

**LAND AT BAYARDS, EASTERGATE  
TRANSPORT STATEMENT  
AUGUST 2021**



# LAND AT BAYARDS, EASTERGATE

## TRANSPORT STATEMENT

August 2021

Reside Developments

RESIDENTIAL DEVELOPMENT  
LAND AT BAYARDS  
EASTERGATE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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# RESIDENTIAL DEVELOPMENT LAND AT BAYARDS EASTERGATE

## TRANSPORT STATEMENT

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## 1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Reside Developments to support an outline application for up to 69 dwellings with access parking, landscaping and associated works with all matters reserved apart from access at Land at Bayards, Eastergate.
- 1.2 The site directly adjoins and acts a suitable extension to the consented 42 unit residential development at Land West of Fontwell Avenue, Fontwell (application reference: BN/50/20/PL). The application site location (shown in red) and the located of the consented 42 unit development (shown in blue) is displayed in **Figure 1** and **2**.

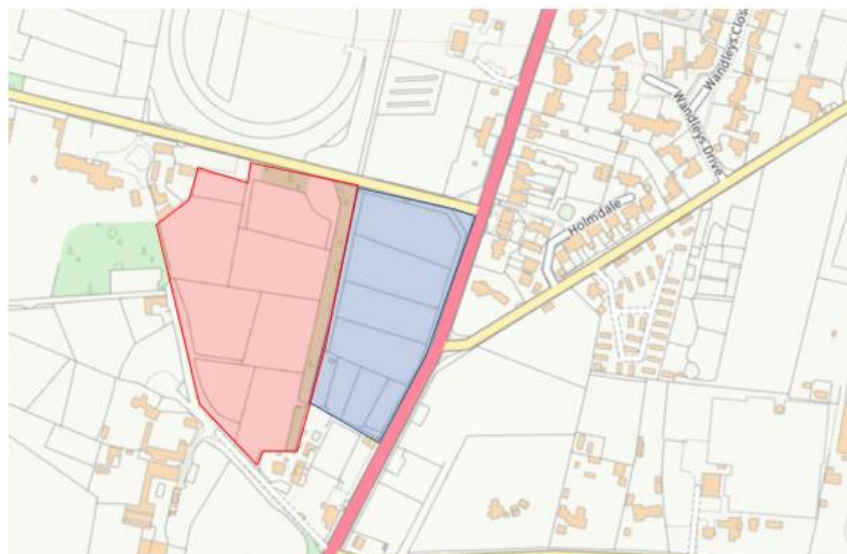


Figure 1: Site Location

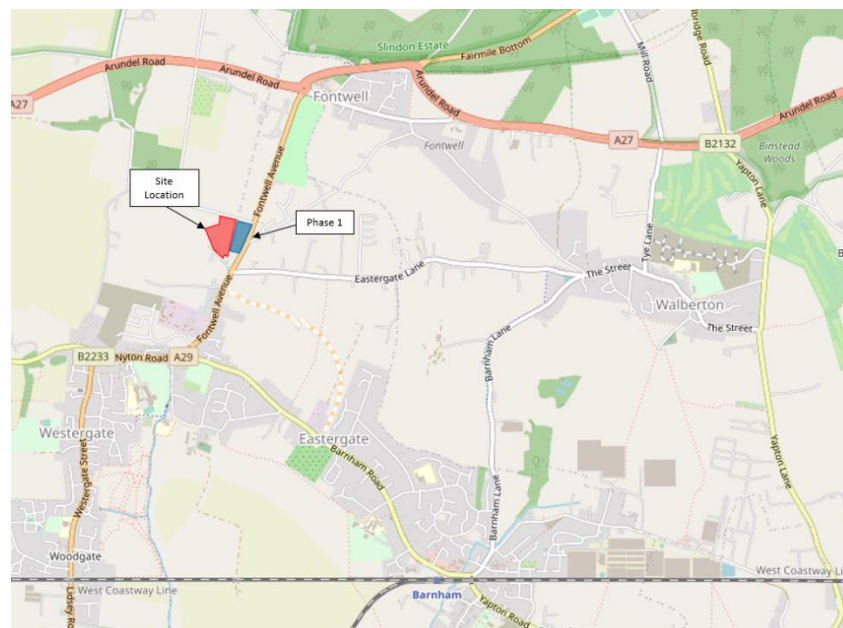


Figure 2: Site Location (Wider Context)

- 1.3 It is proposed that up to an additional 69 units would be provided on land to the west of the consented scheme to provide a maximum total of 111 units. The majority of the currently proposed site (63 units) would be accessed through the consented development with access onto Fontwell Avenue in the form of a ghost island right turn lane. A secondary access to serve six units would also be provided onto Level Mare Lane. An indicative site layout is included in **Appendix A**.
- 1.4 The consented development received planning consent in December 2020 for 42 units with access onto Fontwell Avenue (planning reference: BN/50/20/PL) and is currently being built for Sovereign Housing Association. To support the planning application for the committed development a Transport Statement was prepared by Paul Basham Associates (document reference: 020.0360/TS/3). As part of this application, a number of highways aspects were agreed which included site location and accessibility, access arrangements, trip generation, trip distribution and highway impact. Reference will therefore be made to this application where relevant.
- 1.5 The scope of this TS has been informed by pre-application discussions with West Sussex County Council's (WSCC) highways officer in June 2021. During these discussions the principle of the access arrangement, trip rates and distribution, growth rates and the scope of works required to support a formal planning application were agreed. It was also agreed that where appropriate parameters agreed for the consented 42 unit scheme would be used in this application such as trip rates and distributions.
- 1.6 This TS will discuss existing conditions, site accessibility, development proposals, trip generation, trip distribution, access arrangements, servicing arrangements, parking provision and highway impact before drawing conclusions.
- 1.7 Paul Basham Associates have also prepared a Framework Travel Plan and a draft Construction Traffic Management Plan to support the planning application. These documents should be read in conjunction with this TS.

## 2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site is located approximately 500m south of Fontwell and is currently agricultural land which is accessed via a gated access onto Level Mare Lane. The site is bordered by Level Mare Lane to the north, a consented development comprising 42 units to the east and a tree belt/large property to the south and west. Existing conditions of the surrounding area are identified within **Figure 3**.



**Figure 3:** Existing Conditions

### Local Road and Pedestrian Network

- 2.2 Level Mare Lane lies to the north of the site and is a rural route which is bordered by vegetation on both sides of the carriageway. Level Mare Lane has a width of circa 4.5m wide and is subject to a derestricted speed limit. Level Mare Lane facilitate access to residential dwellings to the west and provides a convoluted route to the A27 to the north-west. At present the carriageway acts as an informal shared surface, with pedestrians required to walk along the edge of the carriageway. Conditions on Level Mare Lane in the site vicinity is shown in **Photograph 1**. To the east Level Mare Lane forms a bellmouth arrangement onto Fontwell Avenue (A29).



**Photograph 1:** Conditions on Level Mare Lane

- 2.3 Fontwell Avenue measures circa 10m wide and runs north to south. Fontwell Avenue is a strategic route which provides access to the A27 to the north and the A259 to the south which in turn facilitate access onto the wider strategic network and local centres such as Chichester, Southampton, Portsmouth and Bognor Regis. The site is therefore considered to be well placed to the strategic network. Fontwell Avenue is subject to a 40mph speed limit across the site frontage (changing to 30mph to the south of the site), with solid white lining in place to prevent vehicles from overtaking/turning right.
- 2.4 Fontwell Avenue is supported by a continuous footway on the eastern side of the carriageway which connects to Arundel Road to the north and Barnham Road and Nyton Road to the south and also provides access to local facilities in Eastergate and Westergate. The footway on Fontwell Avenue is facilitated by dropped kerbs and tactile paving to support the safe crossing of pedestrians. Conditions on Fontwell Avenue are shown in **Photograph 2**.



**Photograph 2:** Conditions on Fontwell Avenue

- 2.5 A Public Right of Way (PROW), footpath 318, is situated c.805m to the east of the site and provides a walking link to Barnham Road towards Barnham. Other PROW footpaths are located within the vicinity of the site and are demonstrated in **Figure 4**.

