A
B-A	136	487	0.280	137	0.4	10.312	B
C-AB	41	601	0.068	41	0.1	6.427	A
C-A	248			248			
A-B	202			202			
A-C	241			241			

2039 Forecast Year + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	4.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
A		✓	590	100.000
B		✓	246	100.000
C		✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	195	395
	B	191	0	55
	C	383	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	16
	C	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.19	13.84	0.2	B
B-A	0.60	25.32	1.4	D
C-AB	0.16	7.82	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	459	0.090	41	0.1	8.603	A
B-A	144	439	0.327	142	0.5	11.954	B
C-AB	62	609	0.101	61	0.1	6.565	A
C-A	288			288			
A-B	147			147			
A-C	297			297			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	413	0.120	49	0.1	9.890	A
B-A	172	403	0.426	171	0.7	15.424	C
C-AB	74	584	0.126	74	0.1	7.044	A
C-A	344			344			
A-B	175			175			
A-C	355			355			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	324	0.187	60	0.2	13.601	B
B-A	210	352	0.597	208	1.4	24.474	C
C-AB	90	550	0.164	90	0.2	7.818	A
C-A	422			422			
A-B	215			215			
A-C	435			435			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	321	0.189	61	0.2	13.839	B
B-A	210	352	0.598	210	1.4	25.321	D
C-AB	90	550	0.164	90	0.2	7.824	A
C-A	422			422			
A-B	215			215			
A-C	435			435			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	410	0.121	50	0.1	10.016	B
B-A	172	403	0.426	174	0.8	15.928	C
C-AB	74	584	0.126	74	0.1	7.053	A
C-A	344			344			
A-B	175			175			
A-C	355			355			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	457	0.091	42	0.1	8.668	A
B-A	144	439	0.328	145	0.5	12.282	B
C-AB	62	609	0.101	62	0.1	6.578	A
C-A	288			288			
A-B	147			147			
A-C	297			297			

2039 Forecast Year + Committed Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	3.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
A		✓	635	100.000
B		✓	219	100.000
C		✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	268	367
	B	181	0	38
	C	343	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	3
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	9.70	0.1	A
B-A	0.50	18.24	1.0	C
C-AB	0.11	7.62	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	528	0.054	28	0.1	7.206	A
B-A	136	475	0.287	135	0.4	10.518	B
C-AB	41	592	0.069	40	0.1	6.523	A
C-A	258			258			
A-B	202			202			
A-C	276			276			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	487	0.070	34	0.1	7.944	A
B-A	163	442	0.368	162	0.6	12.804	B
C-AB	49	567	0.086	48	0.1	6.946	A
C-A	308			308			
A-B	241			241			
A-C	330			330			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	415	0.101	42	0.1	9.637	A
B-A	199	396	0.503	198	1.0	17.960	C
C-AB	59	532	0.112	59	0.1	7.618	A
C-A	378			378			
A-B	295			295			
A-C	404			404			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	413	0.101	42	0.1	9.697	A
B-A	199	396	0.503	199	1.0	18.235	C
C-AB	59	532	0.112	59	0.1	7.621	A
C-A	378			378			
A-B	295			295			
A-C	404			404			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	485	0.070	34	0.1	7.985	A
B-A	163	442	0.368	164	0.6	13.019	B
C-AB	49	567	0.086	49	0.1	6.949	A
C-A	308			308			
A-B	241			241			
A-C	330			330			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	526	0.054	29	0.1	7.235	A
B-A	136	475	0.287	137	0.4	10.666	B
C-AB	41	592	0.069	41	0.1	6.532	A
C-A	258			258			
A-B	202			202			
A-C	276			276			

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	4.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A		✓	588	100.000
B		✓	246	100.000
C		✓	461	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	195	393
	B	191	0	55
	C	379	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	16
	C	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.19	13.75	0.2	B
B-A	0.60	25.07	1.4	D
C-AB	0.16	7.81	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	460	0.090	41	0.1	8.593	A
B-A	144	440	0.327	142	0.5	11.992	B
C-AB	62	610	0.101	61	0.1	6.560	A
C-A	285			285			
A-B	147			147			
A-C	296			296			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	414	0.119	49	0.1	9.869	A
B-A	172	404	0.425	171	0.7	15.348	C
C-AB	74	585	0.126	74	0.1	7.037	A
C-A	341			341			
A-B	175			175			
A-C	353			353			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	326	0.186	60	0.2	13.525	B
B-A	210	353	0.595	208	1.4	24.249	C
C-AB	90	551	0.164	90	0.2	7.807	A
C-A	417			417			
A-B	215			215			
A-C	433			433			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	322	0.188	61	0.2	13.752	B
B-A	210	353	0.595	210	1.4	25.068	D
C-AB	90	551	0.164	90	0.2	7.814	A
C-A	417			417			
A-B	215			215			
A-C	433			433			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	410	0.120	50	0.1	9.994	A
B-A	172	404	0.425	174	0.8	15.841	C
C-AB	74	585	0.126	74	0.1	7.048	A
C-A	341			341			
A-B	175			175			
A-C	353			353			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	458	0.091	42	0.1	8.659	A
B-A	144	440	0.327	145	0.5	12.238	B
C-AB	62	610	0.101	62	0.1	6.573	A
C-A	285			285			
A-B	147			147			
A-C	296			296			

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A		✓	630	100.000
B		✓	219	100.000
C		✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	268	362
	B	181	0	38
	C	342	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	3
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	9.64	0.1	A
B-A	0.50	18.07	1.0	C
C-AB	0.11	7.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	529	0.054	28	0.1	7.191	A
B-A	136	477	0.286	135	0.4	10.480	B
C-AB	41	593	0.069	40	0.1	6.511	A
C-A	257			257			
A-B	202			202			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	489	0.070	34	0.1	7.919	A
B-A	163	444	0.367	162	0.6	12.741	B
C-AB	49	568	0.085	48	0.1	6.929	A
C-A	307			307			
A-B	241			241			
A-C	325			325			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	417	0.100	42	0.1	9.591	A
B-A	199	398	0.500	198	1.0	17.802	C
C-AB	59	533	0.111	59	0.1	7.593	A
C-A	377			377			
A-B	295			295			
A-C	399			399			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	415	0.101	42	0.1	9.641	A
B-A	199	398	0.500	199	1.0	18.069	C
C-AB	59	533	0.111	59	0.1	7.596	A
C-A	377			377			
A-B	295			295			
A-C	399			399			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	487	0.070	34	0.1	7.960	A
B-A	163	444	0.367	164	0.6	12.950	B
C-AB	49	568	0.085	49	0.1	6.935	A
C-A	307			307			
A-B	241			241			
A-C	325			325			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	527	0.054	29	0.1	7.222	A
B-A	136	477	0.286	137	0.4	10.627	B
C-AB	41	593	0.069	41	0.1	6.518	A
C-A	257			257			
A-B	202			202			
A-C	273			273			

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	4.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A		✓	585	100.000
B		✓	246	100.000
C		✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	195	390
	B	191	0	55
	C	373	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	16
	C	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.19	13.63	0.2	B
B-A	0.59	24.70	1.4	C
C-AB	0.16	7.80	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	460	0.090	41	0.1	8.577	A
B-A	144	442	0.326	142	0.5	11.933	B
C-AB	62	610	0.101	61	0.1	6.552	A
C-A	281			281			
A-B	147			147			
A-C	294			294			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	415	0.119	49	0.1	9.835	A
B-A	172	406	0.423	171	0.7	15.236	C
C-AB	74	586	0.126	74	0.1	7.027	A
C-A	335			335			
A-B	175			175			
A-C	351			351			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	328	0.184	60	0.2	13.408	B
B-A	210	356	0.591	208	1.4	23.917	C
C-AB	90	552	0.164	90	0.2	7.791	A
C-A	411			411			
A-B	215			215			
A-C	429			429			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	61	325	0.187	61	0.2	13.626	B
B-A	210	355	0.592	210	1.4	24.701	C
C-AB	90	552	0.164	90	0.2	7.798	A
C-A	411			411			
A-B	215			215			
A-C	429			429			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	49	412	0.120	50	0.1	9.957	A
B-A	172	406	0.423	174	0.8	15.713	C
C-AB	74	586	0.126	74	0.1	7.035	A
C-A	335			335			
A-B	175			175			
A-C	351			351			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	41	458	0.090	42	0.1	8.642	A
B-A	144	442	0.326	145	0.5	12.176	B
C-AB	62	610	0.101	62	0.1	6.568	A
C-A	281			281			
A-B	147			147			
A-C	294			294			

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Henfield Road Jct	T-Junction	Two-way	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
A		✓	623	100.000
B		✓	219	100.000
C		✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	268	355
	B	181	0	38
	C	340	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	3
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	9.56	0.1	A
B-A	0.50	17.83	1.0	C
C-AB	0.11	7.56	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	530	0.054	28	0.1	7.170	A
B-A	136	478	0.285	135	0.4	10.427	B
C-AB	41	594	0.068	40	0.1	6.494	A
C-A	256			256			
A-B	202			202			
A-C	267			267			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	491	0.070	34	0.1	7.885	A
B-A	163	446	0.365	162	0.6	12.644	B
C-AB	49	570	0.085	48	0.1	6.907	A
C-A	306			306			
A-B	241			241			
A-C	319			319			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	420	0.100	42	0.1	9.512	A
B-A	199	401	0.497	198	1.0	17.578	C
C-AB	59	535	0.111	59	0.1	7.560	A
C-A	374			374			
A-B	295			295			
A-C	391			391			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	418	0.100	42	0.1	9.563	A
B-A	199	401	0.497	199	1.0	17.835	C
C-AB	59	535	0.111	59	0.1	7.563	A
C-A	374			374			
A-B	295			295			
A-C	391			391			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	489	0.070	34	0.1	7.924	A
B-A	163	446	0.365	164	0.6	12.848	B
C-AB	49	570	0.085	49	0.1	6.910	A
C-A	306			306			
A-B	241			241			
A-C	319			319			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	529	0.054	29	0.1	7.200	A
B-A	136	478	0.285	137	0.4	10.568	B
C-AB	41	594	0.068	41	0.1	6.503	A
C-A	256			256			
A-B	202			202			
A-C	267			267			

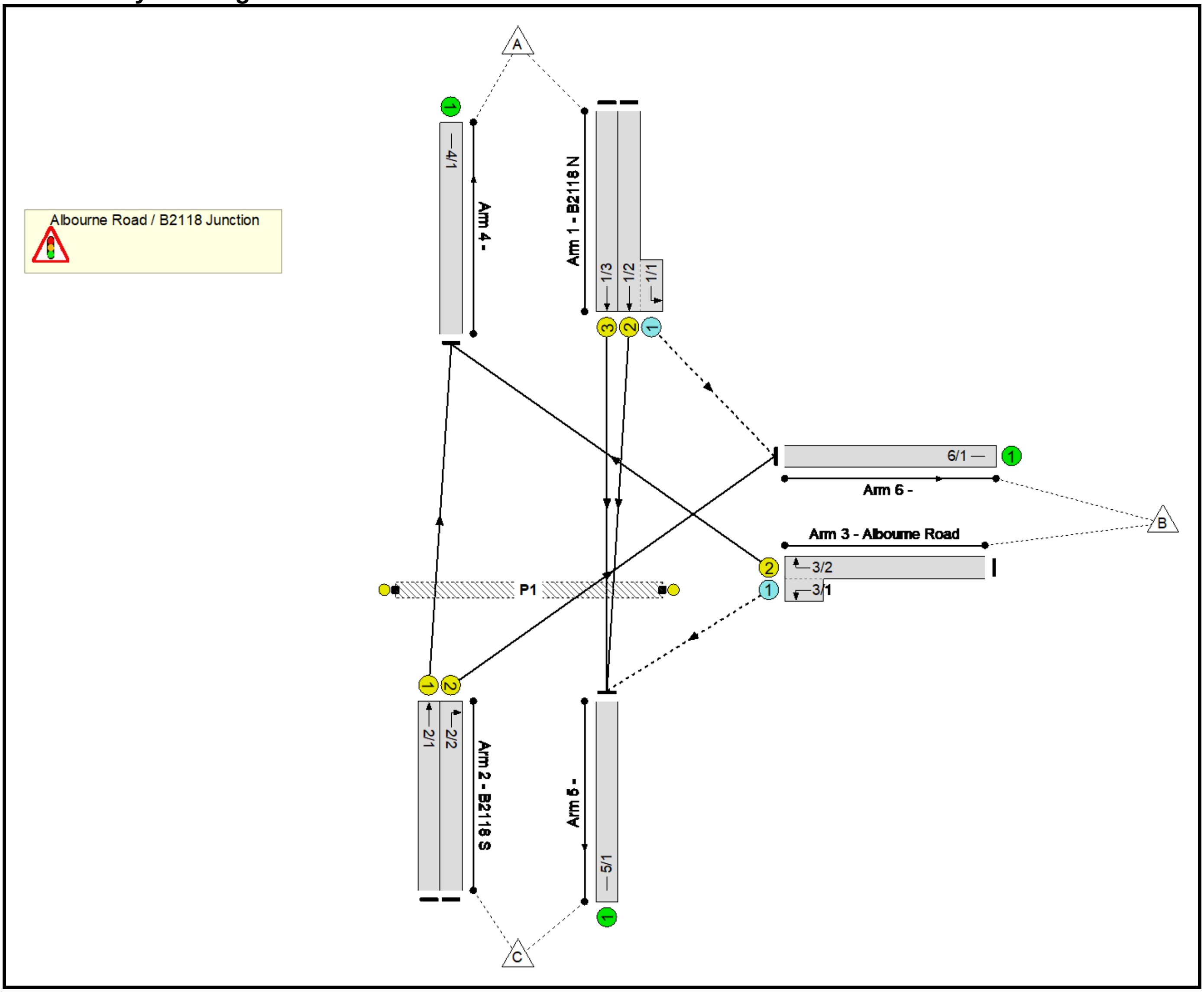
Appendix I

Full Input Data And Results

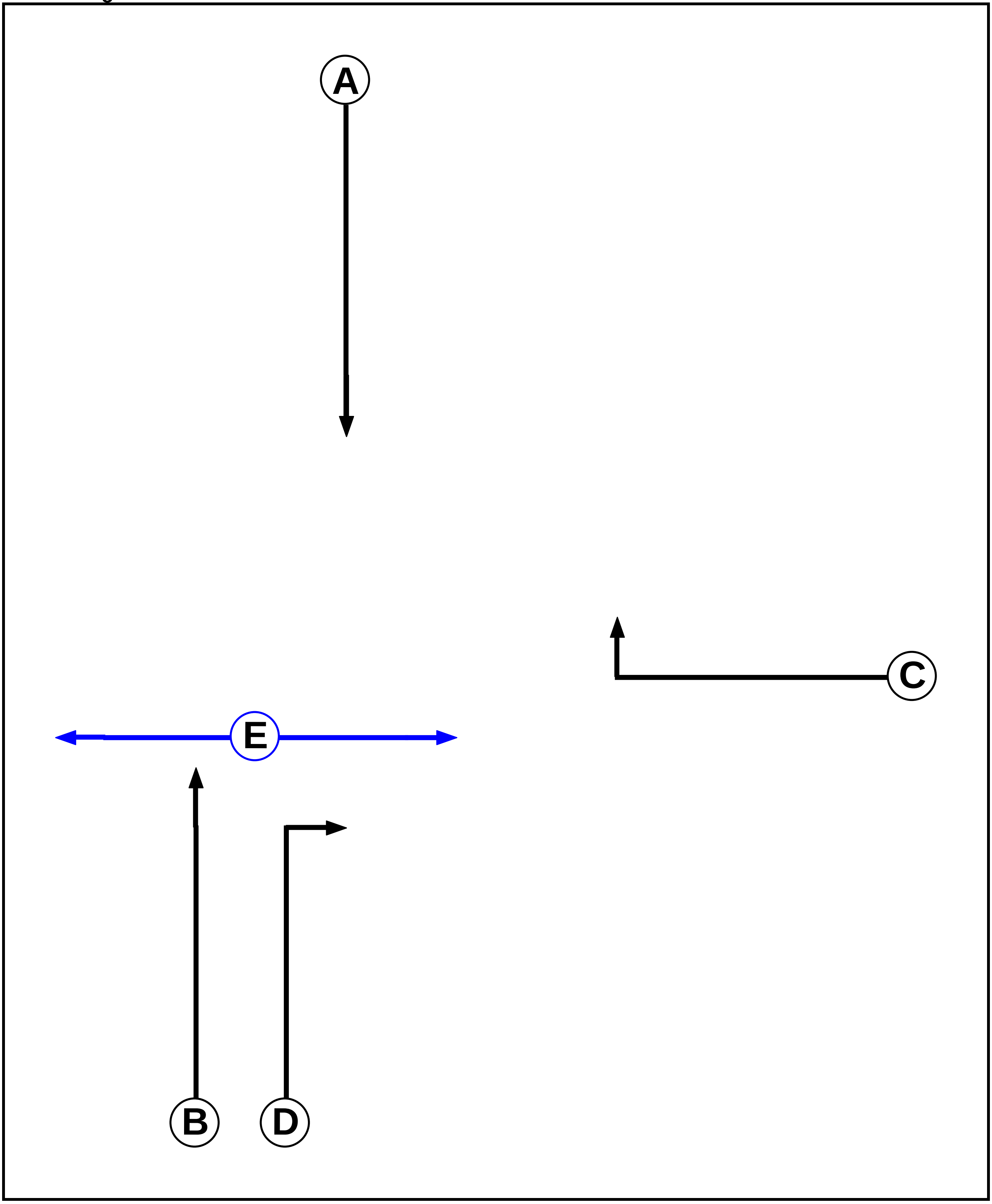
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Albourne Road Junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7

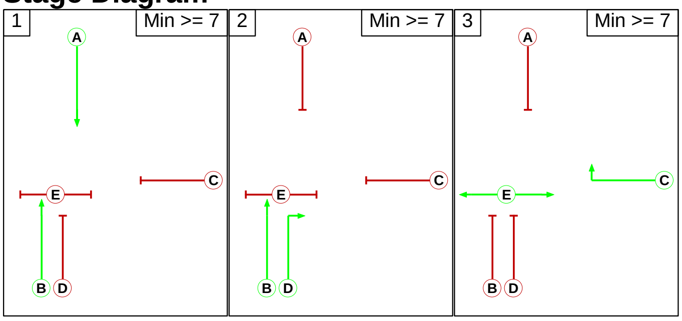
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	6	5
	B	-		6	-	5
	C	5	6		6	-
	D	6	-	6		5
	E	12	12	-	12	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B D
3	C E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		6	6
	2	6		6
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Albourne Road / B2118 Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (B2118 N)	6/1 (Left)	1439	0	2/2	1.09	All	-	-	-	-	-
3/1 (Albourne Road)	5/1 (Left)	1439	0	1/2	1.09	All	-	-	-	-	-
				1/3	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Albourne Road / B2118 Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B2118 N)	O		2	3	3.5	Geom	-	3.50	0.00	Y	Arm 6 Left	45.00
1/2 (B2118 N)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/3 (B2118 N)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
2/1 (B2118 S)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/2 (B2118 S)	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Right	12.00
3/1 (Albourne Road)	O		2	3	2.6	Geom	-	3.50	0.00	Y	Arm 5 Left	25.00
3/2 (Albourne Road)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	10.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base Year AM'	08:00	09:00	01:00	
2: '2024 Base Year PM'	17:00	18:00	01:00	
3: '2039 Forecast Year + Committed Development AM'	08:00	09:00	01:00	
4: '2039 Forecast Year + Committed Development PM'	17:00	18:00	01:00	
5: '2039 Forecast Year + Committed Development + Proposed Development AM'	08:00	09:00	01:00	
6: '2039 Forecast Year + Committed Development + Proposed Development PM'	17:00	18:00	01:00	
7: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) AM'	08:00	09:00	01:00	
8: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) PM'	17:00	18:00	01:00	
9: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) AM'	08:00	09:00	01:00	
10: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) PM'	17:00	18:00	01:00	