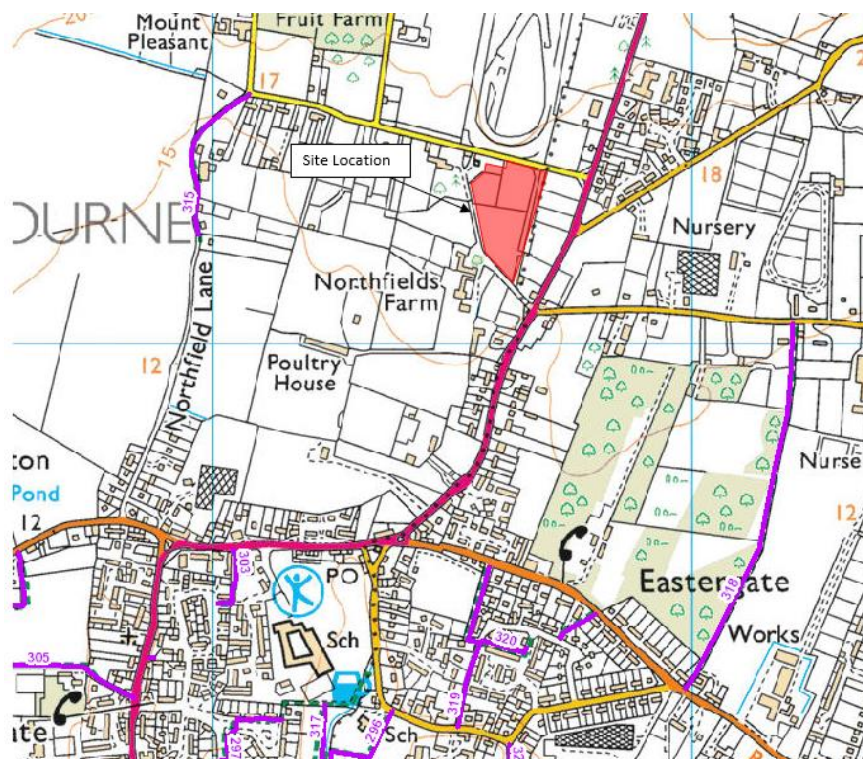


**Figure 4:** Public Rights of Way (West Sussex County Council)

### Cycle Network

- 2.6 Although there are no dedicated cycle lanes on Fontwell Avenue or within the vicinity of the site, the flat topography of the road network promotes an attractive environment for cycling. As the local area is within a village environment, it is also naturally conducive to on-road cycling with the carriageway of Fontwell Avenue sufficient to allow vehicles to pass a cyclist safely. Improved cycle links are to be provided as part of the strategic housing allocation at Barnham Eastergate Westergate (BEW) forming a key part of Arun District Council's Local Plan. This includes off-road cycle links around the three villages as well as improved connectivity for cyclists to destinations such as Barnham Station.
- 2.7 In addition, the site is located circa 1km from the Barham to Walberton cycle path. This is accessible on Arundel Road and provides connection to Lake Lane in Barnham which provides a short cycle to the train station and amenities within Barnham Village. Cycling to the train station and amenities in Barnham using this route has a journey time of circa 11 minutes (from the centre of the site) and provides an alternative route to that using the A29 and Barnham Road. The location of this route in regard to the site is shown in **Figure 5**.

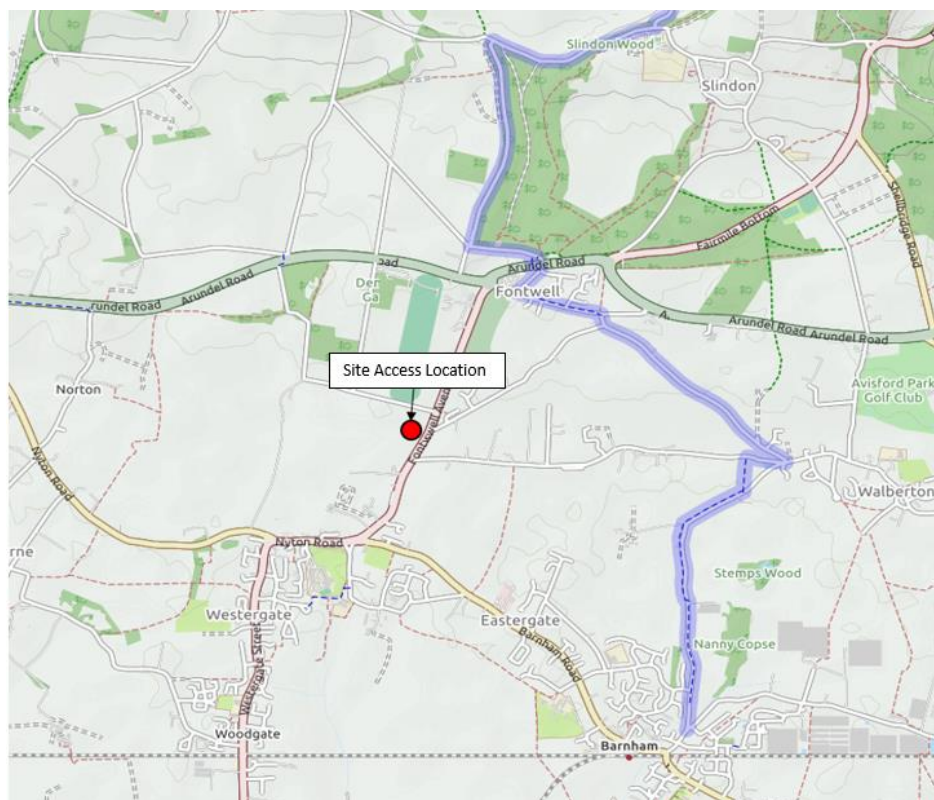


Figure 5: Walberton to Barnham Cycle Path

### A29 Realignment Scheme

- 2.8 Within the West Sussex Transport Plan a scheme to redesign the A29 to accommodate for development allocated within Arun District Council (ADC) Local Plan is provided. A feasibility study was commissioned by WSCC to refine the design of the proposed A29 Realignment Scheme, with The Transport Business Case for this scheme submitted in October 2019 where subsequent funding was awarded for the delivery of Phase 1. Planning consent for Phase 1 of the scheme was approved in June 2021 (planning reference: WSCC/052/20/PL) and where relevant documents submitted as part of this application have been utilised.
- 2.9 The A29 Realignment scheme will provide a new road to the east of Eastergate, Westergate and Woodgate Villages, with Phase 1 of the scheme accessible via a new roundabout on Fontwell Avenue (A29) circa 150m south of the site access secured through Phase 1 of this development. Phase 2 of the scheme is located further South connecting onto Lidsey Road (A29).

- 2.10 The improvements made as part of the A29 Realignment Scheme will not only improve capacity on the wider highway network to support future growth, but the scheme will also improve existing pedestrian and cycle infrastructure. Along the new road it is proposed that a continuous footway/cycleway would be provided. The proposed footway/cycleway along the A29 Realignment Scheme would provide connections over the West Coastway Rail Line for cyclists and pedestrians and would also provide connection to existing infrastructure and PROW routes.
- 2.11 The A29 Realignment scheme will also provide improved pedestrian and cycle connection into Barnham through the connection proposed onto Barnham Road (B2233) as part of the Phase 1 scheme.
- 2.12 The proposed development would therefore significantly benefit from the A29 Realignment Scheme, with walking and cycling becoming even more attractive when accessing local amenities and services.
- 2.13 It is noted that the main entrance (and access for all site pedestrians/cyclists) to the proposed development is located c.150m north of the infrastructure proposed as part of the A29 Realignment scheme and thus there would be a 'gap' between the proposed development and the proposed footway/cycleway of the A29 realignment scheme. We suggest a contribution towards the realignment scheme is made as part of this application alongside identification that a possible connection could be secured by WSCC in the future using this contribution. It should however be noted that the existing provision for cyclists and pedestrians on A29 Fontwell Avenue would provide connection to this link within a 2 minute walk or less than a minute cycle.