Scenario 1: '2024 Base Year AM' (FG1: '2024 Base Year AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	125	189	314
	B	165	0	37	202
	C	309	18	0	327
	Tot.	474	143	226	843

Traffic Lane Flows

Lane	Scenario 1: 2024 Base Year AM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	125
1/2 (with short)	220(In) 95(Out)
1/3	94
2/1	309
2/2	18
3/1 (short)	37
3/2 (with short)	202(In) 165(Out)
4/1	474
5/1	226
6/1	143

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Base Year PM' (FG2: '2024 Base Year PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	152	227	379
	B	116	0	28	144
	C	167	28	0	195
	Tot.	283	180	255	718

Traffic Lane Flows

Lane	Scenario 2: 2024 Base Year PM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	152
1/2 (with short)	261(In) 109(Out)
1/3	118
2/1	167
2/2	28
3/1 (short)	28
3/2 (with short)	144(In) 116(Out)
4/1	283
5/1	255
6/1	180

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2039 Forecast Year + Committed Development AM' (FG3: '2039 Forecast Year + Committed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	154	382	536
	B	183	0	41	224
	C	385	20	0	405
	Tot.	568	174	423	1165

Traffic Lane Flows

Lane	Scenario 3: 2039 Forecast Year + Committed Development AM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	154
1/2 (with short)	326(In) 172(Out)
1/3	210
2/1	385
2/2	20
3/1 (short)	41
3/2 (with short)	224(In) 183(Out)
4/1	568
5/1	423
6/1	174

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2039 Forecast Year + Committed Development PM' (FG4: '2039 Forecast Year + Committed Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	177	338	515
	B	155	0	31	186
	C	420	31	0	451
	Tot.	575	208	369	1152

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2039 Forecast Year + Committed Development PM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	177
1/2 (with short)	330(In) 153(Out)
1/3	185
2/1	420
2/2	31
3/1 (short)	31
3/2 (with short)	186(In) 155(Out)
4/1	575
5/1	369
6/1	208

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2039 Forecast Year + Committed Development + Proposed Development AM' (FG5: '2039 Forecast Year + Committed Development + Proposed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	158	416	574
	B	185	0	41	226
	C	401	20	0	421
	Tot.	586	178	457	1221

Traffic Lane Flows

Lane	Scenario 5: 2039 Forecast Year + Committed Development + Proposed Development AM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	158
1/2 (with short)	345(In) 187(Out)
1/3	229
2/1	401
2/2	20
3/1 (short)	41
3/2 (with short)	226(In) 185(Out)
4/1	586
5/1	457
6/1	178

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2039 Forecast Year + Committed Development + Proposed Development PM' (FG6: '2039 Forecast Year + Committed Development + Proposed Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	178	350	528
	B	160	0	31	191
	C	462	31	0	493
	Tot.	622	209	381	1212

Traffic Lane Flows

Lane	Scenario 6: 2039 Forecast Year + Committed Development + Proposed Development PM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	178
1/2 (with short)	336(In) 158(Out)
1/3	192
2/1	462
2/2	31
3/1 (short)	31
3/2 (with short)	191(In) 160(Out)
4/1	622
5/1	381
6/1	209

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) AM'
(FG7: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	158	412	570
	B	185	0	41	226
	C	400	20	0	420
	Tot.	585	178	453	1216

Traffic Lane Flows

Lane	Scenario 7: 2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) AM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	158
1/2 (with short)	343(In) 185(Out)
1/3	227
2/1	400
2/2	20
3/1 (short)	41
3/2 (with short)	226(In) 185(Out)
4/1	585
5/1	453
6/1	178

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) PM'
(FG8: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	178	349	527
	B	159	0	31	190
	C	458	31	0	489
	Tot.	617	209	380	1206

Traffic Lane Flows

Lane	Scenario 8: 2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) PM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	178
1/2 (with short)	336(In) 158(Out)
1/3	191
2/1	458
2/2	31
3/1 (short)	31
3/2 (with short)	190(In) 159(Out)
4/1	617
5/1	380
6/1	209

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) AM'
(FG9: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	157	407	564
	B	184	0	41	225
	C	397	20	0	417
	Tot.	581	177	448	1206

Traffic Lane Flows

Lane	Scenario 9: 2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) AM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	157
1/2 (with short)	340(In) 183(Out)
1/3	224
2/1	397
2/2	20
3/1 (short)	41
3/2 (with short)	225(In) 184(Out)
4/1	581
5/1	448
6/1	177

Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) PM'
(FG10: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	178	347	525
	B	159	0	31	190
	C	452	31	0	483
	Tot.	611	209	378	1198

Traffic Lane Flows

Lane	Scenario 10: 2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) PM
Junction: Albourne Road / B2118 Junction	
1/1 (short)	178
1/2 (with short)	335(In) 157(Out)
1/3	190
2/1	452
2/2	31
3/1 (short)	31
3/2 (with short)	190(In) 159(Out)
4/1	611
5/1	378
6/1	209

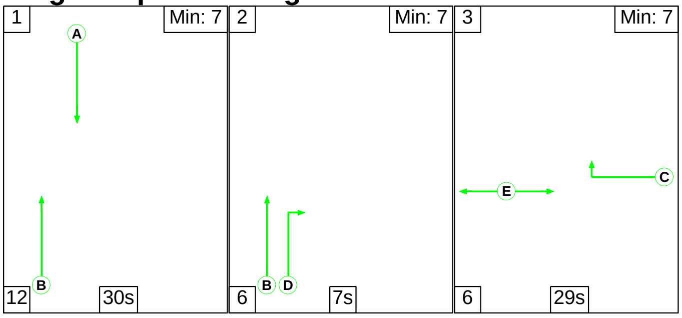
Lane Saturation Flows

Junction: Albourne Road / B2118 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2118 N)	3.50	0.00	Y	Arm 6 Left	45.00	100.0 %	1902	1902
1/2 (B2118 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (B2118 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (B2118 S)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (B2118 S)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
3/1 (Albourne Road)	3.50	0.00	Y	Arm 5 Left	25.00	100.0 %	1854	1854
3/2 (Albourne Road)	3.50	0.00	Y	Arm 4 Right	10.00	100.0 %	1709	1709
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2024 Base Year AM' (FG1: '2024 Base Year AM', Plan 1: 'Network Control Plan 1')

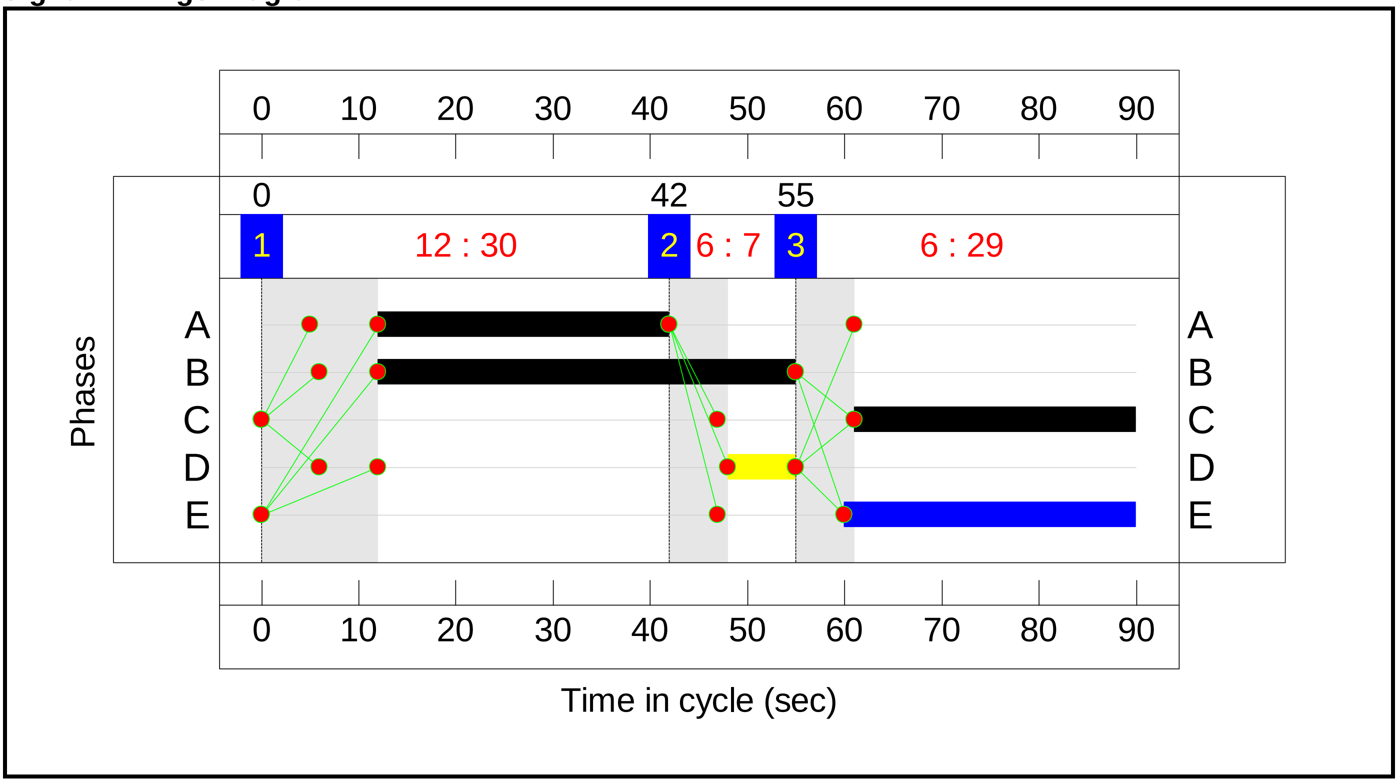
Stage Sequence Diagram



Stage Timings

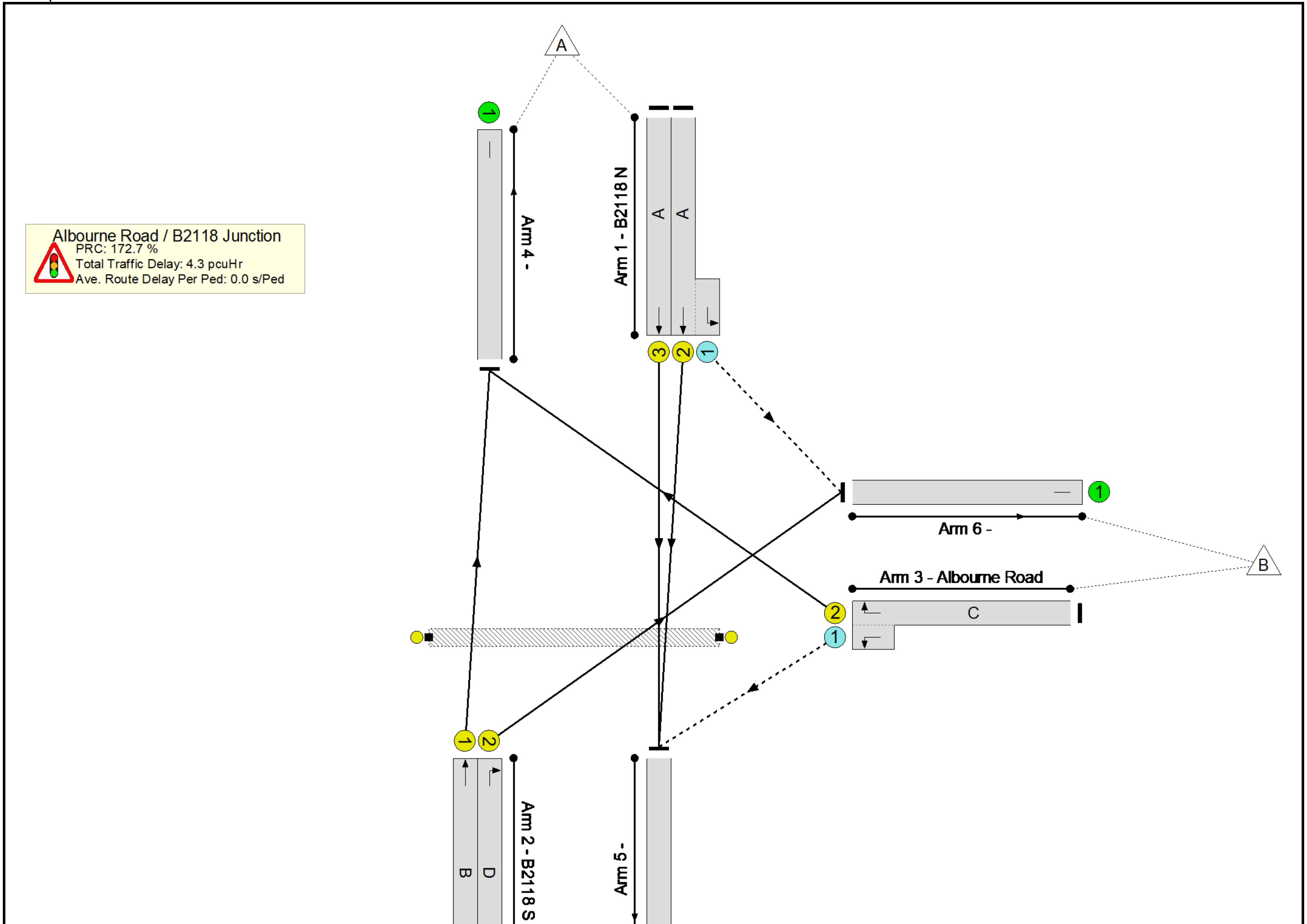
Stage	1	2	3
Duration	30	7	29
Change Point	0	42	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Albourne Road / B2118 Junction
PRC: 172.7 %
Total Traffic Delay: 4.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
Arm 1 - B2118 N
Arm 2 - B2118 S
Arm 3 - Albourne Road
Arm 4 -
Arm 5 -
Arm 6 -
A
A
B
C
D
1
2
3

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.0%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.0%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	30	-	220	1915:1902	366+482	26.0 : 26.0%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	30	-	94	2055	708	13.3%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	43	-	309	1915	936	33.0%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	18	1827	162	11.1%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	29	-	202	1709:1854	504+113	32.7 : 32.7%
4/1		U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	30	-	0	-	0	0.0%

Full Input Data And Results

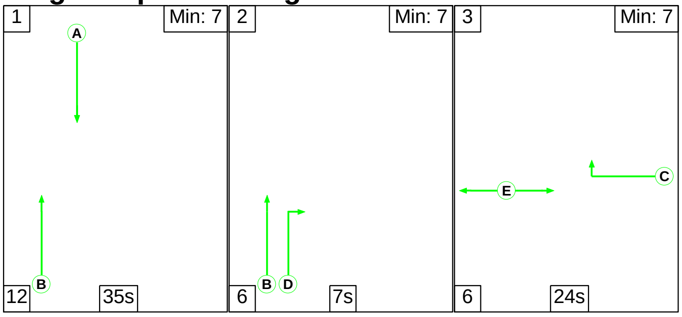
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**24**	**138**	**0**	**3.5**	**0.8**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**24**	**138**	**0**	**3.5**	**0.8**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
1/2+1/1	220	220	11	114	0	0.5	0.2	-	0.7	11.7	1.6	0.2	1.8
1/3	94	94	-	-	-	0.5	0.1	-	0.6	23.2	1.6	0.1	1.7
2/1	309	309	-	-	-	1.2	0.2	-	1.4	16.9	4.6	0.2	4.9
2/2	18	18	-	-	-	0.2	0.1	-	0.3	50.3	0.4	0.1	0.5
3/2+3/1	202	202	13	24	0	1.0	0.2	-	1.3	22.5	3.1	0.2	3.3
4/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 172.7 Total Delay for Signalled Lanes (pcuHr): 4.28 Cycle Time (s): 90
PRC Over All Lanes (%): 172.7 Total Delay Over All Lanes(pcuHr): 4.28

Full Input Data And Results

Scenario 2: '2024 Base Year PM' (FG2: '2024 Base Year PM', Plan 1: 'Network Control Plan 1')

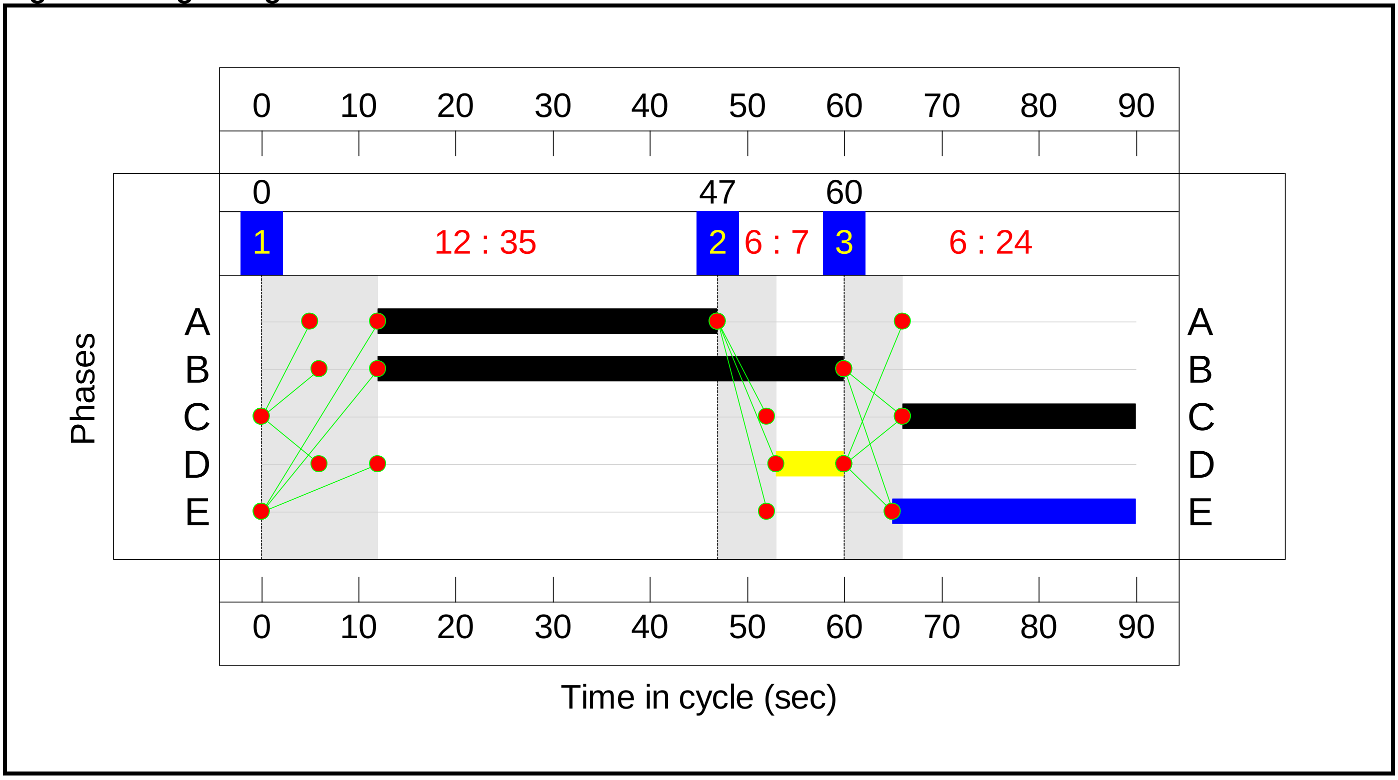
Stage Sequence Diagram



Stage Timings

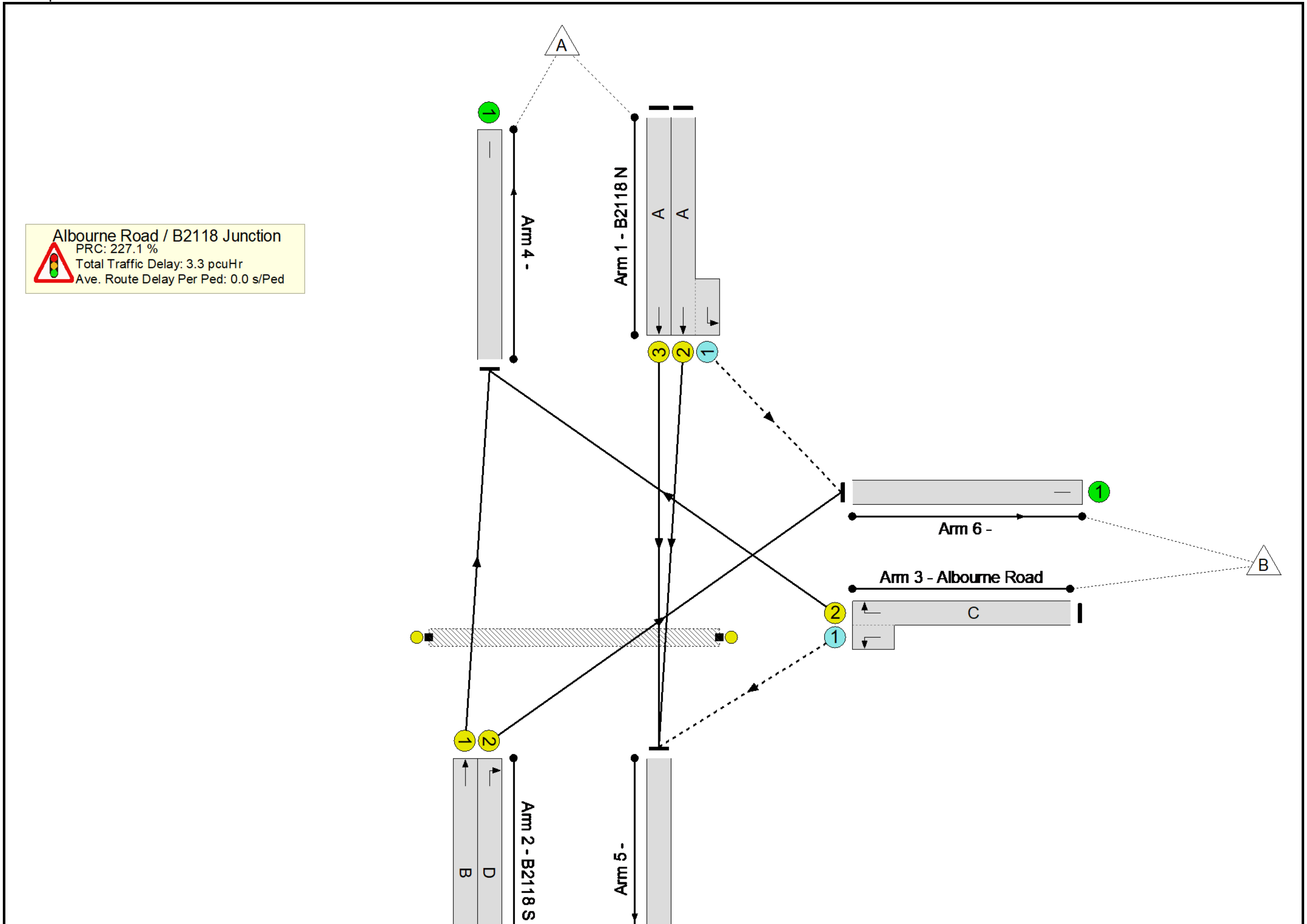
Stage	1	2	3
Duration	35	7	24
Change Point	0	47	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**27.5%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**27.5%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	35	-	261	1915:1902	403+562	27.1 : 27.1%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	35	-	118	2055	822	14.4%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	48	-	167	1915	1043	16.0%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	28	1827	162	17.2%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	24	-	144	1709:1854	422+102	27.5 : 27.5%
4/1		U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	25	-	0	-	0	0.0%

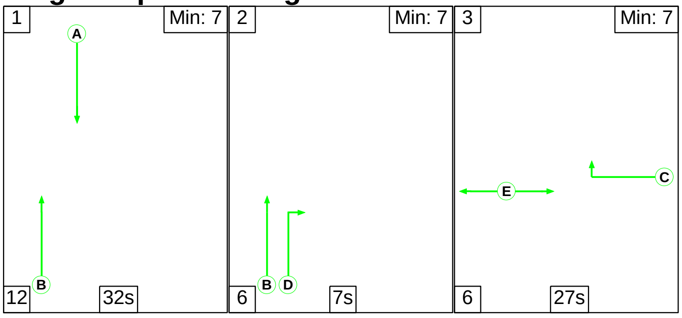
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**25**	**155**	**0**	**2.7**	**0.7**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**25**	**155**	**0**	**2.7**	**0.7**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
1/2+1/1	261	261	14	138	0	0.5	0.2	-	0.7	9.7	1.7	0.2	1.9
1/3	118	118	-	-	-	0.6	0.1	-	0.6	19.8	1.9	0.1	2.0
2/1	167	167	-	-	-	0.5	0.1	-	0.6	12.3	2.0	0.1	2.1
2/2	28	28	-	-	-	0.3	0.1	-	0.4	51.4	0.6	0.1	0.7
3/2+3/1	144	144	11	17	0	0.8	0.2	-	1.0	25.1	2.2	0.2	2.4
4/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 227.1 Total Delay for Signalled Lanes (pcuHr): 3.33 Cycle Time (s): 90
PRC Over All Lanes (%): 227.1 Total Delay Over All Lanes(pcuHr): 3.33

Full Input Data And Results
Scenario 3: '2039 Forecast Year + Committed Development AM' (FG3: '2039 Forecast Year + Committed Development AM', Plan 1: 'Network Control Plan 1')

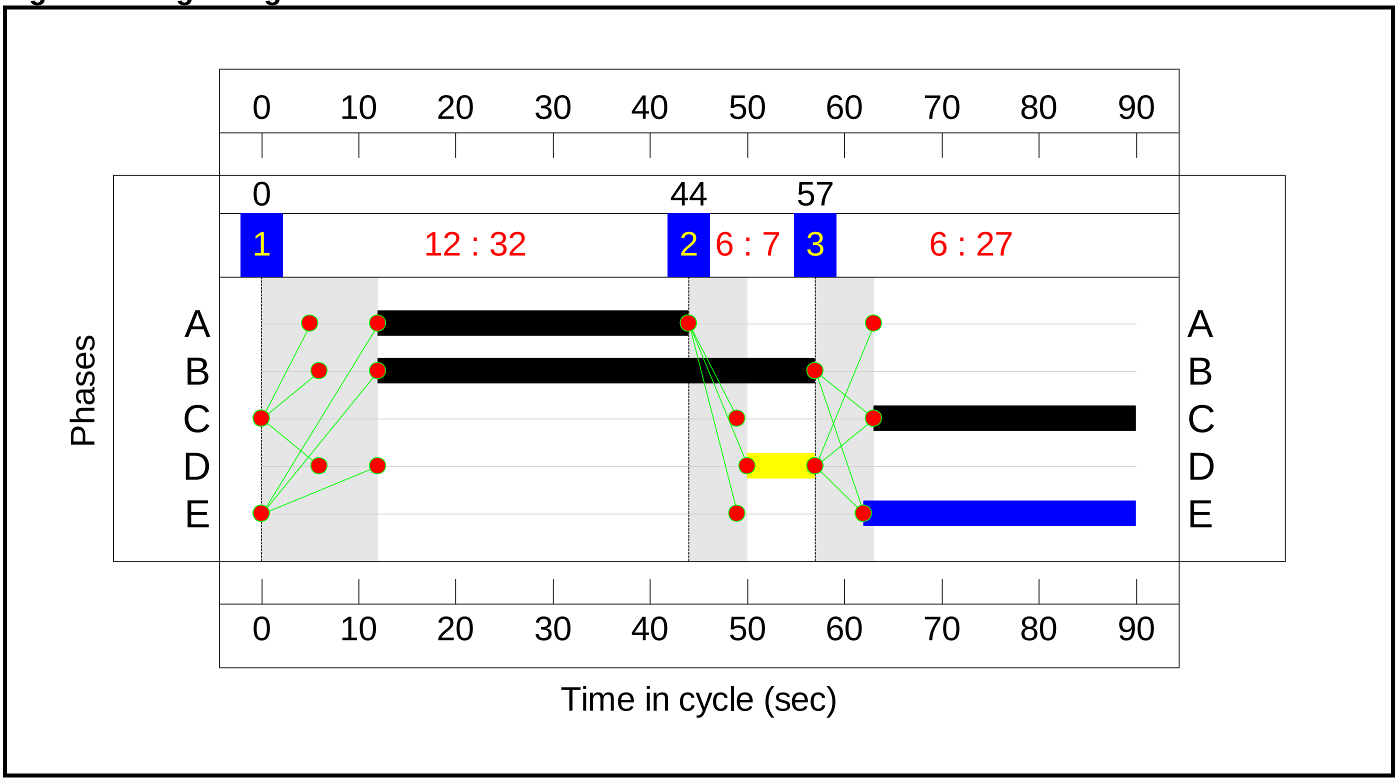
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	7	27
Change Point	0	44	57

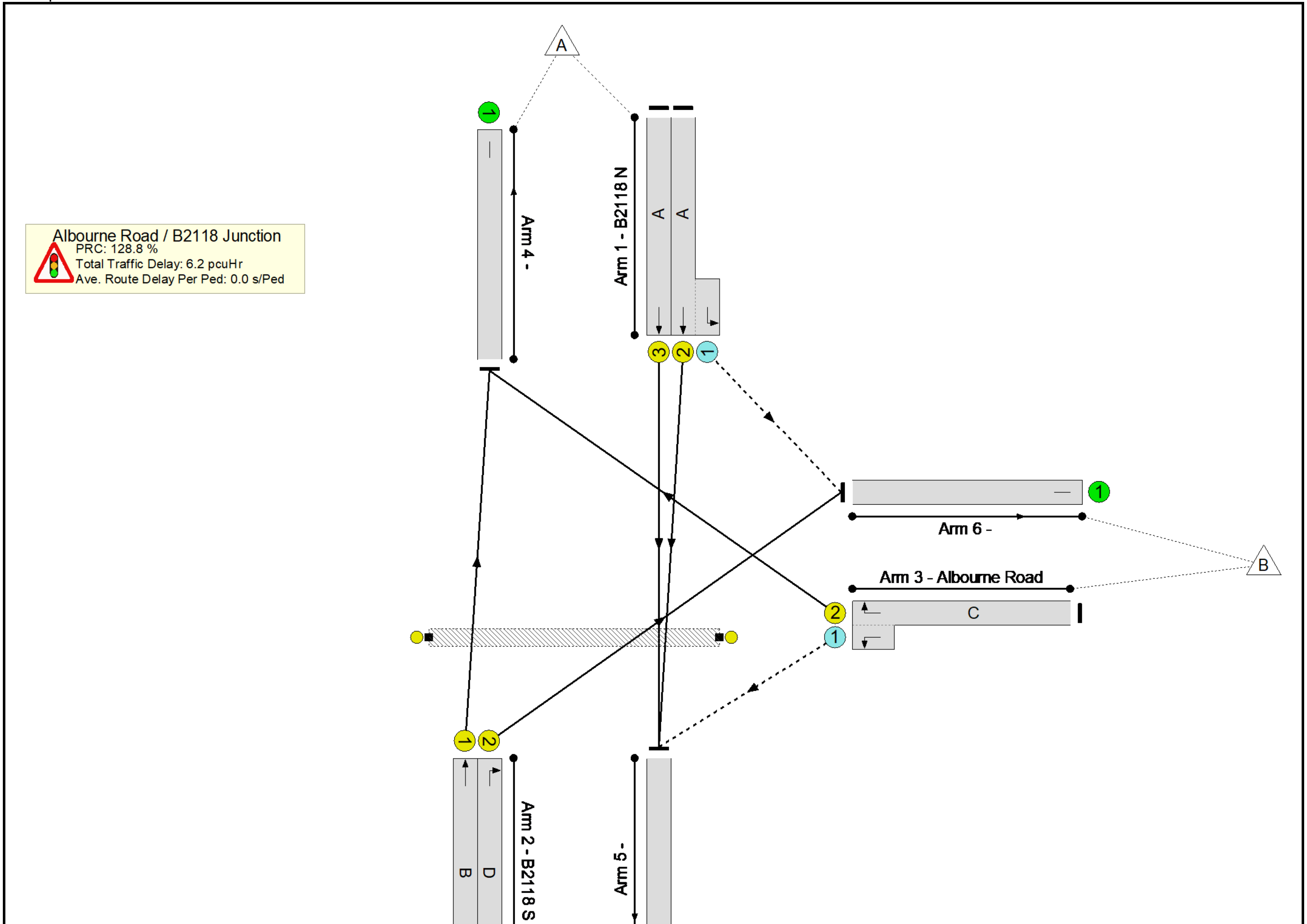
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.3%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.3%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	32	-	326	1915:1902	438+392	39.2 : 39.2%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	32	-	210	2055	753	27.9%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	45	-	385	1915	979	39.3%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	20	1827	162	12.3%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	27	-	224	1709:1854	473+106	38.7 : 38.7%
4/1		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	28	-	0	-	0	0.0%

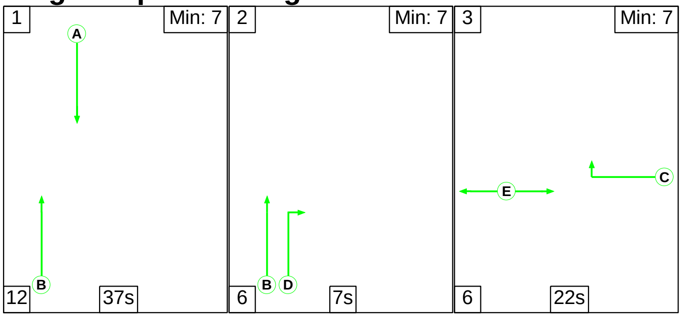
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**166**	**0**	**5.0**	**1.2**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**29**	**166**	**0**	**5.0**	**1.2**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
1/2+1/1	326	326	14	140	0	0.9	0.3	-	1.3	14.0	3.0	0.3	3.3
1/3	210	210	-	-	-	1.2	0.2	-	1.4	23.4	3.7	0.2	3.9
2/1	385	385	-	-	-	1.4	0.3	-	1.8	16.5	5.9	0.3	6.2
2/2	20	20	-	-	-	0.2	0.1	-	0.3	50.4	0.5	0.1	0.5
3/2+3/1	224	224	15	26	0	1.2	0.3	-	1.6	24.9	3.7	0.3	4.0
4/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 128.8 Total Delay for Signalled Lanes (pcuHr): 6.23 Cycle Time (s): 90
PRC Over All Lanes (%): 128.8 Total Delay Over All Lanes(pcuHr): 6.23

Full Input Data And Results
Scenario 4: '2039 Forecast Year + Committed Development PM' (FG4: '2039 Forecast Year + Committed Development PM', Plan 1: 'Network Control Plan 1')