#### **Site Accessibility**

- 2.14 The site is located within approximately 1km of local facilities in Fontwell, and c.1.6km from a larger array of facilities in Westergate and Eastergate which includes a nursery, secondary school, sports centre, post office, doctor's surgery and convenience store. The routes to local services to the north of south of the site benefit from a gentle topography as well as continuous footways which are supported by dropped kerbs, tactile paving and pedestrian refuge islands to allow for the safe crossing of pedestrians and is therefore an attractive route on the pedestrian desire line.
- 2.15 The development is therefore presented with a good opportunity to support sustainable development with its close proximity to local amenities. Details of facilities in the local area and their distance from the middle of the site via walking and cycling are provided in **Table 1**.

| Service                                                       | Distance from site (m/km) | Travel time (minutes) |         |
|---------------------------------------------------------------|---------------------------|-----------------------|---------|
|                                                               |                           | Walking               | Cycling |
| Bus Stop                                                      | 300m                      | 4                     | 1       |
| Public House (The Old Stables)                                | 900m                      | 11                    | 4       |
| Post Office                                                   | 900m                      | 11                    | 4       |
| Convenience Store (Central Convenience Store)                 | 900m                      | 11                    | 4       |
| Medical Centre (The Croft Surgery)                            | 1.2km                     | 15                    | 5       |
| Secondary School & Sixth Form (Ormiston Six Villages Academy) | 1.3km                     | 16                    | 5       |
| Nursery (Bright Starts Day Nursery)                           | 1.3km                     | 16                    | 5       |
| Sports Centre (Six Villages Sports Centre)                    | 1.3km                     | 16                    | 5       |
| Church (Westergate Christian Fellowship)                      | 1.6km                     | 20                    | 7       |
| Primary School (Aldingbourne Primary School)                  | 2.3km                     | 29                    | 10      |
| Train Station (Barnham)                                       | 2.7km                     | 34                    | 11      |

**Table 1:** Distance to Local Amenities

2.16 As demonstrated in **Table 1**, the site provides a good opportunity to promote travel via sustainable modes with a number of local services and amenities accessible within a short walk or cycle of the proposed development site. It would therefore be feasible for site users to travel via sustainable modes, particularly for local journeys.

2.17 Furthermore, the cycle and pedestrian improvements proposed as part of neighbouring strategic developments and the A29 Realignment scheme will allow amenities within Barnham and the area surrounding the site to be easily accessible via walking and cycling.

### Bus Services

2.18 The nearest bus stops to the site are located on Fontwell Avenue, travelling in an east and west direction. The bus stops (Level Mare Lane stops) are located approximately 160m to the northeast of the site access and are within a short walk of the site with residents of the development able to utilise the proposed footway connection and crossing point proposed onto Fontwell Avenue to the south of the site access. The bus stop travelling in an easterly direction is characterised by a flagpole.

2.19 The Barnham War Memorial bus stop located approximately 805m (10 minute walk) to the southwest of the site and is serviced on a more frequent basis by the 66A and 66C Compass Travel bus services.

| Service | Provider       | Route                                | Timetable                                                                          |                     |        |
|---------|----------------|--------------------------------------|------------------------------------------------------------------------------------|---------------------|--------|
|         |                |                                      | Monday – Friday                                                                    | Saturday            | Sunday |
| 85      | Compass Travel | Arundel – Fontwell – Chichester      | 07:13, 12:13, 16:13 (towards Chichester) and 09:24, 11:12, 14:19 (towards Arundel) | N/A                 | N/A    |
| 66A     | Compass Travel | Bognor Regis – Yapton – Bognor Regis | 07:24, 10:34, 14:57, 17:56 (East bound) and 07:52, 11:03, 15:29 (West bound)       | 10:34, 14:57, 17:56 | N/A    |
| 66C     | Compass Travel | Bognor Regis – Yapton – Bognor Regis | 08:34, 12:53, 16:51 (East Bound) and 09:08, 13:21 and 17:18 (West bound)           | 08:34, 12:53, 16:51 | N/A    |

**Table 2:** Local Bus Service Details

- 2.20 **Table 2** demonstrates that the site benefits from a regular bus service which provides access to key local destinations. Journey times on the 85 bus service to Chichester are approximately 15 minutes including a stop at St Richards Hospital. Journey times on the 66A bus service to Yapton is c. 5 minutes, to Walberton c.17 minutes and to Bognor Regis c.15 minutes.

### Rail Services

- 2.21 Barnham Railway Station is located approximately 2.7km from the site and is a c.11 minute cycle journey (attractive for multi-modal commuting). Station facilities include bicycle parking with 62 spaces, ticket office and machines, toilets, refreshment facilities and waiting rooms. Direct destinations from Barnham Railway Station include Southampton Central (1h), London Victoria (1h 30m), Brighton (45m), Portsmouth & Southsea (35m), Bognor Regis (7m) and Littlehampton (10m).
- 2.22 As previously described, the cycle route to Barnham Rail Station would be even more attractive following the implementation of the A29 realignment scheme, with the proposed footway/cycleway accessible in less than a 1 minute cycle of the development.

### Personal Injury Accident Data

- 2.23 Personal Injury Accident Data (PIA) has been obtained from the Sussex Safer Partnership to establish the existing safety conditions on the local highway network. This data has been assessed for a five-year period from June 2017 to June 2021. Details of the search are provided in **Figure 6**.



**Figure 6:** PIA data (2017-2021) (Source: Sussex Safer Partnership)

- 2.24 **Figure 6** indicates that two incidents have occurred over a five-year period with one slight incident (marked in green) occurring on Fontwell Avenue to the southeast of the proposed access and one serious incident occurring to the northeast of the site on Wandley Lane (marked in blue). However, there have been no accidents along the site frontage during this period. Given the strategic nature of Fontwell Avenue it is not considered that there are any existing accident trends on the surrounding highways network which would be exacerbated as part of the proposed development.

### Summary

- 2.25 The proposed site is within an accessible location and is within walking distance of local amenities and facilities. Numerous facilities are accessible within a 20 minute walk or 10 minute cycle such as a post office, medical centre, nursery and secondary school. The proposed site benefits from regular bus services and rail services from Barnham Station, allowing for both local travel and travel further afield. It is therefore considered that the site facilitates easy access to non-car modes of transport which would encourage sustainable development.

### 3. PROPOSED DEVELOPMENT

- 3.1 The site proposes the development of land to the west of the existing 42 unit scheme (BN/50/20/PL) to provide up to an additional 69 residential units. It is proposed that of the 69 units, 63 units would be accessed from Fontwell Avenue via the right turn lane consented as part of the scheme to the east. The remaining 6 units would be access via a dropped kerb arrangement onto Level Mare Lane.
- 3.2 The site will provide a mixture of affordable and private housing. An indicative accommodation schedule is summarised in **Table 3**, with the site layout attached as **Appendix A**.

| Number of bedrooms | Quantity  |
|--------------------|-----------|
| 1                  | 8         |
| 2                  | 18        |
| 3                  | 31        |
| 4                  | 12        |
| <b>Total</b>       | <b>69</b> |

**Table 3:** Accommodation Schedule

#### Car Parking

- 3.3 Car parking on site will be provided in accordance with the standards set out in Arun District Council's Parking Standards. Parking numbers will be confirmed at the Reserved Matters stage. The indicative layout indicates that parking can be provided broadly in accordance with the standards when utilising the 10% variation that the standards allow for.
- 3.4 Electric Vehicle charging will also be provided in accordance with Arun District Council's parking standards and confirmed at the appropriate reserved matters stage.

#### Cycle Parking Provisions

- 3.5 To assist in encouraging the use of sustainable modes of transport cycle parking will be provided and again this would be confirmed at the reserved matters stage.

#### Servicing Arrangements

- 3.6 It is anticipated that all servicing would occur on-site, with the specific arrangements confirmed at the appropriate Reserved Matters stage.
- 3.7 The six units which will be accessed off Level Mare Lane will have a separate servicing arrangement to the rest of the development with it anticipated that these units would be serviced from Level Mare Lane. Further details on these arrangements would again be made at the reserved matters stage.

#### 4. ACCESS ARANGMENTS

- 4.1 The application site would be access via two access locations. The majority of the development (63 units) would be accessed via a connection into the development to the east with the remaining six units accessed from a new dropped kerb arrangement to the north of the site on Level Mare Lane.