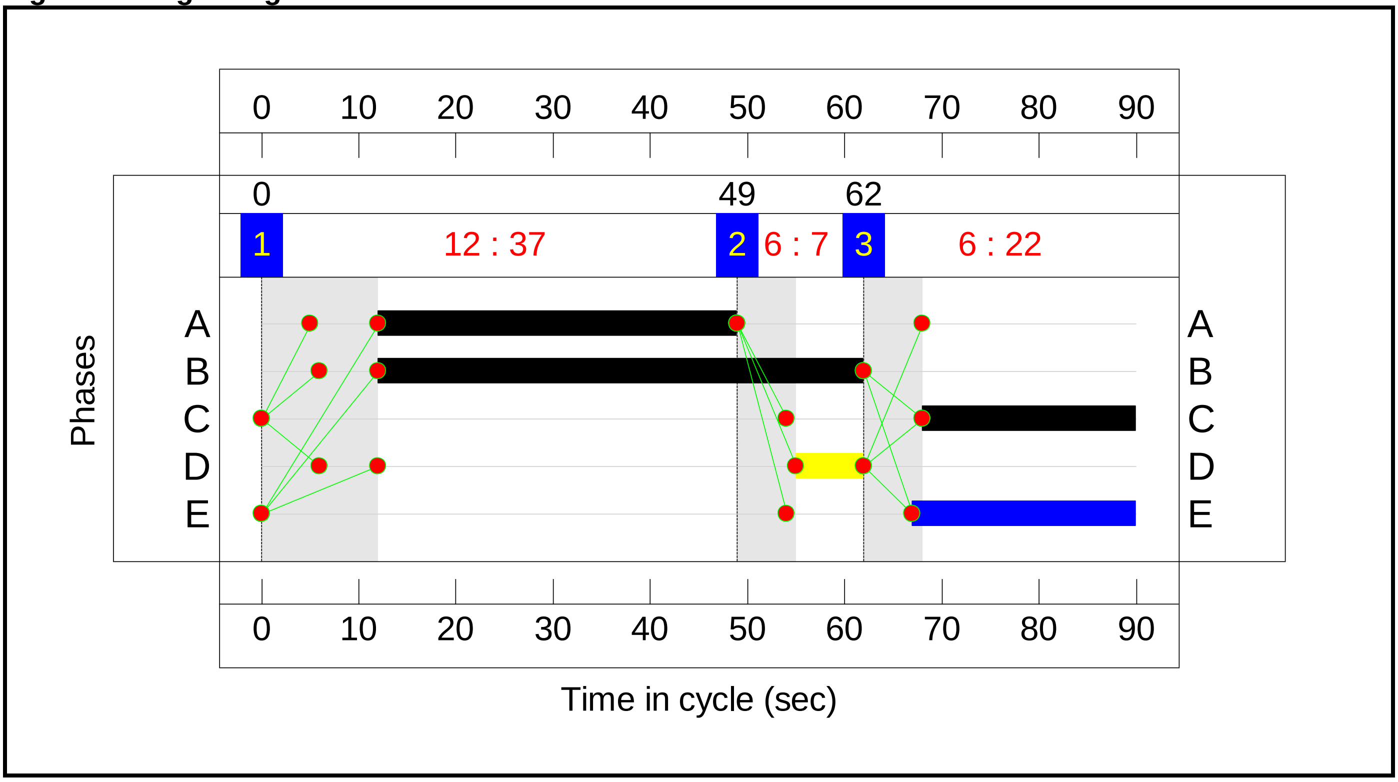
Stage Sequence Diagram



Stage Timings

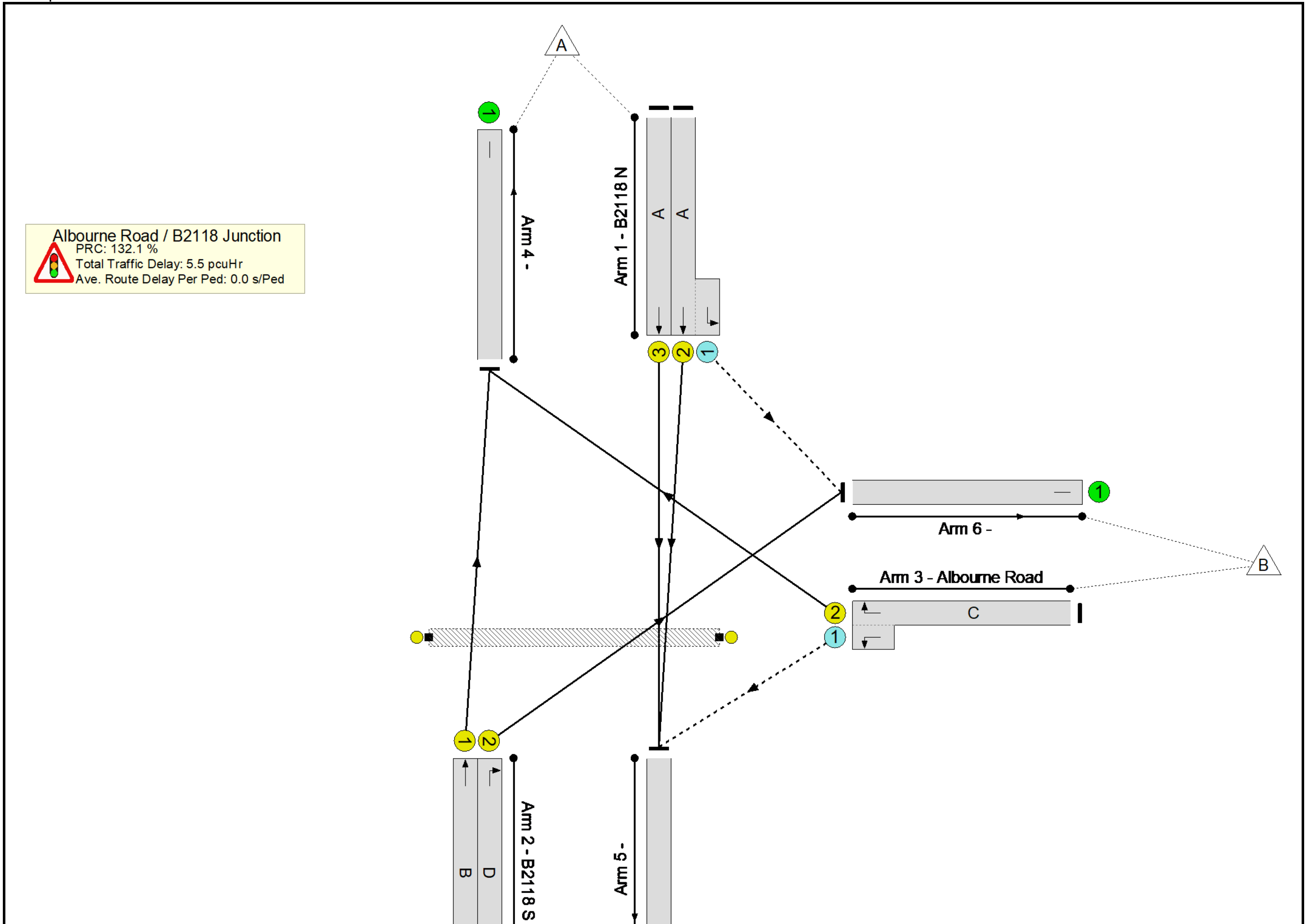
Stage	1	2	3
Duration	37	7	22
Change Point	0	49	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Albourne Road / B2118 Junction
PRC: 132.1 %
Total Traffic Delay: 5.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
Arm 1 - B2118 N
Arm 2 - B2118 S
Arm 3 - Albourne Road
Arm 4 -
Arm 5 -
Arm 6 -
C
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.8%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.8%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	37	-	330	1915:1902	451+522	33.9 : 33.9%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	37	-	185	2055	868	21.3%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	50	-	420	1915	1085	38.7%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	31	1827	162	19.1%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	22	-	186	1709:1854	400+80	38.8 : 38.8%
4/1		U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	23	-	0	-	0	0.0%

Full Input Data And Results

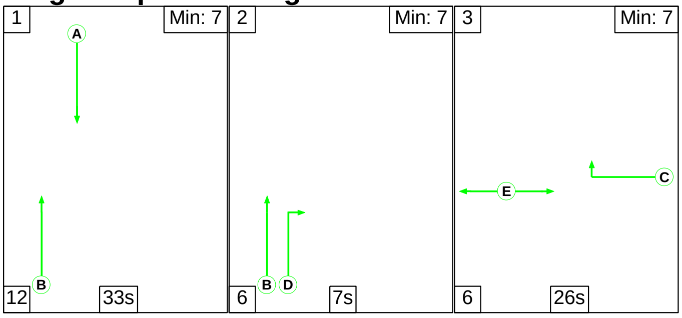
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**179**	**0**	**4.3**	**1.1**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**29**	**179**	**0**	**4.3**	**1.1**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/2+1/1	330	330	16	161	0	0.7	0.3	-	1.0	10.4	2.4	0.3	2.6
1/3	185	185	-	-	-	0.8	0.1	-	1.0	19.2	2.9	0.1	3.1
2/1	420	420	-	-	-	1.3	0.3	-	1.6	13.5	5.7	0.3	6.0
2/2	31	31	-	-	-	0.3	0.1	-	0.4	51.8	0.7	0.1	0.8
3/2+3/1	186	186	13	18	0	1.2	0.3	-	1.5	29.1	3.2	0.3	3.5
4/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 132.1 Total Delay for Signalled Lanes (pcuHr): 5.46 Cycle Time (s): 90
PRC Over All Lanes (%): 132.1 Total Delay Over All Lanes(pcuHr): 5.46

Full Input Data And Results

Scenario 5: '2039 Forecast Year + Committed Development + Proposed Development AM' (FG5: '2039 Forecast Year + Committed Development + Proposed Development AM', Plan 1: 'Network Control Plan 1')

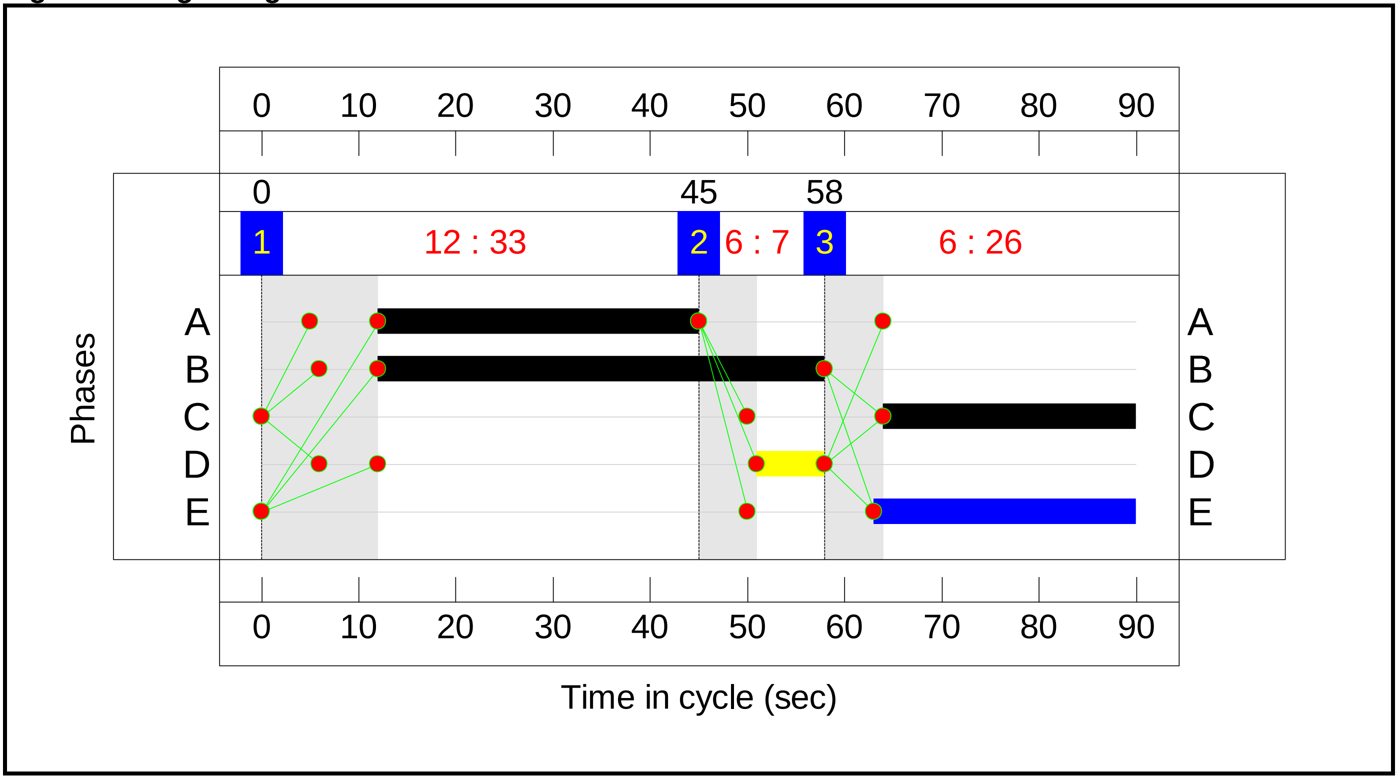
Stage Sequence Diagram



Stage Timings

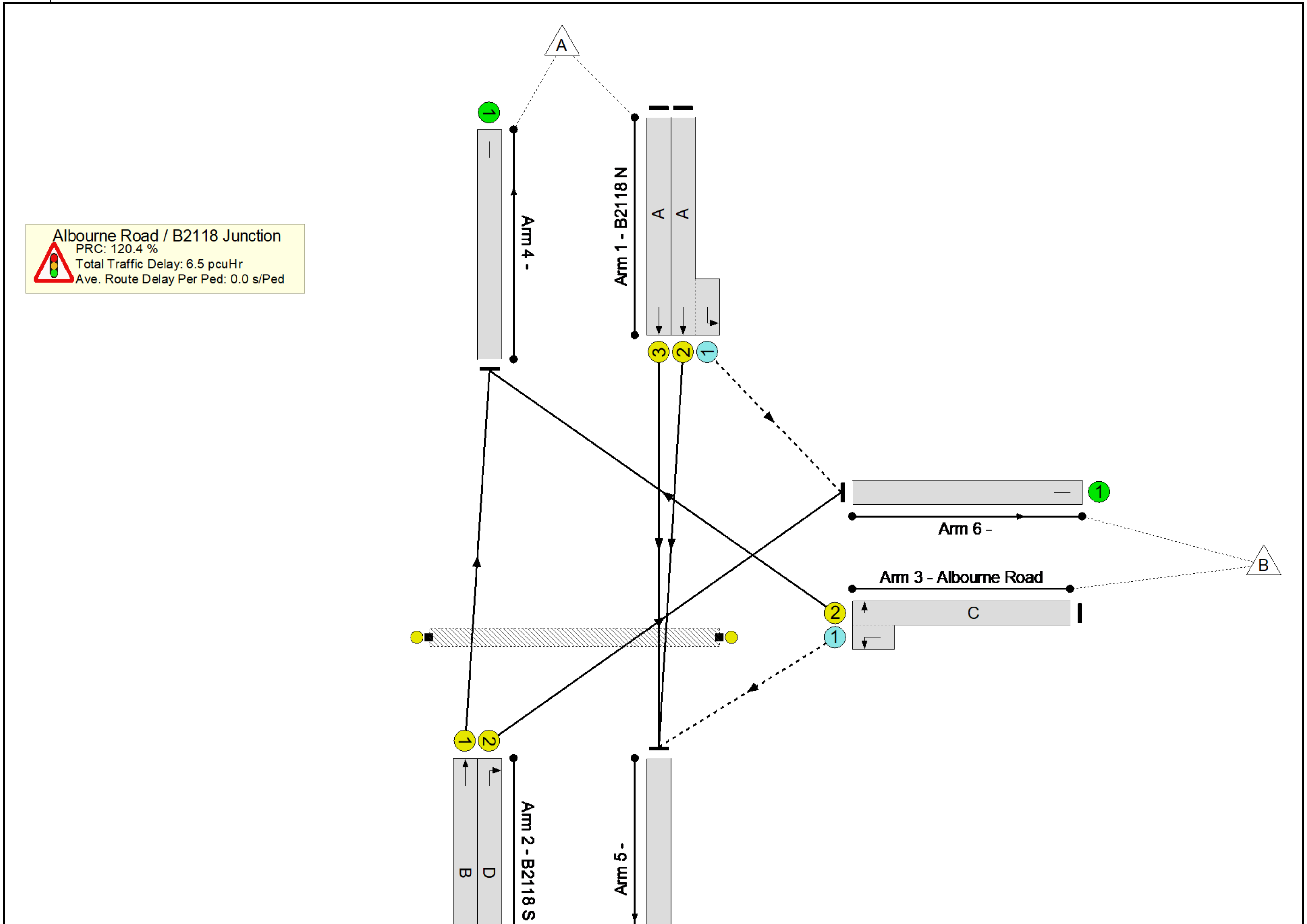
Stage	1	2	3
Duration	33	7	26
Change Point	0	45	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Albourne Road / B2118 Junction
PRC: 120.4 %
Total Traffic Delay: 6.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
Arm 1 - B2118 N
Arm 2 - B2118 S
Arm 3 - Albourne Road
Arm 4 -
Arm 5 -
Arm 6 -
A
A
B
C
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.8%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.8%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	33	-	345	1915:1902	458+387	40.8 : 40.8%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	33	-	229	2055	776	29.5%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	46	-	401	1915	1000	40.1%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	20	1827	162	12.3%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	26	-	226	1709:1854	458+101	40.4 : 40.4%
4/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	27	-	0	-	0	0.0%

Full Input Data And Results

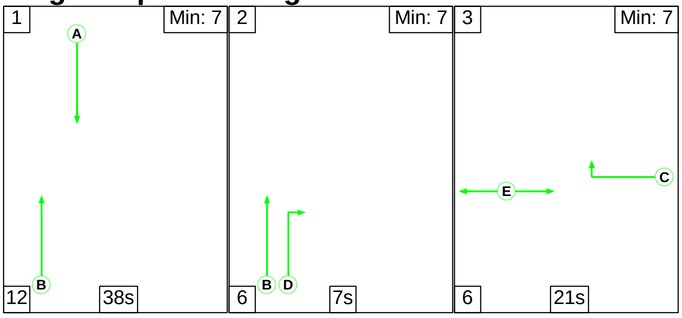
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**30**	**169**	**0**	**5.2**	**1.3**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**30**	**169**	**0**	**5.2**	**1.3**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
1/2+1/1	345	345	14	144	0	1.0	0.3	-	1.3	14.1	3.2	0.3	3.6
1/3	229	229	-	-	-	1.2	0.2	-	1.5	22.9	4.0	0.2	4.2
2/1	401	401	-	-	-	1.4	0.3	-	1.8	16.0	6.0	0.3	6.3
2/2	20	20	-	-	-	0.2	0.1	-	0.3	50.4	0.5	0.1	0.5
3/2+3/1	226	226	15	26	0	1.3	0.3	-	1.6	26.0	3.9	0.3	4.2
4/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 120.4 Total Delay for Signalled Lanes (pcuHr): 6.50 Cycle Time (s): 90
PRC Over All Lanes (%): 120.4 Total Delay Over All Lanes(pcuHr): 6.50

Full Input Data And Results

Scenario 6: '2039 Forecast Year + Committed Development + Proposed Development PM' (FG6: '2039 Forecast Year + Committed Development + Proposed Development PM', Plan 1: 'Network Control Plan 1')

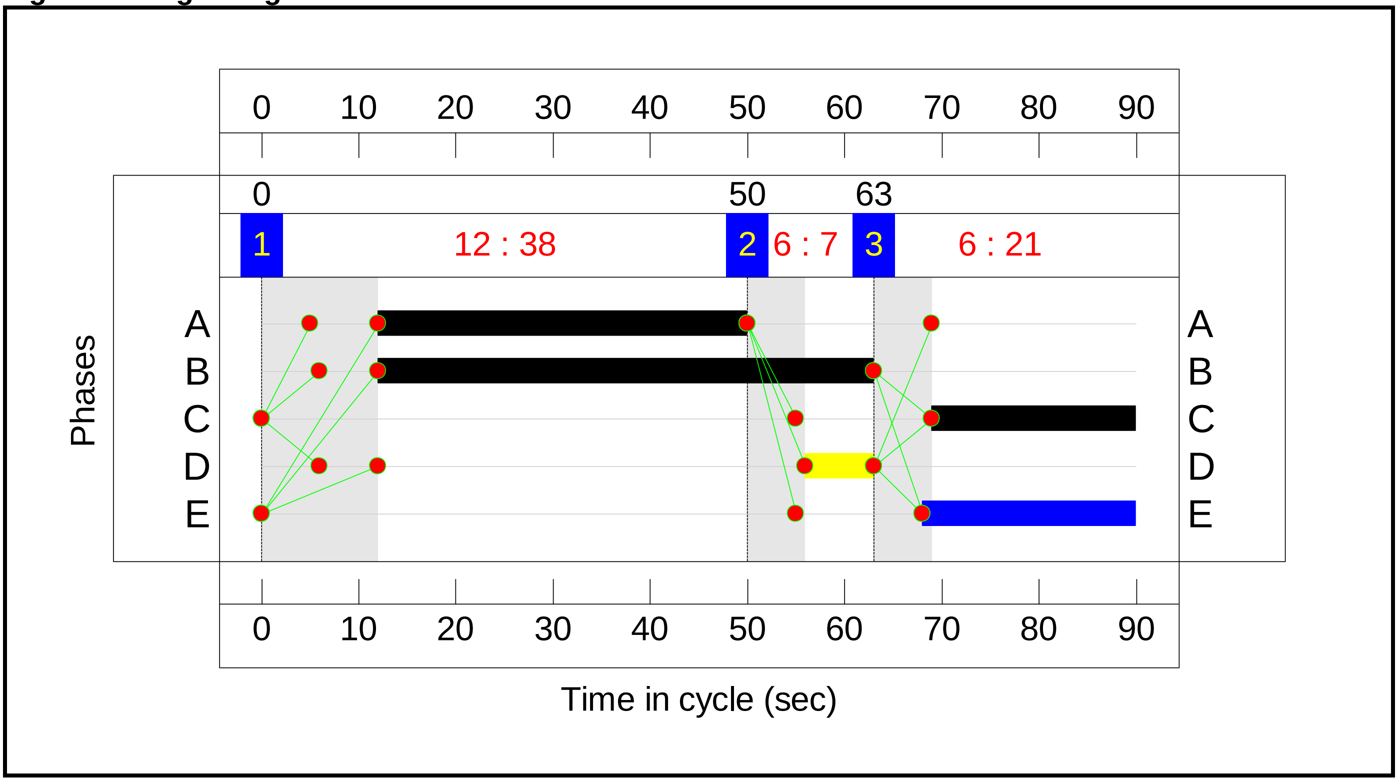
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	7	21
Change Point	0	50	63