##### **Access onto the consented development and Fontwell Avenue**

- 4.2 The proposed accessed into the consented development to the east would form a bellmouth arrangement adjacent to Plot 21 this development. The access would measure 5m wide (tapering back to 4.8m wide) with kerb radii of 6m. This will be accompanied by a 1.2m wide footway at the connection point, which lies consistent with the footway widths provided within the consented scheme.
- 4.3 From this access visibility splays of 2.4m x 43m are achievable in both directions in line with Manual for Streets guidance for a 30mph road. In the secondary direction visibility is also achievable to the tangent point (2.4m x 22m).
- 4.4 Tracking has also been undertaken of the site access which demonstrates that a refuse vehicle can enter and exit the site access in a forward gear. The site access design, visibility splays and vehicle tracking are shown in **Appendix B**.
- 4.5 The main entrance into the site from the highway network would be maintained onto Fontwell Road via the consented ghost island right turn lane junction. The approved access design proposes a 6m wide bellmouth arrangement with radii of 9m into the site. The carriageway on Fontwell Avenue would be widened into the consented development to allow for the creation of a 3m wide right turn lane, with the right turn lane designed in accordance with CD 123.
- 4.6 The approved access did however require two departures from standard to be agreed with WSCC as part of the previous application (BN/50/20/PL). This was with respect to the taper length on Fontwell Avenue being 1:11 instead of 1:20 and that the separation distance between the access and the Wandley's Lane junction is slightly less than 50m at 41m. These departure from standards were accepted and agreed with WSCC as part of the application for the eastern development.
- 4.7 Visibility splays at the access onto Fontwell Avenue were also previously demonstrated as achievable in both directions to 2.4m x 107.5m in line with recorded 85<sup>th</sup> percentile speeds of 41mph northbound and southbound on Fontwell Avenue. Although three trees are being retained within the visibility splay these measures less than 1m in diameter and in line with CD 109 are not an obstruction.

- 4.8 The Section 278 detailed design for the eastern development access is currently being completed by Paul Basham Associates in liaison with WSCC and the most recent drawing of this arrangement is shown in **Appendix C** along with tracking of the access at the Section 278 stage. The access design at the planning stage included as **Appendix D**.

#### **Road Safety Audit**

- 4.9 As the proposed development would result in an increase in trips at the ghost island right turn lane junction onto Fontwell Avenue it was agreed during pre-application discussions that a Road Safety Audit would be completed. A Stage 1 Road Safety Audit and a Stage 2 Road Safety Audit have already been completed as part of the works for the consented scheme and therefore a Stage 1/2 Road Safety Audit has been completed by an external auditor. This audit has been informed by a Road Safety Audit brief in line with GG 119 and the auditors have been provided with all previous road safety audits. The Stage 1/2 Road Safety Audit and Designers Response are provided under separate cover with the brief attached in **Appendix E**.

#### **Access onto Level Mare Lane**

- 4.10 It is proposed that six units located to the northwest of the development will be accessed onto Level Mare Lane. This access will be a dropped kerb arrangement measuring 4.5m in width and is sufficient to accommodate two cars passing concurrently in line with Manual for Streets guidance. This access design and vehicle tracking is shown in **Appendix F**. The existing gate access into the site would be stopped up. While this could have been used as a possible access location, constraints around trees prevent this existing access from being suitability enhanced.
- 4.11 Level Mare Lane is subject to a derestricted speed limit in theory any potential access would be subject to 215m visibility splay requirements. Therefore, speed surveys were undertaken in April 2019 to record actual speeds along Level Mare Lane. The location of the speed surveys is shown in **Figure 7**. This location is approximately 100m east from the proposed access. The 85<sup>th</sup> percentile recorded speeds were confirmed to be 30.2mph in the westbound direction and 26.2mph in the eastbound direction, confirming that speeds are in the region of 30mph to the east of the proposed access location. The results of this speed survey are attached in **Appendix G** for reference.



**Figure 7:** Speed Survey Location

- 4.12 Given the location of the speed survey from the proposed access on Level Mare Lane is it considered unlikely that vehicles would be driving in excess of 40mph past the development site frontage. Visibility splays at the access onto Level Mare Lane have been demonstrated as achievable to those required based on MfS guidance for the 85<sup>th</sup> percentile speeds and 2.4m x 120m in line with the Design Manual for Roads and Bridges for 40mph. The visibility splay assessment attached in **Appendix H** demonstrates that sufficient visibility is achievable from this access location.
- 4.13 Any vegetation within the visibility splay would be maintained to ensure that visibility is not obstructed. As shown on the visibility splay drawing no trees would fall within the visibility splay, however tree canopies would also be maintained as necessary to ensure at vertical visibility is clear between 600mm and 2m.

### **Construction Access**

- 4.14 It is proposed that all construction vehicles associated with the development would access the site via an existing gate on Level Mare Lane. In terms of routing, it is anticipated that all construction vehicles would travel to/from the A27 via Fontwell Avenue as shown in **Figure 8**. Further details on vehicle routing, arrangements and mitigation during the construction phase is provided within the Draft Construction Traffic Management Plan submitted alongside this document.

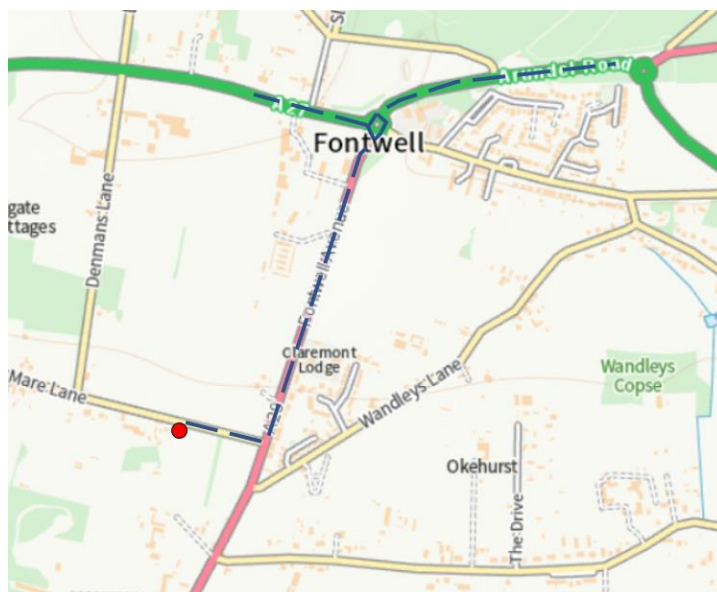


**Figure 8:** Construction Vehicle Routing

### Pedestrian Access

- 4.15 Pedestrian access to the site will be provided through a footway link with the consented development to the east. Pedestrians of the proposed development would utilise the footways and the connections provided within the consented scheme to access Fontwell Avenue and the wider pedestrian network.
- 4.16 Pedestrians of the proposed development would benefit from the formal pedestrian crossing (dropped kerbs, tactile paving and pedestrian refuge island) being delivered as part of the consented scheme's access works. This ensures that users of the proposed development have safe access onto Fontwell Avenue. The location of the proposed pedestrian crossing and refuge island is shown in **Appendix C**.

## 5. TRIP GENERATION AND DISTRIBUTION

5.1 As part of the consented application (BN/50/20/PL) trip rates were identified for 42 units. These were derived from the TRICS database for houses privately owned, with the parameters and rates agreed with WSCC's highways officers. The parameters used were the following:

- England and Wales (excluding Greater London);
- Surveys Monday – Friday;
- Dwellings between 10 and 100 units;
- 'Edge of Town' location; and
- No Travel Plans
- Sites with low car ownership excluded (1.0 or less)
- Sites in proximity to significant population (20,001+) excluded

5.2 The agreed trip rates and generation for the consented development are identified in **Table 4** and have also been applied to the proposed 69 unit development. For reference the TRICS outputs are provided in **Appendix I**. It should also be noted that it was considered acceptable to apply the trip rates the consented development to this proposed development during pre-application discussions with WSCC.

|                                     | AM Peak (08:00-09:00) |           | PM Peak (17:00-18:00) |           | Daily (12 Hours) |
|-------------------------------------|-----------------------|-----------|-----------------------|-----------|------------------|
|                                     | Arrival               | Departure | Arrival               | Departure |                  |
| Trip rate (per unit)                | 0.152                 | 0.393     | 0.364                 | 0.149     | 4.770            |
| Consented Development<br>(42 units) | 6                     | 17        | 15                    | 6         | 200              |
| Proposed Development<br>(69 Units)  | 10                    | 27        | 25                    | 10        | 329              |
| <b>Total (111 Units)</b>            | <b>16</b>             | <b>44</b> | <b>40</b>             | <b>16</b> | <b>529</b>       |

**Table 4:** Trip Generation

5.3 **Table 4** indicates that the proposed development is anticipated to generate 37 trips in the AM peak, 35 trips in the PM peak and 329 trips over a 12 hour period. This equates to the addition of one trip every 2 minutes during peak periods and one trip every 2 minutes and 11 seconds on average over the course of the day.

5.4 When both developments are combined, they are anticipated to generate 60 trips in the AM peak and 56 trips in the PM peak, with a total of 529 trips generated over a 12-hour period. This equates to one additional trip on the highway network every 1 minute and 21 seconds.