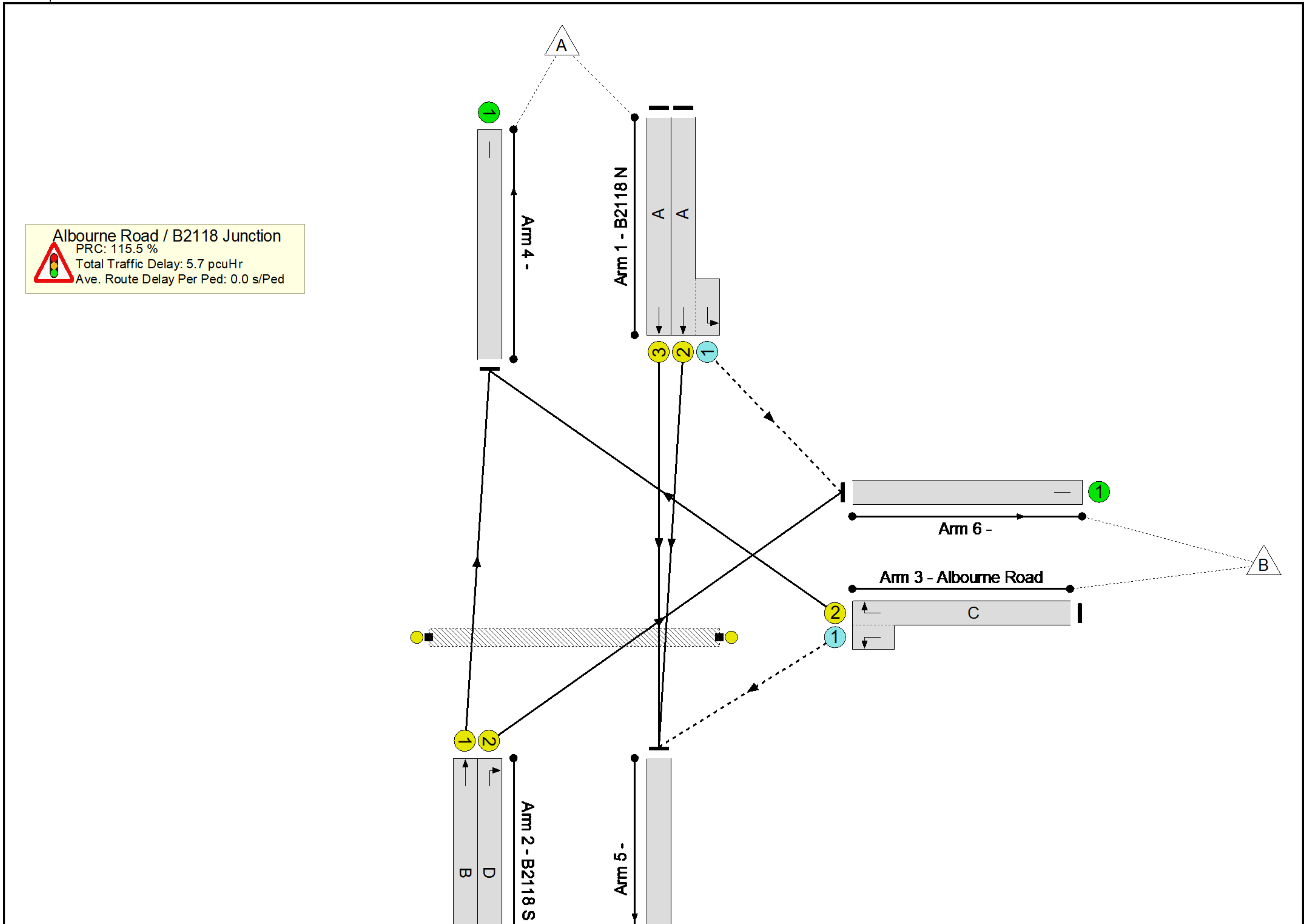
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	38	-	336	1915:1902	466+525	33.9 : 33.9%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	38	-	192	2055	890	21.6%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	51	-	462	1915	1106	41.8%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	31	1827	162	19.1%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	21	-	191	1709:1854	385+75	41.6 : 41.6%
4/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	22	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**180**	**0**	**4.5**	**1.2**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**29**	**180**	**0**	**4.5**	**1.2**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
1/2+1/1	336	336	16	162	0	0.7	0.3	-	0.9	10.2	2.4	0.3	2.7
1/3	192	192	-	-	-	0.9	0.1	-	1.0	18.5	3.0	0.1	3.1
2/1	462	462	-	-	-	1.4	0.4	-	1.7	13.4	6.4	0.4	6.8
2/2	31	31	-	-	-	0.3	0.1	-	0.4	51.8	0.7	0.1	0.8
3/2+3/1	191	191	13	18	0	1.3	0.4	-	1.6	30.7	3.4	0.4	3.8
4/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

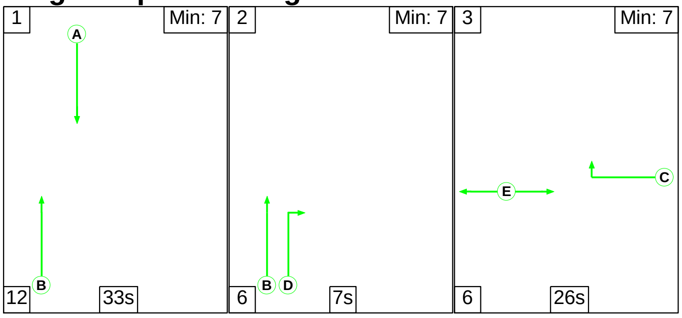
C1 PRC for Signalled Lanes (%): 115.5 Total Delay for Signalled Lanes (pcuHr): 5.72 Cycle Time (s): 90
PRC Over All Lanes (%): 115.5 Total Delay Over All Lanes(pcuHr): 5.72

Full Input Data And Results

Scenario 7: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) AM'

(FG7: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) AM', Plan 1: 'Network Control Plan 1')

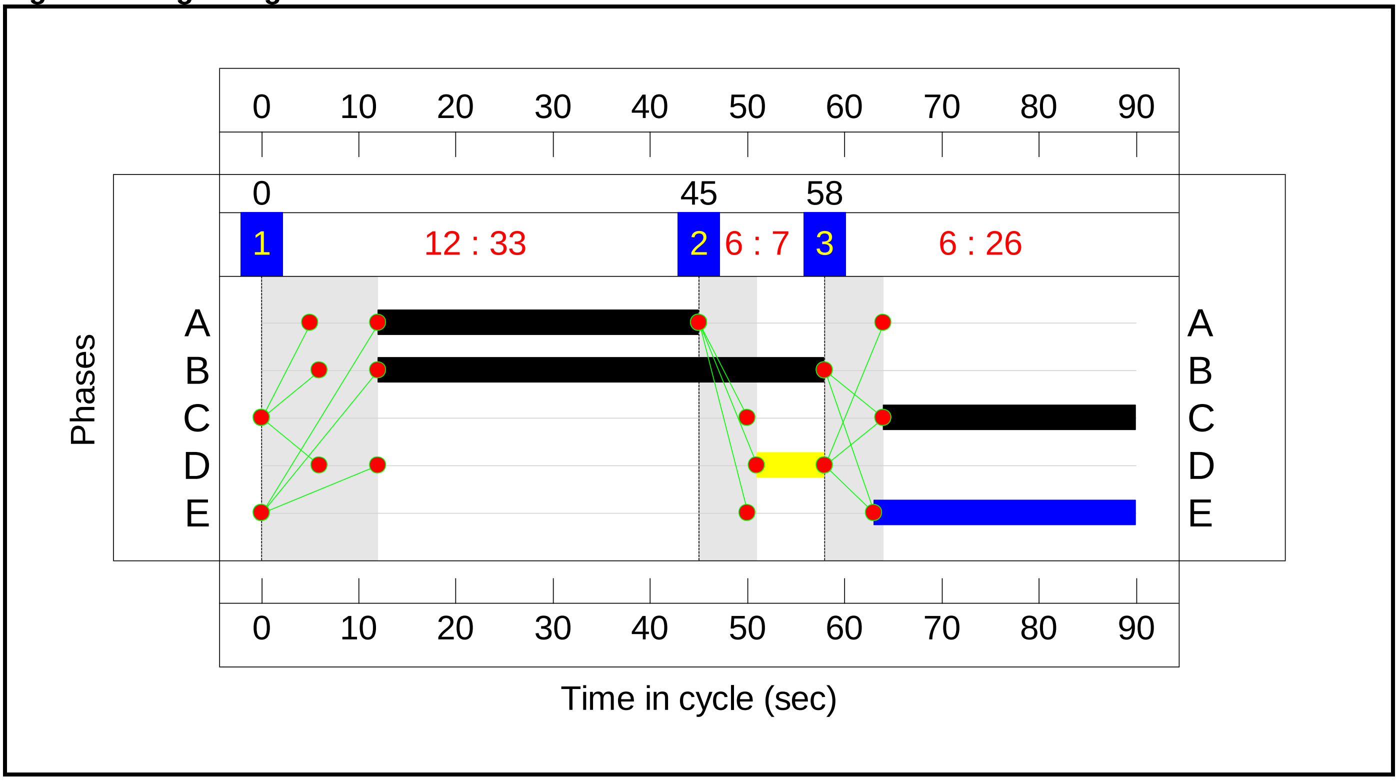
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	7	26
Change Point	0	45	58

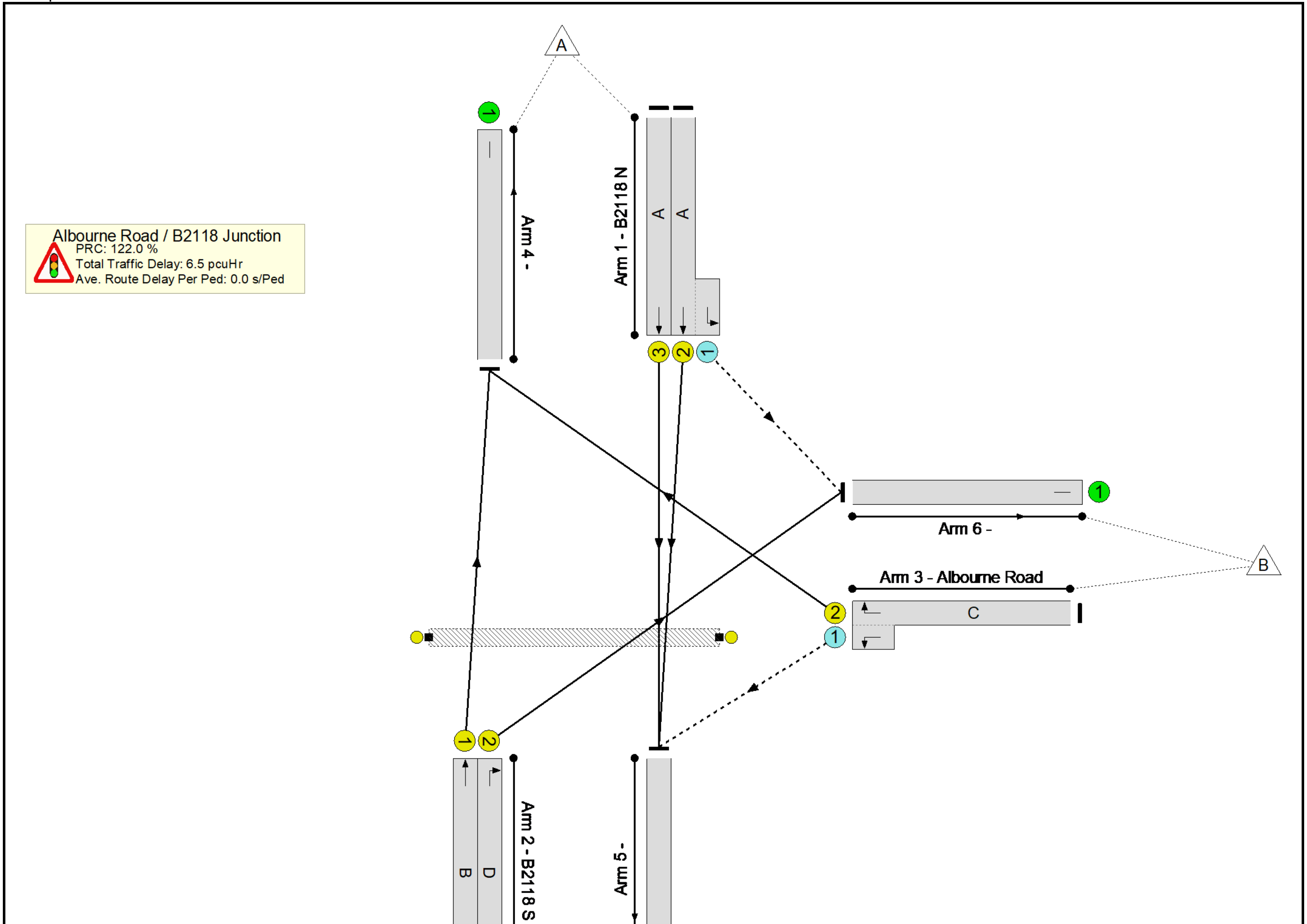
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.5%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.5%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	33	-	343	1915:1902	456+390	40.5 : 40.5%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	33	-	227	2055	776	29.2%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	46	-	400	1915	1000	40.0%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	20	1827	162	12.3%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	26	-	226	1709:1854	458+101	40.4 : 40.4%
4/1		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	27	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**30**	**169**	**0**	**5.2**	**1.3**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**30**	**169**	**0**	**5.2**	**1.3**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
1/2+1/1	343	343	14	144	0	1.0	0.3	-	1.3	14.0	3.1	0.3	3.5
1/3	227	227	-	-	-	1.2	0.2	-	1.4	22.9	3.9	0.2	4.1
2/1	400	400	-	-	-	1.4	0.3	-	1.8	16.0	6.0	0.3	6.3
2/2	20	20	-	-	-	0.2	0.1	-	0.3	50.4	0.5	0.1	0.5
3/2+3/1	226	226	15	26	0	1.3	0.3	-	1.6	26.0	3.9	0.3	4.2
4/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

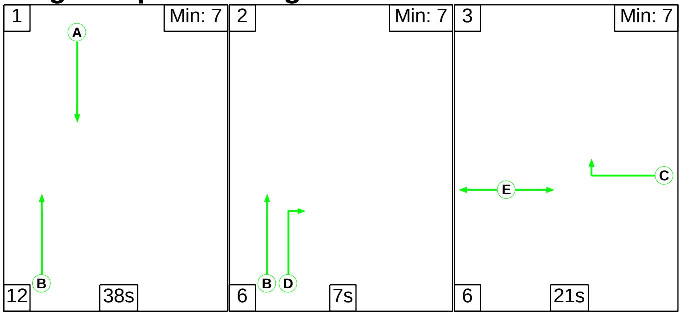
C1 PRC for Signalled Lanes (%): 122.0 Total Delay for Signalled Lanes (pcuHr): 6.46 Cycle Time (s): 90
PRC Over All Lanes (%): 122.0 Total Delay Over All Lanes(pcuHr): 6.46

Full Input Data And Results

Scenario 8: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) PM'

(FG8: '2039 Forecast Year + Committed Development + Proposed Development (10% Reduction) PM', Plan 1: 'Network Control Plan 1')

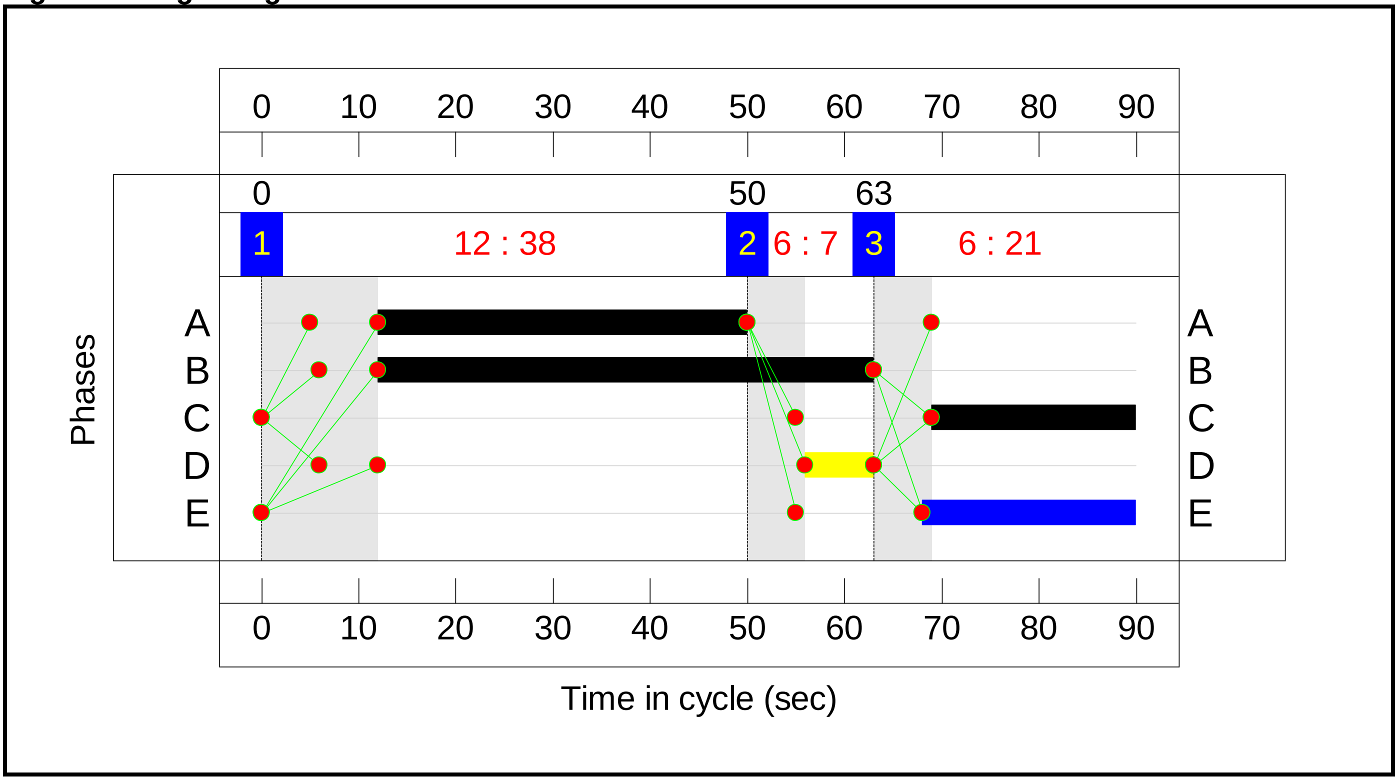
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	7	21
Change Point	0	50	63