- 5.5 The peak period trips that would be generated from the site are modest and anticipated to be easily absorbed onto the local highway network due to the strategic nature of Fontwell Avenue. Overall, the proposed development is not anticipated to have a significant impact on the operation of the surrounding highway network. However, the distribution of this traffic has been assessed to consider the impact at local junctions.

### Trip Distribution

- 5.6 As part of the consented scheme distributions for the site were confirmed This was confirmed through obtaining 2011 Census 'Location of Usual Residence and place of work data' for the super output area of E02006544: Arun 003, which encompass the site and the surrounding area. The data indicates destinations that people currently travel to work within the ward selected. This data has been used determine the anticipated trip distribution at the access by consulting work destinations with 5 or more trips. The location and most attractive route from this location was then used to confirm the direction of travel from the proposed site access on Fontwell Avenue. For destinations east of Angmering-on-Sea is it anticipated that there would be a 50/50 split between trips travelling northbound and southbound.
- 5.7 The distributions confirmed as part of the previous application have been applied to the site as agreed during pre-application discussions with WSCC. The distributions are summarised in **Table 5**, with outputs attached as **Appendix J**.

| Place of Work      | Direction from Site Access |       |
|--------------------|----------------------------|-------|
|                    | North                      | South |
| London             | 0.4%                       |       |
| Islington          | 0.1%                       |       |
| Southwark          | 0.1%                       |       |
| Westminster        | 0.3%                       |       |
| North of Hove      | 0.2%                       |       |
| Brighton           | 0.6%                       |       |
| Portsmouth         | 1.9%                       |       |
| Lewes              | 0.3%                       |       |
| Petersfield        | 0.4%                       |       |
| Fareham            | 0.2%                       |       |
| Havant             | 1.6%                       |       |
| Winchester         | 0.3%                       |       |
| Guildford          | 0.4%                       |       |
| South of Guildford | 0.2%                       |       |
| Southwick          | 0.5%                       |       |
| Shoreham by Sea    | 0.1%                       |       |
| West of Lancing    | 0.1%                       |       |

|                          |       |       |
|--------------------------|-------|-------|
| East of Lancing          | 0.1%  |       |
| Lancing                  | 0.3%  |       |
| Arundel                  | 4.5%  |       |
| North of Littlehampton   |       | 2.8%  |
| Westergate/Eastergate    |       | 15.6% |
| Angmering                | 0.9%  |       |
| South of Yapton          |       | 2.8%  |
| West of Littlehampton    | 0.8%  |       |
| Ferring                  | 0.3%  |       |
| Littlehampton            |       | 3.3%  |
| East of Angmering on Sea | 0.3%  | 0.3%  |
| North Bersted            |       | 2.3%  |
| Middleton on Sea         |       | 0.5%  |
| North of Bognor Regis    |       | 4.0%  |
| Felpham                  |       | 0.4%  |
| Bognor Regis             |       | 4.9%  |
| Aldwick                  |       | 0.4%  |
| West of Aldwick          |       | 0.5%  |
| West of Midhurst         | 0.2%  |       |
| Midhurst                 | 0.5%  |       |
| Petworth                 | 1.1%  |       |
| North of Chichester      | 4.9%  |       |
| North of Emsworth        | 0.8%  |       |
| North Chichester         | 8.1%  |       |
| Southbourne              | 0.4%  |       |
| Chichester               | 13.3% |       |
| West of Chichester       | 2.0%  |       |
| East of Chichester       | 4.7%  |       |
| North West of Selsey     | 1.0%  |       |
| Selsey                   |       | 1.0%  |
| Gatwick                  | 0.7%  |       |
| Three Bridges            | 0.6%  |       |
| North of Horsham         | 0.2%  |       |
| East of Horsham          | 0.2%  |       |
| Horsham                  | 0.4%  |       |
| Southwater               | 0.2%  |       |
| Billingshurst            | 0.5%  |       |
| West Pulborough          | 0.2%  |       |
| East of Bury             | 0.7%  |       |
| West of Steyning         | 0.4%  |       |
| High Salvington          | 0.3%  |       |
| Salvington               | 0.2%  |       |
| Durrington               | 0.5%  |       |
| north Broadwater         | 0.2%  |       |

|                        |            |            |
|------------------------|------------|------------|
| East of Broadwater     | 0.4%       |            |
| West of Durrington     | 0.6%       |            |
| North of West Worthing | 0.4%       |            |
| Worthing               | 1.7%       |            |
| East of Worthing       | 0.2%       |            |
| West Worthing          | 0.1%       |            |
| Goring by Sea          | 0.5%       |            |
| <b>Total</b>           | <b>61%</b> | <b>39%</b> |

**Table 5:** 2011 Census 'Journey to Work' Data

5.8 This assessment indicates that the majority (61%) of development trips are anticipated to travel northbound (left) from the site access and 39% of trips anticipated to travel southbound (right) from the site access.

5.9 These distributions are shown diagrammatically in **Appendix K**.

## 6. JUNCTION CAPACITY MODELLING

- 6.1 In pre-application discussions with WSCC and given the anticipated distribution of trips from the site it was requested that junction capacity modelling assessment would be undertaken of proposed access onto Fontwell Avenue, Fontwell Avenue Roundabout (aka Fontwell West Roundabout) to the north and Eastergate Square Roundabout (aka Memorial Roundabout) to south for five years into the future (2026) and to the end of the Local Plan (2031).

### Eastergate Square Roundabout Assessment

- 6.2 Following the receipt of the feedback from WSCC the planning application for Phase 1 of the A29 Realignment Scheme was approved (ref: WSCC/052/20). This committed scheme will change the way trips travelling to the south of the site are routed and whether they travel via the Eastergate Square Roundabout to the south or utilise the A29 realignment scheme (provides connection further south on Barnham Road). A review of the Transport Assessment (TA) prepared for the A29 realignment scheme suggests that there is anticipated to be significant reductions in the trips travelling via the Eastergate Square Roundabout following the delivery of the bypass. The reductions identified for link 5 (approach to the Eastergate Square Roundabout) are which are summarised in **Table 6**, with the figures in the Transport Business Case indicating that this will further increase following the completion of this development.

| Reduction % | AM   | PM   |
|-------------|------|------|
| Southbound  | -23% | -24% |
| Northbound  | -24% | -15% |

**Table 6:** Traffic Reduction at Eastergate Square Roundabout as a result of the A29 Realignment Scheme

- 6.3 Given the impacts of the bypass scheme, an updated review of distributions to the south has been undertaken to confirm whether junction capacity modelling is required of the Eastergate Square Roundabout.
- 6.4 As identified in Paragraph 5.8, 39% of trips are anticipated to travel to/from the south, equating to 14 additional trips travelling south in both the AM and PM peaks (when using the trip generation detailed in **Table 4** for the development). The information provided in the realignment TA suggests that in total 47% of trips would utilise the bypass in the AM peak and 39% in the PM peak. When applying this reduction to the trips that would travel to/from the south of the site this suggests that of the 14 trips travelling south 7 trips in the AM peak and 5 trips in the PM peak would use the bypass. This leaves 7 trips in the AM peak and 9 trips in the PM peak traveling via the Eastergate Square Roundabout. This is below the 30 peak period trips threshold which WSCC identify for modelling requirements. It is

therefore not considered that the proposed development would have a significant impact on the operation or capacity of this junction. As a result, no junction capacity modelling has been completed of this junction.

### **Committed Development**

6.5 It was agreed during pre-application discussions with WSCC that the following committed developments would be taken into consideration within our junction capacity modelling assessments:

- Land to the East of Fontwell Avenue (WA/22/15/OUT) – 400 Residential Units, up to 500sqm of A1, A2, A3, D1/2 space and 5,000sqm of light industrial space
- Land at Nyton Road and Northfield Lane (AL/61/13) – 208 residential dwellings and 60 retirement units
- Nyton Nursery, Nyton Road (AL/3/19/PL) – Net increase of 23 residential dwellings to application AL/61/13
- Land West of Fontwell Avenue (BN/50/20/PL) – 42 Residential Units

6.6 The associated trip generation and trip distributions for the above developments has been obtained from the relevant Transport Assessments and is shown in the distribution diagrams attached in **Appendix K**.

6.7 It should be noted that only one distribution diagram has been provided for the Nyton Road/Nyton Nurseries site which includes for the application made to increase the number of units by 23. It should also be noted that the Nyton Road development site received consent at the outline stage for 60 retirement flats however through the Reserved Matters application a 60-bedroom care home was proposed in its place. The trips associated with this development are therefore robust and are likely to be higher than the built scenario.

### **Source of Baseline Traffic Data**

6.8 Given the ongoing circumstances with the COVID 19 pandemic and the subsequent impact on traffic flows a suitable methodology for data collection was agreed with WSCC during the pre-application stage. It was agreed that historic survey data would be utilised.

6.9 An ATC survey was completed on the A29 Fontwell Avenue in the vicinity of the main site access as part of the application for the consented development (BN/50/20/PL) in September 2018. This data has been factored up as appropriate where required to inform the assessments within this TS.

6.10 Historic turning count data has been obtained from the outline application on land east of Tye Lane (WA/44/17/OUT) for the Fontwell Avenue Roundabout to the north of the site which were completed

in early 2017. While this count is over four years old this is considered robust given the impact of COVID 19 on traffic flows particularly along strategic routes. This data has again been factored up where appropriate.

- 6.11 The baseline data is shown in the distribution diagrams attached in **Appendix K**.

#### A29 Realignment Scheme Growth Rate

- 6.12 As part of the previous application the ATC survey results on Fontwell Avenue were factored up using percentage increases detailed within the A29 Realignment Transport Business Case to accommodate for the increase in traffic along Fontwell Avenue following delivery of the scheme. This approach was again agreed by WSCC during pre-application discussions and has been applied to the ATC data on Fontwell Avenue. Growth rate has not been applied to the Fontwell Avenue roundabout to the north given that growth percentages are not provided for all arms of the roundabout.

- 6.13 The growth factors are summarised in **Table 7** for reference.

| Percentage Increase in Trips on Fontwell Avenue (Link 6) |     |     |
|----------------------------------------------------------|-----|-----|
| Southbound                                               | AM  | PM  |
|                                                          | 23% | 19% |
| Northbound                                               | AM  | PM  |
|                                                          | 18% | 69% |

**Table 7:** A29 Realignment Scheme Growth Rates (2023)

#### TEMpro Growth Rate

- 6.14 In order to assess the impact of the proposed development in the future years of 2026 and 2031 the growth rates in **Table 8** have been identified for Arun district and applied to the baseline data.

|             | AM     | PM     |
|-------------|--------|--------|
| 2017-2018   | 1.0125 | 1.0121 |
| 2018 - 2023 | 1.0539 | 1.0529 |
| 2023 – 2026 | 1.0269 | 1.0273 |
| 2026 – 2031 | 1.0662 | 1.0678 |

**Table 8:** TEMpro Growth Rate (2018 - 2031)

- 6.15 As the 2023 baseline has been informed by the growth rates identified within the A29 Realignment Transport Assessment (for Fontwell Avenue), the future year scenarios also account for the predicted rise in traffic along this route as a result of the bypass. It should be noted that data within the A29 Realignment application and the Transport Business case do not indicate how flows on all arms on the

Fontwell Avenue Roundabout would be affected by the bypass and the baseline has therefore been factored up using TEMpro.

### **Junction Modelling Assessment**

6.16 Junction capacity modelling has been undertaken of the following junctions:

- Main Site Access/A29 Fontwell Avenue
- Fontwell Avenue Roundabout (aka. Fontwell West Roundabout)

6.17 The junction capacity assessments have been completed using Junctions 9 and LinSig software. Junctions 9 is the industry standard software package for assessing priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in Passenger Car Units (PCUs).

6.18 LinSig software is the industry standard method for assessing the capacity of signalised junctions. LinSig provides a Degree of Saturation (DoS) value, which identifies the percentage of the junction's total capacity that is in use. DoS values exceeding 90% indicate that the junction is close to operating over capacity, and junction improvements or changes to the signal timings should be considered, whilst DoS values of 100% or greater indicate that the junction is operating over capacity, and not all queuing vehicles will be able to clear the junction within one signal cycle. LinSig software also outputs vehicle delay and queue values to provide indicative details on the operational performance of the junction.

6.19 The method used to estimate the traffic generation of the proposed development and the method used to account for the future years is a worst-case scenario for the following reasons;

- The trip rates used to assess the proposed developments traffic generation are for 'Private Houses' only which produce significantly higher trip rates than mixed/affordable trip rates or mixed housing/flats trip rates. As the rate of affordable housing for this development is 30% in reality trips associated with the site are anticipated to be much lower;
- The modelling and traffic generation does not quantify the impact of a Travel Plan which could achieve a modal shift away from the private car with a sustainable transport strategy; and
- The assessment does not take into account the impact of peak spreading, whereby individuals may exit the development onto the local road network earlier or later to avoid travelling in the

peak period.

### Access onto Fontwell Avenue

6.20 The site access has been modelled using the agreed JUNCTIONS 9 model for the consented development (as per application BN/50/20/PL). The assessment has been undertaken for the following scenarios:

- 2026 Baseline + Committed Development
- 2026 Baseline + Committed Development + Development
- 2031 Baseline + Committed Development
- 2031 Baseline + Committed Development + Development

6.21 The results of the modelling assessment are provided within **Table 9** with the full outputs included in **Appendix L**.

| Arm                                                        | AM Peak Period |           |      | PM Peak Period |           |      |
|------------------------------------------------------------|----------------|-----------|------|----------------|-----------|------|
|                                                            | Queue          | Delay (s) | RFC  | Queue          | Delay (s) | RFC  |
| <b>2026 Baseline + Committed Development</b>               |                |           |      |                |           |      |
| Fontwell Avenue (SB)                                       | 0.0            | 10.06     | 0.04 | 0.0            | 9.61      | 0.02 |
| Site Access                                                | 0.0            | 7.87      | 0.01 | 0.0            | 7.59      | 0.02 |
| <b>2026 Baseline + Committed Development + Development</b> |                |           |      |                |           |      |
| Fontwell Avenue (SB)                                       | 0.1            | 10.74     | 0.11 | 0.1            | 10.08     | 0.04 |
| Site Access                                                | 0.0            | 7.90      | 0.2  | 0.0            | 7.79      | 0.05 |
| <b>2031 Baseline + Committed Development</b>               |                |           |      |                |           |      |
| Fontwell Avenue (SB)                                       | 0.0            | 10.06     | 0.04 | 0.0            | 9.61      | 0.02 |
| Site Access                                                | 0.0            | 7.87      | 0.01 | 0.0            | 7.59      | 0.02 |
| <b>2031 Baseline + Committed Development + Development</b> |                |           |      |                |           |      |
| Fontwell Avenue (SB)                                       | 0.1            | 11.90     | 0.08 | 0.1            | 10.29     | 0.04 |
| Site Access                                                | 0.0            | 7.99      | 0.02 | 0.1            | 7.86      | 0.05 |

**Table 9:** Site Access Modelling

6.22 **Table 10** demonstrates that the proposed site access would operate well within capacity with a maximum RFC value of 0.11, no queuing and delays of under 12 seconds. Therefore, there are no capacity concerns as to the functioning of the proposed access onto Fontwell Avenue.

### Fontwell Avenue Roundabout (aka Fontwell West Roundabout)

6.23 An improvement scheme for the Fontwell Avenue Roundabout (aka Fontwell West Roundabout) was identified as part of the Arun District Local Plan to improve capacity at this junction and support

additional growth within the region. The improvement scheme would see the junction signalised and flare lengths increased.