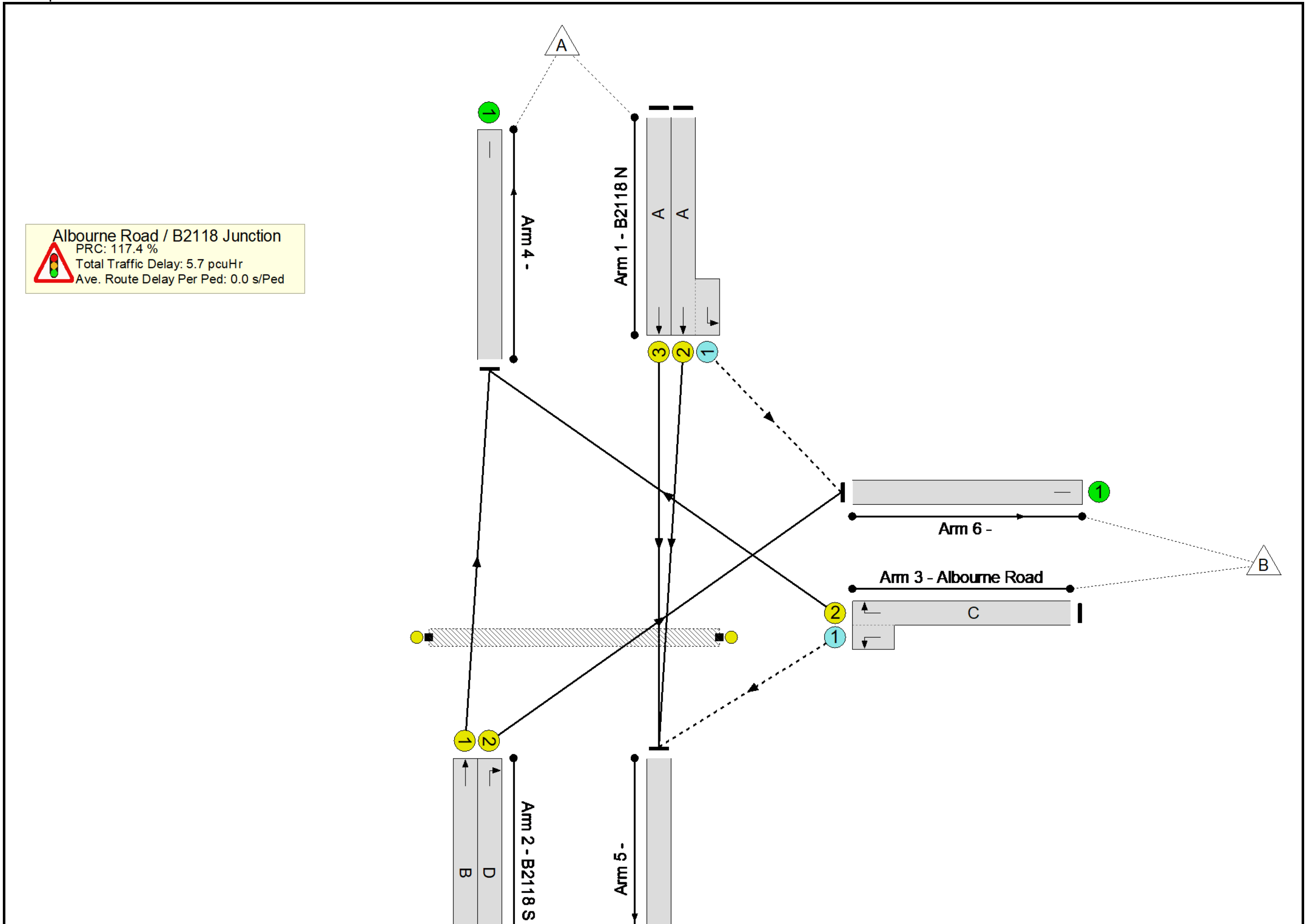
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.4%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.4%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	38	-	336	1915:1902	466+525	33.9 : 33.9%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	38	-	191	2055	890	21.4%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	51	-	458	1915	1106	41.4%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	31	1827	162	19.1%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	21	-	190	1709:1854	385+75	41.3 : 41.3%
4/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	22	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**180**	**0**	**4.5**	**1.2**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**29**	**180**	**0**	**4.5**	**1.2**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
1/2+1/1	336	336	16	162	0	0.7	0.3	-	0.9	10.2	2.4	0.3	2.7
1/3	191	191	-	-	-	0.8	0.1	-	1.0	18.5	3.0	0.1	3.1
2/1	458	458	-	-	-	1.3	0.4	-	1.7	13.3	6.2	0.4	6.6
2/2	31	31	-	-	-	0.3	0.1	-	0.4	51.8	0.7	0.1	0.8
3/2+3/1	190	190	13	18	0	1.3	0.4	-	1.6	30.6	3.4	0.4	3.8
4/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

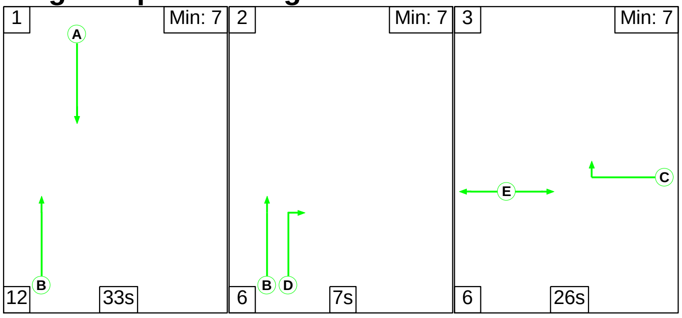
C1 PRC for Signalled Lanes (%): 117.4 Total Delay for Signalled Lanes (pcuHr): 5.68 Cycle Time (s): 90
PRC Over All Lanes (%): 117.4 Total Delay Over All Lanes(pcuHr): 5.68

Full Input Data And Results

Scenario 9: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) AM'

(FG9: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) AM', Plan 1: 'Network Control Plan 1')

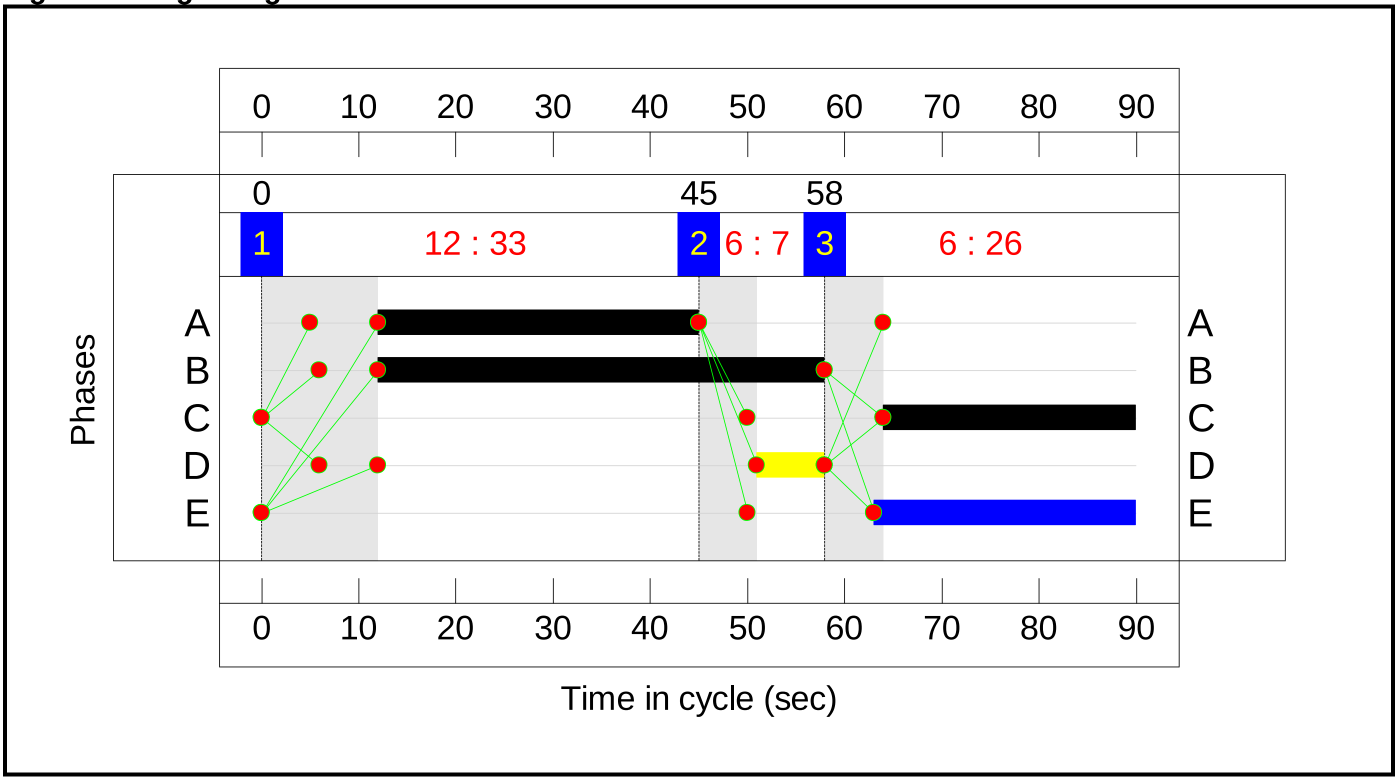
Stage Sequence Diagram



Stage Timings

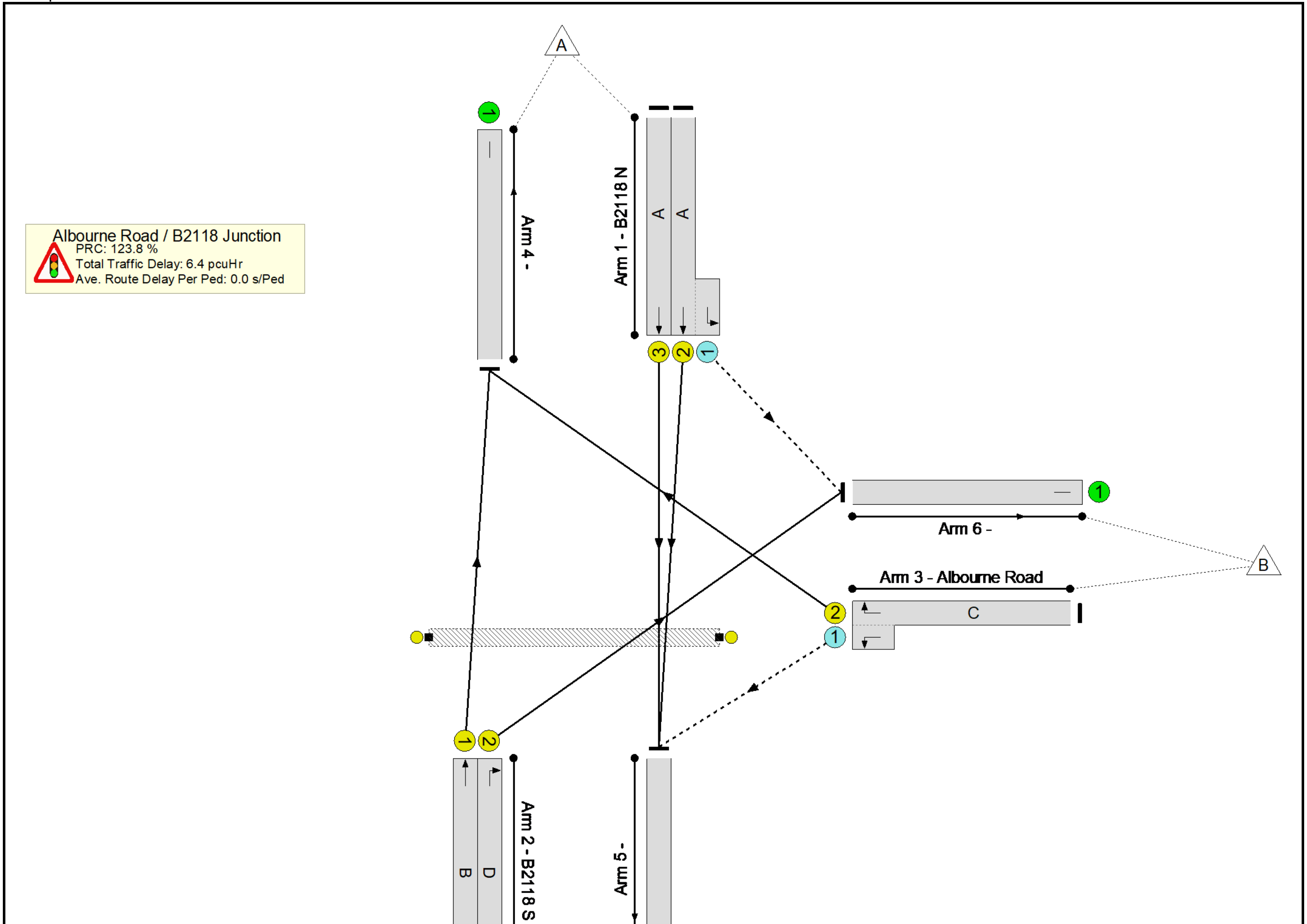
Stage	1	2	3
Duration	33	7	26
Change Point	0	45	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Albourne Road / B2118 Junction
PRC: 123.8 %
Total Traffic Delay: 6.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 4 -
Arm 1 - B2118 N
Arm 6 -
B
Arm 3 - Albourne Road
C
Arm 2 - B2118 S
Arm 5 -
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.2%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.2%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	33	-	340	1915:1902	456+391	40.2 : 40.2%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	33	-	224	2055	776	28.9%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	46	-	397	1915	1000	39.7%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	20	1827	162	12.3%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	26	-	225	1709:1854	458+102	40.2 : 40.2%
4/1		U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	27	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**169**	**0**	**5.1**	**1.3**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**29**	**169**	**0**	**5.1**	**1.3**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
1/2+1/1	340	340	14	143	0	1.0	0.3	-	1.3	13.9	3.1	0.3	3.4
1/3	224	224	-	-	-	1.2	0.2	-	1.4	22.8	3.9	0.2	4.1
2/1	397	397	-	-	-	1.4	0.3	-	1.8	15.9	6.0	0.3	6.3
2/2	20	20	-	-	-	0.2	0.1	-	0.3	50.4	0.5	0.1	0.5
3/2+3/1	225	225	15	26	0	1.3	0.3	-	1.6	26.0	3.9	0.3	4.2
4/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

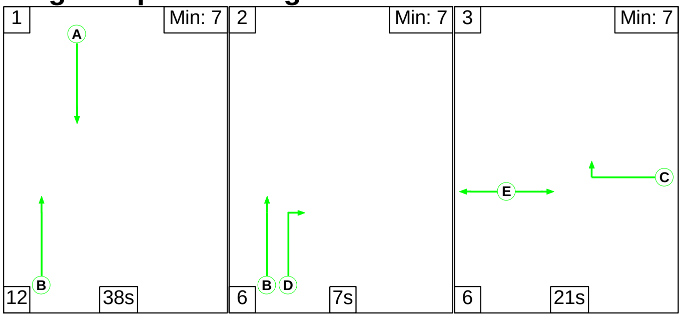
C1 PRC for Signalled Lanes (%): 123.8 Total Delay for Signalled Lanes (pcuHr): 6.40 Cycle Time (s): 90
PRC Over All Lanes (%): 123.8 Total Delay Over All Lanes(pcuHr): 6.40

Full Input Data And Results

Scenario 10: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) PM'

(FG10: '2039 Forecast Year + Committed Development + Proposed Development (25% Reduction) PM', Plan 1: 'Network Control Plan 1')

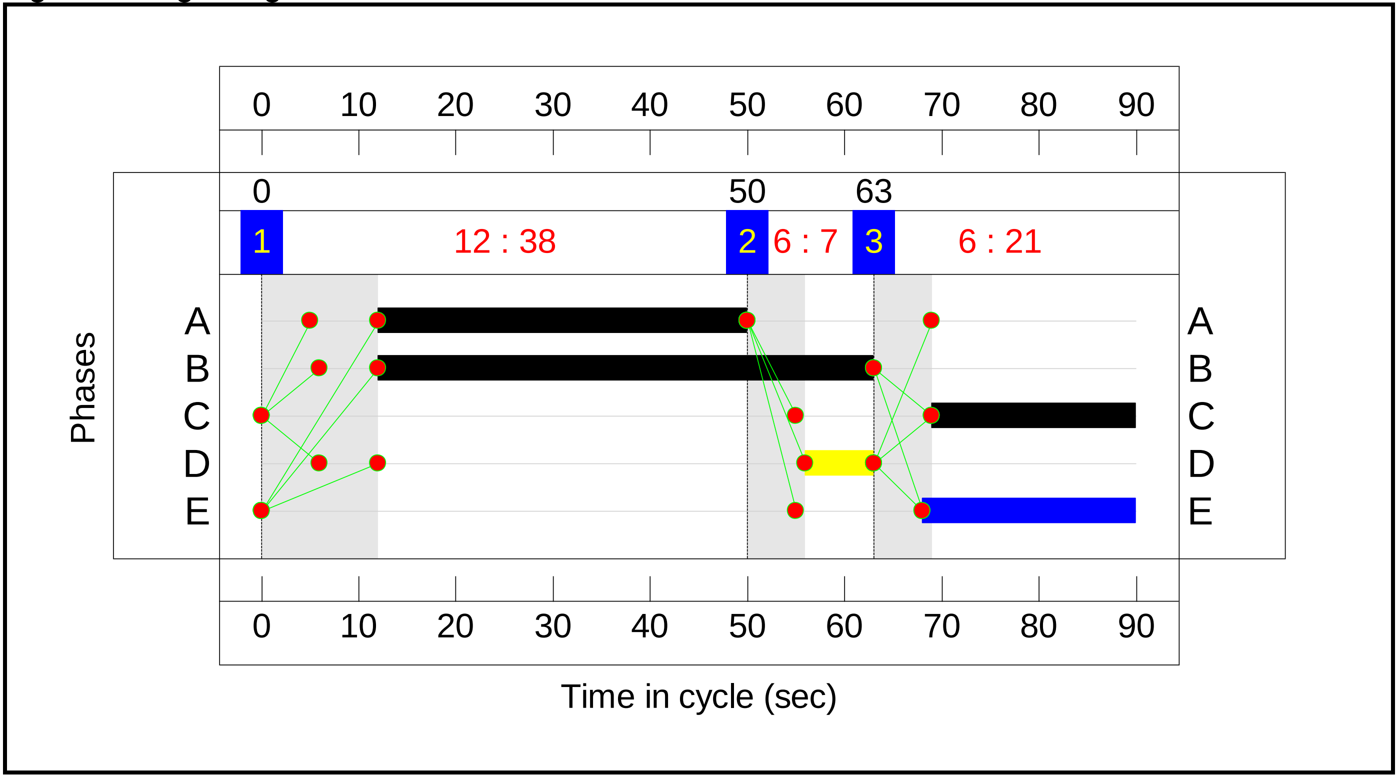
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	7	21
Change Point	0	50	63

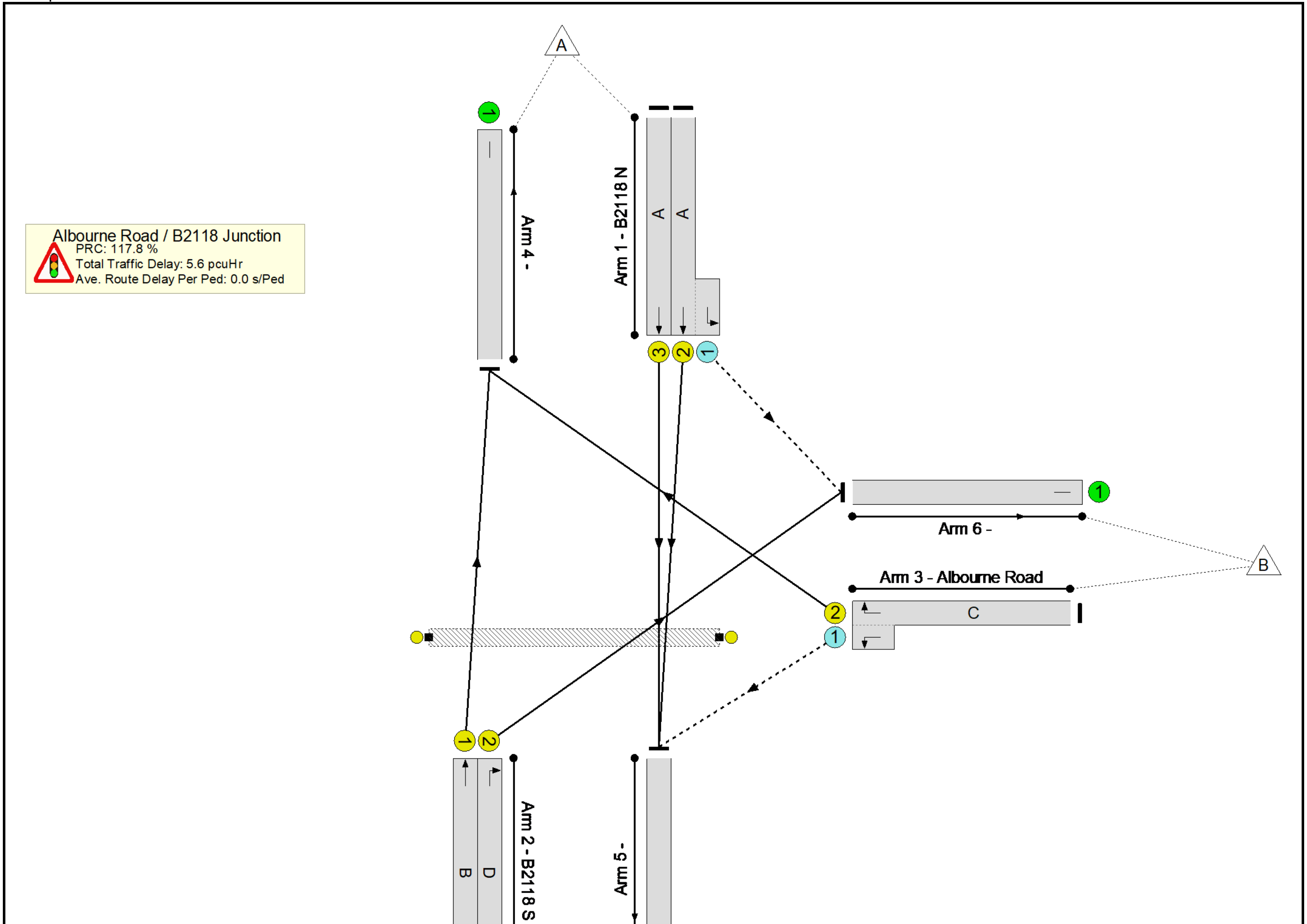
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.3%**
Albourne Road / B2118 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.3%**
1/2+1/1	B2118 N Ahead Left	U+O	N/A	N/A	A -		1	38	-	335	1915:1902	465+527	33.8 : 33.8%
1/3	B2118 N Ahead	U	N/A	N/A	A		1	38	-	190	2055	890	21.3%
2/1	B2118 S Ahead	U	N/A	N/A	B		1	51	-	452	1915	1106	40.9%
2/2	B2118 S Right	U	N/A	N/A	D		1	7	-	31	1827	162	19.1%
3/2+3/1	Albourne Road Right Left	U+O	N/A	N/A	C -		1	21	-	190	1709:1854	385+75	41.3 : 41.3%
4/1		U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	22	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**180**	**0**	**4.4**	**1.2**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
Albourne Road / B2118 Junction	**-**	**-**	**29**	**180**	**0**	**4.4**	**1.2**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
1/2+1/1	335	335	16	162	0	0.7	0.3	-	0.9	10.1	2.4	0.3	2.7
1/3	190	190	-	-	-	0.8	0.1	-	1.0	18.5	3.0	0.1	3.1
2/1	452	452	-	-	-	1.3	0.3	-	1.7	13.3	6.2	0.3	6.5
2/2	31	31	-	-	-	0.3	0.1	-	0.4	51.8	0.7	0.1	0.8
3/2+3/1	190	190	13	18	0	1.3	0.4	-	1.6	30.6	3.4	0.4	3.8
4/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 117.8 Total Delay for Signalled Lanes (pcuHr): 5.64 Cycle Time (s): 90
PRC Over All Lanes (%): 117.8 Total Delay Over All Lanes(pcuHr): 5.64

Appendix J

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Reeds Lane Rbt.j9
Path: P:\Southern\140-149\145 Welbeck Land\145.0007 Sayers Common - Land at Coombe Farm\03 Technical\TPL\Modelling
Report generation date: 22/05/2025 06:52:42

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Base Year							
Arm 1	0.4	3.71	0.30	A	0.4	3.53	0.26	A
Arm 2	0.9	8.39	0.47	A	0.3	5.48	0.22	A
Arm 3	0.3	7.63	0.25	A	0.3	6.82	0.25	A
	2039 Forecast Year + Committed Development							
Arm 1	0.7	4.69	0.42	A	1.1	5.57	0.52	A
Arm 2	3.4	20.26	0.78	C	1.1	9.93	0.54	A
Arm 3	1.6	18.65	0.63	C	0.7	9.90	0.42	A
	2039 Forecast Year + Committed Development + Proposed Development							
Arm 1	0.8	4.84	0.44	A	1.3	6.16	0.57	A
Arm 2	4.9	27.66	0.84	D	1.3	10.43	0.56	B
Arm 3	1.9	21.51	0.66	C	0.8	10.20	0.43	B
	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)							
Arm 1	0.8	4.83	0.44	A	1.3	6.10	0.56	A
Arm 2	4.7	26.73	0.84	D	1.2	10.38	0.56	B
Arm 3	1.9	21.19	0.66	C	0.7	10.17	0.43	B
	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)							
Arm 1	0.8	4.80	0.43	A	1.2	6.00	0.56	A
Arm 2	4.4	25.43	0.83	D	1.2	10.30	0.55	B
Arm 3	1.8	20.72	0.65	C	0.7	10.13	0.43	B

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	23/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\acmodelling
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

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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	2024 Base Year	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base Year	PM	ONE HOUR	16:45	18:15	15
D3	2039 Forecast Year + Committed Development	AM	ONE HOUR	07:45	09:15	15
D4	2039 Forecast Year + Committed Development	PM	ONE HOUR	16:45	18:15	15
D5	2039 Forecast Year + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D6	2039 Forecast Year + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15
D7	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	AM	ONE HOUR	07:45	09:15	15
D8	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	PM	ONE HOUR	16:45	18:15	15
D9	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	AM	ONE HOUR	07:45	09:15	15
D10	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	6.21	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B2118 N	
2	B2118 S	
3	Reeds Lane	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.50	3.50	5.00	8.0	20.00	20.00	0.0	✓
2	3.50	3.50	5.00	8.0	17.00	14.00	0.0	✓
3	3.00	3.00	4.40	2.0	20.00	16.50	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.838	1478
2	0.549	916
3	0.548	818

The slope and intercept shown above include any corrections and adjustments.

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	2024 Base Year	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 (Veh/hr)	Scaling Factor (%)
1		✓	376	100.000
2		✓	352	100.000
3		✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	244	132
	2	281	0	71
	3	132	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	4
	2	1	0	6
	3	2	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.30	3.71	0.4	A
2	0.47	8.39	0.9	A
3	0.25	7.63	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	283	9	1387	0.204	282	0.3	3.254	A
2	265	99	842	0.315	263	0.5	6.198	A
3	108	210	684	0.158	108	0.2	6.237	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	338	11	1386	0.244	338	0.3	3.434	A
2	316	119	831	0.381	316	0.6	6.974	A
3	129	252	661	0.196	129	0.2	6.760	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	414	13	1384	0.299	414	0.4	3.708	A
2	388	145	816	0.475	386	0.9	8.348	A
3	159	308	631	0.251	158	0.3	7.613	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	414	13	1384	0.299	414	0.4	3.711	A
2	388	145	816	0.475	388	0.9	8.392	A
3	159	309	631	0.251	159	0.3	7.625	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	338	11	1386	0.244	338	0.3	3.437	A
2	316	119	831	0.381	318	0.6	7.022	A
3	129	253	661	0.196	130	0.2	6.786	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	283	9	1387	0.204	283	0.3	3.263	A
2	265	99	842	0.315	266	0.5	6.251	A
3	108	212	683	0.159	109	0.2	6.268	A

2024 Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	4.84	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2024 Base Year	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 (Veh/hr)	Scaling Factor (%)
1		✓	331	100.000
2		✓	173	100.000
3		✓	163	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	221	110
	2	163	0	10
	3	95	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	0	0	2
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.26	3.53	0.4	A
2	0.22	5.48	0.3	A
3	0.25	6.82	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	249	51	1403	0.178	248	0.2	3.118	A
2	130	83	869	0.150	130	0.2	4.865	A
3	123	122	738	0.166	122	0.2	5.838	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	298	61	1394	0.213	297	0.3	3.281	A
2	156	99	860	0.181	155	0.2	5.107	A
3	147	146	725	0.202	146	0.3	6.223	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	364	75	1383	0.264	364	0.4	3.533	A
2	190	121	848	0.225	190	0.3	5.472	A
3	179	179	707	0.254	179	0.3	6.815	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	364	75	1383	0.264	364	0.4	3.533	A
2	190	121	848	0.225	190	0.3	5.477	A
3	179	179	707	0.254	179	0.3	6.824	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	298	61	1394	0.213	298	0.3	3.286	A
2	156	99	860	0.181	156	0.2	5.116	A
3	147	147	724	0.202	147	0.3	6.235	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	249	51	1402	0.178	249	0.2	3.125	A
2	130	83	869	0.150	130	0.2	4.876	A
3	123	123	737	0.166	123	0.2	5.860	A

2039 Forecast Year + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	14.01	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2039 Forecast Year + Committed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	506	100.000
2		✓	561	100.000
3		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	335	170
	2	463	0	98
	3	220	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	4
	2	1	0	6
	3	2	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.42	4.69	0.7	A
2	0.78	20.26	3.4	C
3	0.63	18.65	1.6	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	381	56	1347	0.283	379	0.4	3.713	A
2	423	128	827	0.511	419	1.0	8.722	A
3	222	345	605	0.367	220	0.6	9.293	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	455	67	1337	0.340	454	0.5	4.075	A
2	505	153	813	0.621	502	1.6	11.498	B
3	265	415	568	0.467	264	0.9	11.799	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	557	82	1325	0.420	556	0.7	4.678	A
2	618	187	794	0.778	612	3.2	19.063	C
3	325	505	520	0.625	322	1.6	17.927	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	557	83	1324	0.420	557	0.7	4.691	A
2	618	187	794	0.779	618	3.4	20.256	C
3	325	510	517	0.628	325	1.6	18.647	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	455	68	1336	0.340	455	0.5	4.091	A
2	505	153	813	0.621	511	1.7	12.183	B
3	265	422	564	0.470	268	0.9	12.284	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	381	57	1346	0.283	381	0.4	3.732	A
2	423	128	827	0.511	425	1.1	9.015	A
3	222	351	602	0.369	223	0.6	9.536	A

2039 Forecast Year + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	7.70	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2039 Forecast Year + Committed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	641	100.000
2		✓	381	100.000
3		✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	427	213
	2	293	0	88
	3	139	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	0	0	2
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.52	5.57	1.1	A
2	0.54	9.93	1.1	A
3	0.42	9.90	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	482	77	1381	0.349	480	0.5	3.989	A
2	287	160	823	0.348	285	0.5	6.659	A
3	182	219	686	0.266	181	0.4	7.108	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	576	92	1369	0.421	575	0.7	4.533	A
2	342	192	806	0.425	342	0.7	7.741	A
3	218	263	662	0.329	217	0.5	8.079	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	705	113	1352	0.522	704	1.1	5.544	A
2	419	235	782	0.536	418	1.1	9.837	A
3	266	321	631	0.423	266	0.7	9.835	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	705	113	1351	0.522	705	1.1	5.570	A
2	419	235	782	0.536	419	1.1	9.928	A
3	266	322	630	0.423	266	0.7	9.900	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	576	93	1368	0.421	577	0.7	4.559	A
2	342	192	805	0.425	344	0.8	7.829	A
3	218	265	661	0.329	218	0.5	8.149	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	482	78	1381	0.349	483	0.5	4.014	A
2	287	161	823	0.349	288	0.5	6.740	A
3	182	221	685	0.266	183	0.4	7.182	A

2039 Forecast Year + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	17.79	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	527	100.000
2		✓	607	100.000
3		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	357	170
	2	508	0	99
	3	220	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	4
	2	1	0	6
	3	2	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.44	4.84	0.8	A
2	0.84	27.66	4.9	D
3	0.66	21.51	1.9	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	397	56	1346	0.295	395	0.4	3.779	A
2	457	128	828	0.552	452	1.2	9.472	A
3	222	379	587	0.378	220	0.6	9.732	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	474	67	1337	0.355	473	0.5	4.167	A
2	546	153	814	0.671	543	2.0	13.142	B
3	265	454	547	0.485	264	0.9	12.668	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	580	82	1324	0.438	580	0.8	4.828	A
2	669	187	794	0.842	658	4.5	24.686	C
3	325	551	495	0.656	321	1.8	20.307	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	580	82	1324	0.439	580	0.8	4.844	A
2	669	187	794	0.842	667	4.9	27.659	D
3	325	558	491	0.661	324	1.9	21.509	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	474	68	1336	0.355	475	0.6	4.188	A
2	546	153	813	0.671	557	2.1	14.578	B
3	265	466	540	0.491	269	1.0	13.416	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	397	57	1345	0.295	397	0.4	3.798	A
2	457	128	827	0.552	461	1.3	9.903	A
3	222	386	584	0.381	224	0.6	10.040	B

2039 Forecast Year + Committed Development + Proposed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	8.15	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	695	100.000
2		✓	397	100.000
3		✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	482	213
	2	309	0	88
	3	139	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	0	0	2
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.57	6.16	1.3	A
2	0.56	10.43	1.3	B
3	0.43	10.20	0.8	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	524	78	1380	0.379	521	0.6	4.180	A
2	299	160	823	0.363	297	0.6	6.806	A
3	183	231	679	0.269	181	0.4	7.211	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	625	93	1367	0.457	624	0.8	4.839	A
2	357	192	806	0.443	356	0.8	7.986	A
3	218	277	654	0.334	218	0.5	8.237	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	766	114	1350	0.567	764	1.3	6.120	A
2	437	234	782	0.559	435	1.2	10.319	B
3	268	339	621	0.431	267	0.7	10.122	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	766	114	1350	0.567	766	1.3	6.162	A
2	437	235	782	0.559	437	1.3	10.433	B
3	268	340	620	0.431	268	0.8	10.199	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	625	94	1367	0.457	627	0.9	4.878	A
2	357	192	806	0.443	359	0.8	8.091	A
3	218	279	653	0.334	219	0.5	8.316	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	524	79	1379	0.380	525	0.6	4.216	A
2	299	161	823	0.363	300	0.6	6.894	A
3	183	233	678	0.270	183	0.4	7.289	A

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	17.32	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	525	100.000
2		✓	603	100.000
3		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	355	170
	2	504	0	99
	3	220	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	4
	2	1	0	6
	3	2	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.44	4.83	0.8	A
2	0.84	26.73	4.7	D
3	0.66	21.19	1.9	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	395	56	1346	0.294	394	0.4	3.772	A
2	454	128	828	0.548	449	1.2	9.393	A
3	222	375	589	0.377	220	0.6	9.687	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	472	67	1337	0.353	471	0.5	4.158	A
2	542	153	814	0.666	539	1.9	12.963	B
3	265	450	549	0.483	264	0.9	12.576	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	578	82	1324	0.437	577	0.8	4.813	A
2	664	187	794	0.835	654	4.4	24.022	C
3	325	546	498	0.653	321	1.8	20.044	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	578	82	1324	0.437	578	0.8	4.828	A
2	664	187	794	0.836	662	4.7	26.727	D
3	325	554	494	0.658	324	1.9	21.187	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	472	68	1336	0.353	473	0.6	4.178	A
2	542	153	813	0.666	552	2.1	14.290	B
3	265	462	543	0.488	269	1.0	13.287	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	395	57	1345	0.294	396	0.4	3.795	A
2	454	128	827	0.548	457	1.2	9.810	A
3	222	382	585	0.379	224	0.6	9.986	A

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	8.10	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	690	100.000
2		✓	395	100.000
3		✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	477	213
	2	307	0	88
	3	139	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	0	0	2
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.56	6.10	1.3	A
2	0.56	10.38	1.2	B
3	0.43	10.17	0.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	519	78	1380	0.376	517	0.6	4.159	A
2	298	160	823	0.362	295	0.6	6.791	A
3	183	230	680	0.269	181	0.4	7.202	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	620	93	1367	0.454	619	0.8	4.807	A
2	356	192	806	0.441	355	0.8	7.960	A
3	218	276	655	0.333	218	0.5	8.222	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	760	114	1350	0.563	758	1.3	6.059	A
2	435	234	782	0.557	434	1.2	10.270	B
3	268	337	622	0.430	267	0.7	10.097	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	760	114	1350	0.563	760	1.3	6.098	A
2	435	235	782	0.557	435	1.2	10.380	B
3	268	338	621	0.431	268	0.7	10.171	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	620	94	1367	0.454	622	0.8	4.844	A
2	356	192	805	0.441	357	0.8	8.062	A
3	218	278	654	0.334	219	0.5	8.299	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	519	79	1379	0.377	520	0.6	4.196	A
2	298	161	823	0.362	299	0.6	6.878	A
3	183	232	679	0.270	183	0.4	7.279	A

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	16.66	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D9	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	522	100.000
2		✓	596	100.000
3		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	352	170
	2	497	0	99
	3	220	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	4
	2	1	0	6
	3	2	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.43	4.80	0.8	A
2	0.83	25.43	4.4	D
3	0.65	20.72	1.8	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	393	56	1346	0.292	391	0.4	3.762	A
2	449	128	828	0.542	444	1.2	9.277	A
3	222	370	592	0.375	220	0.6	9.619	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	469	67	1337	0.351	469	0.5	4.143	A
2	536	153	814	0.659	533	1.9	12.702	B
3	265	444	552	0.480	264	0.9	12.442	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	575	82	1324	0.434	574	0.8	4.789	A
2	656	187	794	0.826	647	4.2	23.075	C
3	325	540	501	0.648	321	1.7	19.663	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	575	82	1324	0.434	575	0.8	4.805	A
2	656	187	794	0.826	655	4.4	25.431	D
3	325	546	498	0.653	324	1.8	20.720	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	469	68	1336	0.351	470	0.5	4.162	A
2	536	153	813	0.659	545	2.0	13.887	B
3	265	455	546	0.485	269	1.0	13.107	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	393	57	1346	0.292	393	0.4	3.784	A
2	449	128	827	0.542	452	1.2	9.670	A
3	222	377	588	0.378	223	0.6	9.907	A