6.24 As the improvements are to be delivered as part of the local plan modelling has been undertaken for the following scenarios:

- 2031 Baseline + Committed Development
- 2031 Baseline + Committed Development + Development

6.25 This junction has been assessed using LinSig, utilising the information provided within the i-Transport TA for the Linden Homes site to the East of Tye Lane (WA/44/17/OUT). The results of the modelling assessment are provided in **Table 10** with full outputs included as **Appendix M**.

| Arm                                                        | AM Peak Period |           |       | PM Peak Period |           |        |
|------------------------------------------------------------|----------------|-----------|-------|----------------|-----------|--------|
|                                                            | Queue          | Delay (s) | DoS   | Queue          | Delay (s) | DoS    |
| <b>2031 Baseline + Committed Development</b>               |                |           |       |                |           |        |
| A27(W) Ahead                                               | 11.2           | 25.9      | 89.7% | 28             | 43.8      | 98.3%  |
| A27(W) Ahead                                               | 5.4            | 19.6      | 64.5% | 107.6          | 298.5     | 116.9% |
| A27(E) Ahead/Left                                          | 9.4            | 16.0      | 79.2% | 34.2           | 98.2      | 102.3% |
| Arundel Road                                               | 3.8            | 18.7      | 73.4% | 2.6            | 25.9      | 72.4%  |
| A29 Fontwell Avenue                                        | 9.7            | 65.4      | 97%   | 3.0            | 10.5      | 48.6%  |
| <b>2031 Baseline + Committed Development + Development</b> |                |           |       |                |           |        |
| A27(W) Ahead                                               | 11.2           | 25.9      | 89.7% | 28.0           | 43.8      | 98.3%  |
| A27(W) Ahead                                               | 5.5            | 20        | 66%   | 120.1          | 330.4     | 119.4% |
| A27(E) Ahead/Left                                          | 9.8            | 16.6      | 80.7% | 35.5           | 101.9     | 102.7% |
| Arundel Road                                               | 3.8            | 18.7      | 73.4% | 2.6            | 25.9      | 72.4%  |
| A29 Fontwell Avenue                                        | 9.7            | 65.4      | 97%   | 3.0            | 10.5      | 48.6%  |

**Table 10:** Fontwell Avenue Roundabout

6.26 **Table 10** demonstrates that the impact of the proposed development is minimal, and that the junction is expected to operate above capacity with and without the proposed development in both the AM and PM peaks with the highest DoS being 119.4% on the A27 (W) ahead in the PM peak. It should be noted that the Fontwell Avenue arm is operating close to capacity with a DoS of 97% in the 2031 Baseline Plus Committed Development scenario, with the impact of the development not having an impact on the operation of this arm in the 2031 Baseline Plus Committed Development Plus Development scenario.

- 6.27 In the AM peak of the with development scenario DoS increases by 1.5% on the A27 (E) ahead lane and Arundel Road. No increase in DoS is seen across the other arms across the junction with delay increasing by a maximum of 0.6 seconds, and queuing increasing by a maximum of 0.4 vehicles.
- 6.28 In the PM the worst performing arm, which is already over capacity, is impacted further with an increase in its DoS from 116.9% to 119.4%. This impact is only slight and its impact upon queueing vehicles is exaggerated due to already being over capacity at this point.
- 6.29 Overall, the impact of the proposed development is minor on this strategic junction and it is therefore not considered that mitigation would be required to make the development acceptable. Whilst not considered necessary to mitigate the impact of the development monies could be secured via contribution by Highways England towards future mitigation works, a strategy which has been applied to other nearby development sites resulting in a minor impact.

## 7. SUMMARY AND CONCLUSIONS

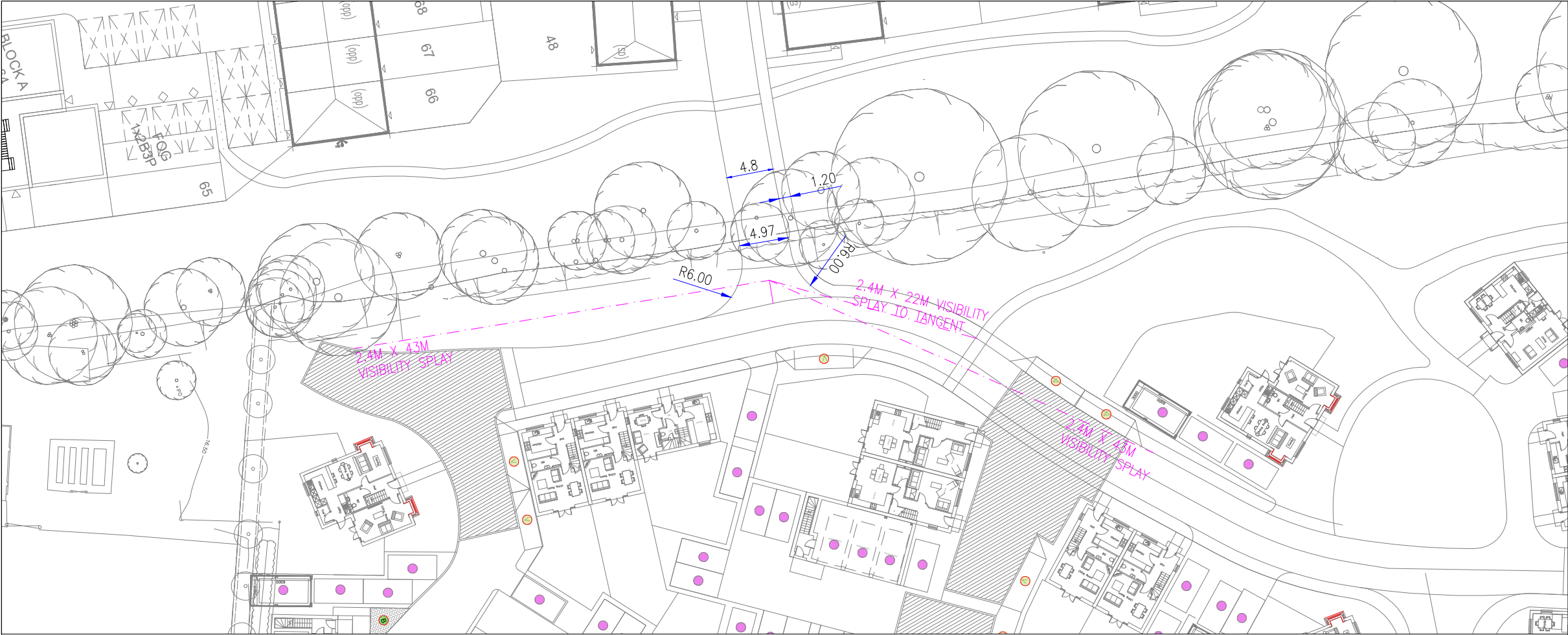
- 7.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Reside Developments to support an outline application for up to 69 dwellings with access parking, landscaping and associated works with all matters reserved apart from access at Land at Bayards, Eastergate.
- 7.2 The proposed site is located within an accessible location, approximately 450m south of Fontwell. The site is situated on Fontwell Avenue with numerous local facilities available within a 20 minute walk or 10 minute cycle. It is therefore considered to be suitable for occupants of the development to travel via sustainable modes such as walking, cycling and public transport.
- 7.3 Two forms of access are proposed into the development site. The main access (for 63 units) would be provided through the consented development to the east in the form of a bellmouth arrangement adjacent to Plot 21 of the consented development. The proposed 63 units would be accessed from Fontwell Avenue via the consented right turn lane junction. As the proposals would result in the intensification of the consented right turn lane onto Fontwell Avenue a Stage 1/2 Road Safety Audit has been undertaken of the right turn lane junction onto Fontwell Avenue with this provided under separate cover.
- 7.4 A second access for the remaining six units would be provided onto Level Mare Lane through the creation of a dropped kerb arrangement measuring 4.5m in width.
- 7.5 Pedestrian access to the site will be provided through the consented development. It is proposed that the footway provided at the access onto the consented scheme would continue to the north of the access into this development. Pedestrians of the proposed development would utilise the footways and the connections provided within the consented scheme to access Fontwell Avenue and the wider pedestrian network.
- 7.6 Internal aspects of the layout including parking provision and servicing arrangements will be confirmed at the appropriate reserved matters stage.
- 7.7 The agreed TRICS trip rates for the consented scheme have been applied to the proposed development. This indicates that the development would be anticipated to generate 40 trips in the AM peak, 38 trips in the PM peak and 548 trips over a 12-hour period. Given the strategic nature of Fontwell Avenue it is not considered that the development would have a significant highway impact.

- 7.8 2011 Census data has been obtained to confirm the anticipated distribution of trips to/from the site. This assessment indicates that the majority (61%) of development trips are anticipated to travel northbound (left) from the site access and 39% of trips anticipated to travel southbound (right) from the site access.
- 7.9 When using these distributions and the data provided as part of the consented A29 Realignment Scheme application, the proposed development would result in a minor increase in trips travelling to/from Eastergate square Roundabout to the south. It is therefore considered that the site's impact would be negligible, and that assessment of this junction is not required.
- 7.10 A junction capacity assessment has been undertaken of the proposed access onto Fontwell Avenue. This assessment indicates that the junction would continue to operate well under capacity in all modelled scenarios, with no queueing and minimal delay on all arms. It is considered that the proposed right turn lane junction is acceptable to accommodate the additional development proposed.
- 7.11 A junction capacity assessment has also been undertaken of Fontwell Avenue Roundabout to the north of the site. This assessment shows that the development would not have a severe impact on the operation of this junction., of which a number of arms are already operating above or close to capacity in the 2031 Baseline Plus Committed Development scenario.
- 7.12 This Transport Statement has demonstrated that the proposed development is not anticipated to have a material impact on the surrounding highway network, and we would therefore encourage WSCC to look favourably on this application with regard to highways.