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Reeds Lane Roundabout	Mini-roundabout	1, 2, 3	8.03	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D10	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	682	100.000
2		✓	393	100.000
3		✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	468	213
	2	305	0	88
	3	139	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	0	0	2
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.56	6.00	1.2	A
2	0.55	10.30	1.2	B
3	0.43	10.13	0.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	513	78	1380	0.372	511	0.6	4.131	A
2	296	160	823	0.359	294	0.6	6.767	A
3	183	228	681	0.269	181	0.4	7.187	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	613	93	1367	0.448	612	0.8	4.761	A
2	353	192	806	0.438	352	0.8	7.923	A
3	218	274	656	0.333	218	0.5	8.200	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	751	114	1350	0.556	749	1.2	5.969	A
2	433	234	782	0.553	431	1.2	10.195	B
3	268	334	624	0.429	267	0.7	10.056	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	751	114	1350	0.556	751	1.2	6.005	A
2	433	235	782	0.553	433	1.2	10.300	B
3	268	336	623	0.430	268	0.7	10.129	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	613	94	1367	0.448	615	0.8	4.797	A
2	353	192	805	0.439	355	0.8	8.023	A
3	218	276	655	0.333	219	0.5	8.276	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	513	79	1379	0.372	514	0.6	4.166	A
2	296	161	823	0.360	297	0.6	6.857	A
3	183	230	680	0.269	183	0.4	7.262	A

Appendix K

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Mill Lane Rbt.j9
Path: P:\Southern\140-149\145 Welbeck Land\145.0007 Sayers Common - Land at Coombe Farm\03 Technical\TPL\Modelling
Report generation date: 21/05/2025 14:36:37

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Base Year							
Arm 1	0.0	0.00	0.00	A	0.0	3.07	0.00	A
Arm 2	0.3	3.08	0.24	A	0.3	2.95	0.24	A
Arm 3	0.5	4.30	0.35	A	0.3	3.50	0.20	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2039 Forecast Year + Committed Development							
Arm 1	0.0	0.00	0.00	A	0.0	3.08	0.00	A
Arm 2	0.5	3.34	0.32	A	0.9	4.23	0.47	A
Arm 3	1.5	7.04	0.60	A	0.5	4.18	0.33	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2039 Forecast Year + Committed Development + Proposed Development							
Arm 1	0.0	0.00	0.00	A	0.0	3.09	0.00	A
Arm 2	0.5	3.42	0.33	A	1.0	4.55	0.51	A
Arm 3	1.9	8.23	0.65	A	0.5	4.28	0.34	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)							
Arm 1	0.0	0.00	0.00	A	0.0	3.09	0.00	A
Arm 2	0.5	3.41	0.33	A	1.0	4.52	0.51	A
Arm 3	1.8	8.15	0.65	A	0.5	4.27	0.34	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)							
Arm 1	0.0	0.00	0.00	A	0.0	3.09	0.00	A
Arm 2	0.5	3.40	0.33	A	1.0	4.46	0.50	A
Arm 3	1.8	7.99	0.64	A	0.5	4.26	0.34	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	23/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\acmodelling
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

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	2024 Base Year	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base Year	PM	ONE HOUR	16:45	18:15	15
D3	2039 Forecast Year + Committed Development	AM	ONE HOUR	07:45	09:15	15
D4	2039 Forecast Year + Committed Development	PM	ONE HOUR	16:45	18:15	15
D5	2039 Forecast Year + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D6	2039 Forecast Year + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15
D7	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	AM	ONE HOUR	07:45	09:15	15
D8	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	PM	ONE HOUR	16:45	18:15	15
D9	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	AM	ONE HOUR	07:45	09:15	15
D10	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B2118 N	
2	Mill Lane	
3	B2118 S	
4	Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.65	4.20	2.0	14.0	24.0	25.0	
2	3.65	6.20	13.0	40.0	24.0	27.0	
3	3.30	4.60	12.0	15.0	24.0	24.0	
4	2.75	7.00	2.0	8.0	24.0	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.556	1190
2	0.660	1636
3	0.581	1298
4	0.469	904

The slope and intercept shown above include any corrections and adjustments.

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	2024 Base Year	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 (Veh/hr)	Scaling Factor (%)
1		✓	2	100.000
2		✓	343	100.000
3		✓	409	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	2	0
	2	17	0	326	0
	3	390	19	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	6	0
	3	0	0	0	0
	4	5	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.24	3.08	0.3	A
3	0.35	4.30	0.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	14	1182	0.000	0	0.0	0.000	A
2	258	0	1547	0.167	257	0.2	2.789	A
3	308	13	1291	0.239	307	0.3	3.653	A
4	0	319	745	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	17	1181	0.000	0	0.0	0.000	A
2	308	0	1547	0.199	308	0.2	2.904	A
3	368	15	1289	0.285	367	0.4	3.904	A
4	0	383	716	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	21	1179	0.000	0	0.0	0.000	A
2	378	0	1547	0.244	377	0.3	3.076	A
3	450	19	1287	0.350	450	0.5	4.295	A
4	0	468	676	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	21	1179	0.000	0	0.0	0.000	A
2	378	0	1547	0.244	378	0.3	3.076	A
3	450	19	1287	0.350	450	0.5	4.300	A
4	0	469	676	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	17	1181	0.000	0	0.0	0.000	A
2	308	0	1547	0.199	309	0.2	2.908	A
3	368	15	1289	0.285	368	0.4	3.911	A
4	0	384	716	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	14	1182	0.000	0	0.0	0.000	A
2	258	0	1547	0.167	258	0.2	2.794	A
3	308	13	1291	0.239	308	0.3	3.667	A
4	0	321	745	0.000	0	0.0	0.000	A

2024 Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	3.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base Year	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 (Veh/hr)	Scaling Factor (%)
1		✓	5	100.000
2		✓	345	100.000
3		✓	240	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	4	0
	2	8	0	337	0
	3	217	23	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	0
	3	0	0	0	0
	4	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	3.07	0.0	A
2	0.24	2.95	0.3	A
3	0.20	3.50	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	17	1181	0.003	4	0.0	3.058	A
2	260	3	1602	0.162	259	0.2	2.678	A
3	181	6	1295	0.140	180	0.2	3.228	A
4	0	186	813	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	21	1179	0.004	4	0.0	3.064	A
2	310	4	1602	0.194	310	0.2	2.785	A
3	216	7	1294	0.167	216	0.2	3.337	A
4	0	223	796	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	25	1176	0.005	6	0.0	3.074	A
2	380	4	1602	0.237	380	0.3	2.946	A
3	264	9	1293	0.204	264	0.3	3.498	A
4	0	273	773	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	25	1176	0.005	6	0.0	3.074	A
2	380	4	1602	0.237	380	0.3	2.946	A
3	264	9	1293	0.204	264	0.3	3.498	A
4	0	273	772	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	21	1179	0.004	4	0.0	3.065	A
2	310	4	1602	0.194	310	0.2	2.787	A
3	216	7	1294	0.167	216	0.2	3.339	A
4	0	223	796	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	17	1181	0.003	4	0.0	3.060	A
2	260	3	1602	0.162	260	0.2	2.681	A
3	181	6	1295	0.140	181	0.2	3.231	A
4	0	187	813	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	5.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2039 Forecast Year + Committed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	2	100.000
2		✓	453	100.000
3		✓	704	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	2	0
	2	19	0	434	0
	3	675	29	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	0
	3	0	0	0	0
	4	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.32	3.34	0.5	A
3	0.60	7.04	1.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	22	1178	0.000	0	0.0	0.000	A
2	341	0	1575	0.216	340	0.3	2.911	A
3	530	14	1290	0.411	527	0.7	4.703	A
4	0	542	647	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	26	1176	0.000	0	0.0	0.000	A
2	407	0	1575	0.259	407	0.3	3.081	A
3	633	17	1288	0.491	632	1.0	5.474	A
4	0	649	597	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	32	1173	0.000	0	0.0	0.000	A
2	499	0	1575	0.317	498	0.5	3.340	A
3	775	21	1286	0.603	773	1.5	6.986	A
4	0	794	529	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	32	1173	0.000	0	0.0	0.000	A
2	499	0	1575	0.317	499	0.5	3.343	A
3	775	21	1286	0.603	775	1.5	7.041	A
4	0	796	528	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	26	1176	0.000	0	0.0	0.000	A
2	407	0	1575	0.259	408	0.4	3.085	A
3	633	17	1288	0.491	635	1.0	5.529	A
4	0	652	595	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	22	1178	0.000	0	0.0	0.000	A
2	341	0	1575	0.216	341	0.3	2.917	A
3	530	14	1290	0.411	531	0.7	4.750	A
4	0	545	645	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2039 Forecast Year + Committed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	5	100.000
2		✓	695	100.000
3		✓	382	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	4	0
	2	9	0	686	0
	3	353	29	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	3.08	0.0	A
2	0.47	4.23	0.9	A
3	0.33	4.18	0.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	22	1178	0.003	4	0.0	3.064	A
2	523	3	1618	0.323	521	0.5	3.277	A
3	288	7	1282	0.224	286	0.3	3.611	A
4	0	293	766	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	26	1176	0.004	4	0.0	3.072	A
2	625	4	1617	0.386	624	0.6	3.623	A
3	343	8	1282	0.268	343	0.4	3.835	A
4	0	351	738	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	32	1173	0.005	6	0.0	3.084	A
2	765	4	1617	0.473	764	0.9	4.216	A
3	421	10	1281	0.328	420	0.5	4.182	A
4	0	430	701	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	32	1173	0.005	6	0.0	3.084	A
2	765	4	1617	0.473	765	0.9	4.226	A
3	421	10	1281	0.328	421	0.5	4.185	A
4	0	430	701	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	26	1176	0.004	4	0.0	3.072	A
2	625	4	1617	0.386	626	0.6	3.636	A
3	343	8	1282	0.268	344	0.4	3.840	A
4	0	352	738	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	22	1178	0.003	4	0.0	3.064	A
2	523	3	1618	0.323	524	0.5	3.291	A
3	288	7	1282	0.224	288	0.3	3.622	A
4	0	295	765	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	6.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	2	100.000
2		✓	474	100.000
3		✓	749	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	2	0
	2	19	0	455	0
	3	718	31	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.33	3.42	0.5	A
3	0.65	8.23	1.9	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	23	1177	0.000	0	0.0	0.000	A
2	357	0	1575	0.227	356	0.3	2.949	A
3	564	14	1266	0.446	561	0.8	5.085	A
4	0	575	630	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	28	1175	0.000	0	0.0	0.000	A
2	426	0	1575	0.271	426	0.4	3.132	A
3	673	17	1264	0.533	672	1.1	6.067	A
4	0	689	575	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	34	1171	0.000	0	0.0	0.000	A
2	522	0	1575	0.331	521	0.5	3.414	A
3	825	21	1262	0.654	822	1.8	8.127	A
4	0	843	502	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	34	1171	0.000	0	0.0	0.000	A
2	522	0	1575	0.331	522	0.5	3.416	A
3	825	21	1262	0.654	825	1.9	8.226	A
4	0	845	500	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	28	1175	0.000	0	0.0	0.000	A
2	426	0	1575	0.271	427	0.4	3.134	A
3	673	17	1264	0.533	676	1.2	6.151	A
4	0	693	573	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	23	1177	0.000	0	0.0	0.000	A
2	357	0	1575	0.227	357	0.3	2.957	A
3	564	14	1266	0.446	565	0.8	5.149	A
4	0	580	627	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Forecast Year + Committed Development + Proposed Development	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 (Veh/hr)	Scaling Factor (%)
1		✓	5	100.000
2		✓	750	100.000
3		✓	399	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	4	0
	2	9	0	741	0
	3	369	30	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	3.09	0.0	A
2	0.51	4.55	1.0	A
3	0.34	4.28	0.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	22	1178	0.003	4	0.0	3.065	A
2	565	3	1618	0.349	563	0.5	3.404	A
3	300	7	1282	0.234	299	0.3	3.656	A
4	0	306	760	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	27	1175	0.004	4	0.0	3.074	A
2	674	4	1617	0.417	674	0.7	3.813	A
3	359	8	1282	0.280	358	0.4	3.898	A
4	0	366	731	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	33	1172	0.005	6	0.0	3.085	A
2	826	4	1617	0.511	824	1.0	4.536	A
3	439	10	1281	0.343	439	0.5	4.273	A
4	0	449	692	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	33	1172	0.005	6	0.0	3.085	A
2	826	4	1617	0.511	826	1.0	4.550	A
3	439	10	1281	0.343	439	0.5	4.278	A
4	0	449	692	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	27	1175	0.004	4	0.0	3.076	A
2	674	4	1617	0.417	676	0.7	3.829	A
3	359	8	1282	0.280	359	0.4	3.904	A
4	0	367	730	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	23	1178	0.003	4	0.0	3.068	A
2	565	3	1618	0.349	565	0.5	3.424	A
3	300	7	1282	0.234	301	0.3	3.670	A
4	0	308	759	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	6.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	2	100.000
2		✓	472	100.000
3		✓	745	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	2	0
	2	19	0	453	0
	3	714	31	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.33	3.41	0.5	A
3	0.65	8.15	1.8	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	23	1177	0.000	0	0.0	0.000	A
2	355	0	1575	0.226	354	0.3	2.945	A
3	561	14	1266	0.443	558	0.8	5.063	A
4	0	572	631	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	28	1175	0.000	0	0.0	0.000	A
2	424	0	1575	0.269	424	0.4	3.127	A
3	670	17	1264	0.530	668	1.1	6.030	A
4	0	686	577	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	34	1171	0.000	0	0.0	0.000	A
2	520	0	1575	0.330	519	0.5	3.406	A
3	820	21	1262	0.650	817	1.8	8.049	A
4	0	838	504	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	34	1171	0.000	0	0.0	0.000	A
2	520	0	1575	0.330	520	0.5	3.409	A
3	820	21	1262	0.650	820	1.8	8.146	A
4	0	841	502	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	28	1175	0.000	0	0.0	0.000	A
2	424	0	1575	0.269	425	0.4	3.132	A
3	670	17	1264	0.530	673	1.1	6.115	A
4	0	690	575	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	23	1177	0.000	0	0.0	0.000	A
2	355	0	1575	0.226	356	0.3	2.951	A
3	561	14	1266	0.443	562	0.8	5.127	A
4	0	577	629	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development + Proposed Development (10% Reduction), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2039 Forecast Year + Committed Development + Proposed Development (10% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	5	100.000
2		✓	745	100.000
3		✓	397	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	4	0
	2	9	0	736	0
	3	367	30	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	3.09	0.0	A
2	0.51	4.52	1.0	A
3	0.34	4.27	0.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	22	1178	0.003	4	0.0	3.065	A
2	561	3	1618	0.347	559	0.5	3.392	A
3	299	7	1282	0.233	298	0.3	3.650	A
4	0	304	760	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	27	1175	0.004	4	0.0	3.074	A
2	670	4	1617	0.414	669	0.7	3.794	A
3	357	8	1282	0.278	357	0.4	3.890	A
4	0	365	732	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	33	1172	0.005	6	0.0	3.085	A
2	820	4	1617	0.507	819	1.0	4.504	A
3	437	10	1281	0.341	437	0.5	4.262	A
4	0	446	693	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	33	1172	0.005	6	0.0	3.085	A
2	820	4	1617	0.507	820	1.0	4.518	A
3	437	10	1281	0.341	437	0.5	4.267	A
4	0	447	693	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	27	1175	0.004	4	0.0	3.074	A
2	670	4	1617	0.414	671	0.7	3.810	A
3	357	8	1282	0.278	357	0.4	3.896	A
4	0	366	731	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	23	1178	0.003	4	0.0	3.065	A
2	561	3	1618	0.347	562	0.5	3.412	A
3	299	7	1282	0.233	299	0.3	3.661	A
4	0	306	759	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	6.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	2	100.000
2		✓	469	100.000
3		✓	737	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	2	0
	2	19	0	450	0
	3	707	30	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.33	3.40	0.5	A
3	0.64	7.99	1.8	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	22	1178	0.000	0	0.0	0.000	A
2	353	0	1575	0.224	352	0.3	2.940	A
3	555	14	1266	0.438	552	0.8	5.022	A
4	0	566	634	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	27	1175	0.000	0	0.0	0.000	A
2	422	0	1575	0.268	421	0.4	3.119	A
3	663	17	1264	0.524	661	1.1	5.960	A
4	0	678	580	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	33	1172	0.000	0	0.0	0.000	A
2	516	0	1575	0.328	516	0.5	3.396	A
3	811	21	1262	0.643	809	1.8	7.896	A
4	0	830	508	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	33	1172	0.000	0	0.0	0.000	A
2	516	0	1575	0.328	516	0.5	3.398	A
3	811	21	1262	0.643	811	1.8	7.987	A
4	0	832	507	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	27	1175	0.000	0	0.0	0.000	A
2	422	0	1575	0.268	422	0.4	3.124	A
3	663	17	1264	0.524	665	1.1	6.037	A
4	0	682	578	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	23	1178	0.000	0	0.0	0.000	A
2	353	0	1575	0.224	353	0.3	2.948	A
3	555	14	1266	0.438	556	0.8	5.085	A
4	0	570	632	0.000	0	0.0	0.000	A

2039 Forecast Year + Committed Development + Proposed Development (25% Reduction), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane Roundabout	Standard Roundabout	1, 2, 3, 4	4.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 Forecast Year + Committed Development + Proposed Development (25% Reduction)	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 (Veh/hr)	Scaling Factor (%)
1		✓	5	100.000
2		✓	736	100.000
3		✓	395	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	4	0
	2	9	0	727	0
	3	365	30	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	3.09	0.0	A
2	0.50	4.46	1.0	A
3	0.34	4.26	0.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	22	1178	0.003	4	0.0	3.065	A
2	554	3	1618	0.343	552	0.5	3.373	A
3	297	7	1282	0.232	296	0.3	3.644	A
4	0	303	761	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	27	1175	0.004	4	0.0	3.074	A
2	662	4	1617	0.409	661	0.7	3.762	A
3	355	8	1282	0.277	355	0.4	3.883	A
4	0	363	733	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	33	1172	0.005	6	0.0	3.085	A
2	810	4	1617	0.501	809	1.0	4.451	A
3	435	10	1281	0.340	434	0.5	4.251	A
4	0	444	694	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	6	33	1172	0.005	6	0.0	3.085	A
2	810	4	1617	0.501	810	1.0	4.463	A
3	435	10	1281	0.340	435	0.5	4.256	A
4	0	445	694	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	27	1175	0.004	4	0.0	3.074	A
2	662	4	1617	0.409	663	0.7	3.778	A
3	355	8	1282	0.277	356	0.4	3.889	A
4	0	364	732	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	4	23	1178	0.003	4	0.0	3.068	A
2	554	3	1618	0.343	555	0.5	3.390	A
3	297	7	1282	0.232	298	0.3	3.656	A
4	0	304	760	0.000	0	0.0	0.000	A