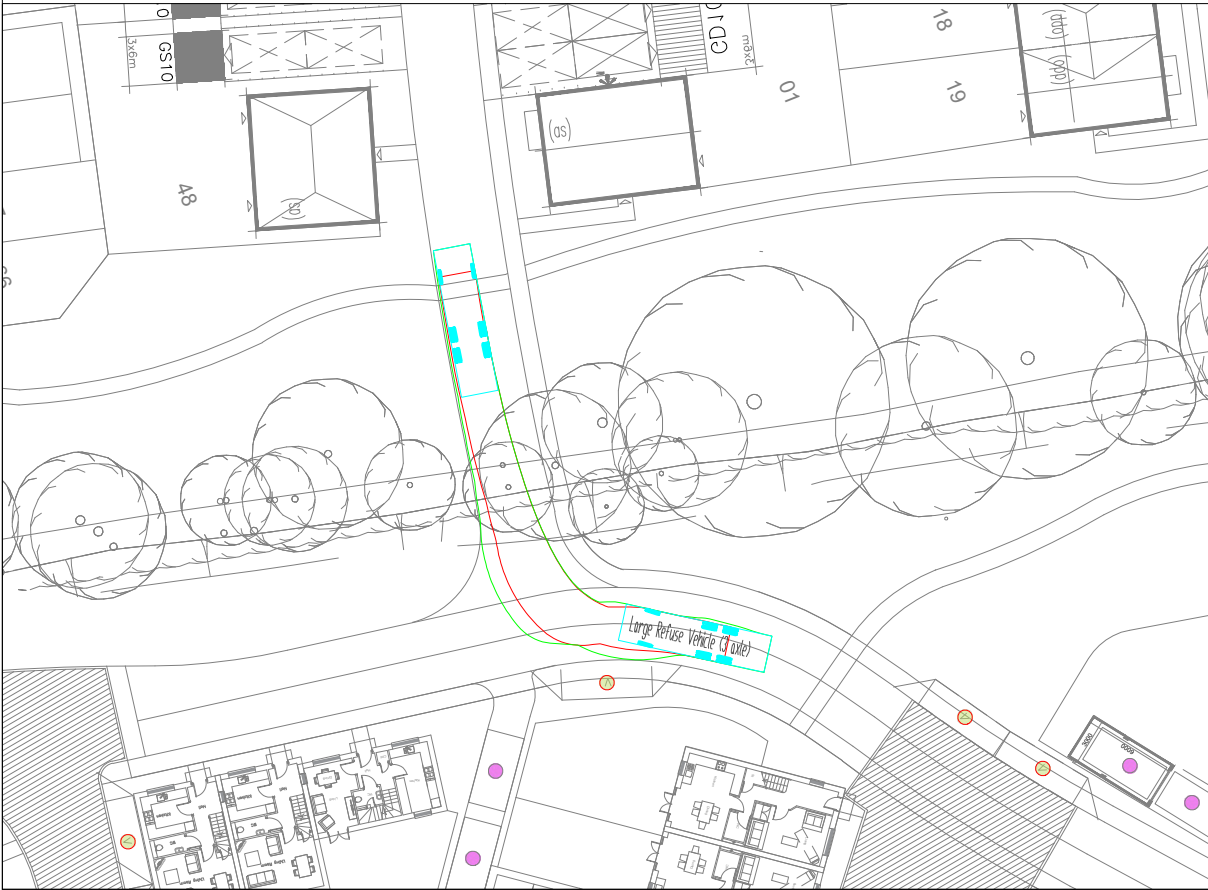




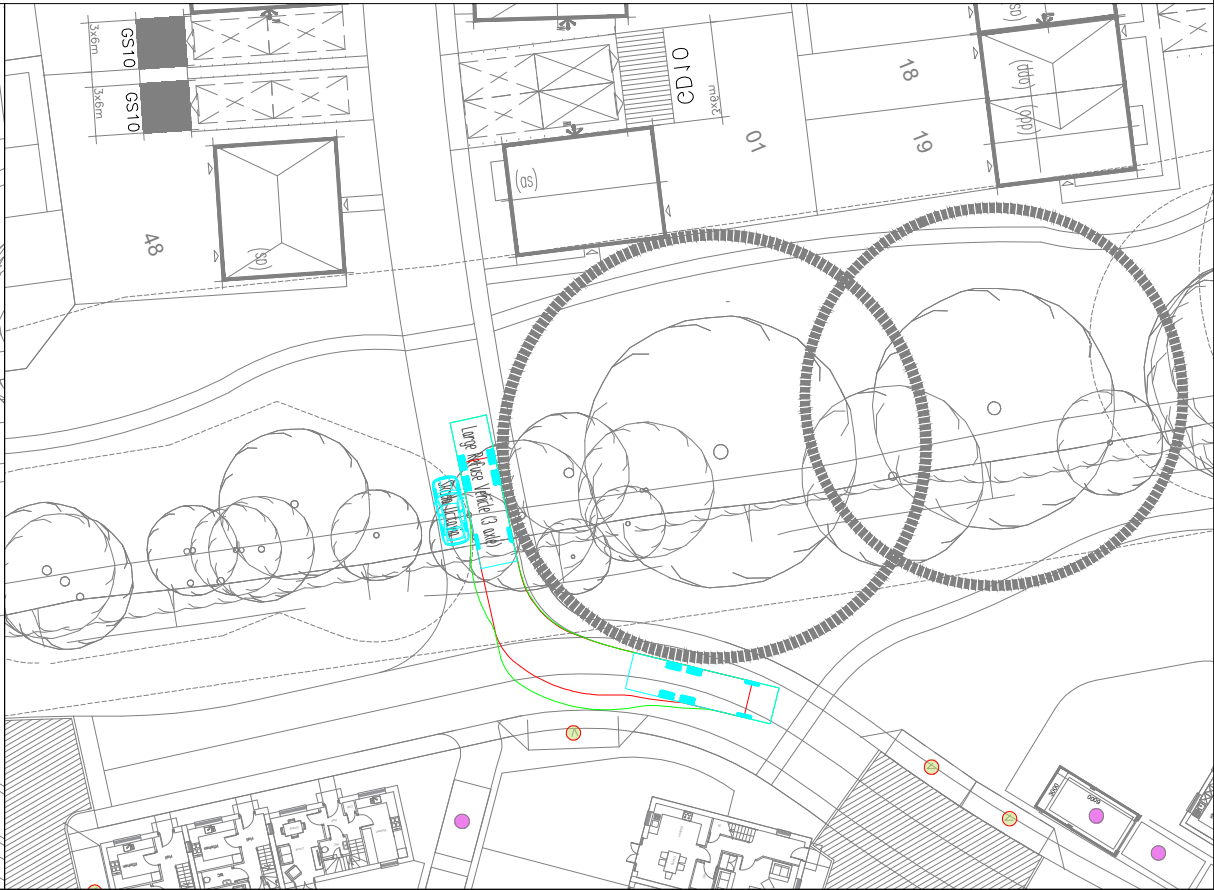




ACCESS DESIGN AND VISIBILITY SPLAYS



REFUSE VEHICLE ACCESS



REFUSE VEHICLE EGRESS

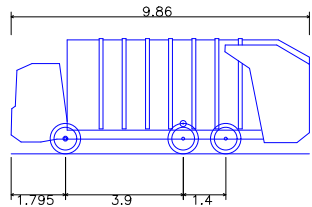
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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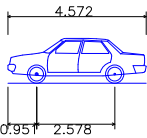
VISIBILITY SPLAYS

- VISIBILITY SPLAYS ARE BASED ON A 30MPH SPEED LIMIT.

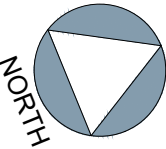
VEHICLE PROFILE



|                               |        |
|-------------------------------|--------|
| Large Refuse Vehicle (3 axle) |        |
| Overall Length                | 9.860m |
| Overall Width                 | 3.914m |
| Overall Body Height           | 2.450m |
| Min Body Ground Clearance     | 0.366m |
| Track Width                   | 2.450m |
| Lock to lock time             | 4.00s  |
| Kerb to Kerb Turning Radius   | 9.500m |

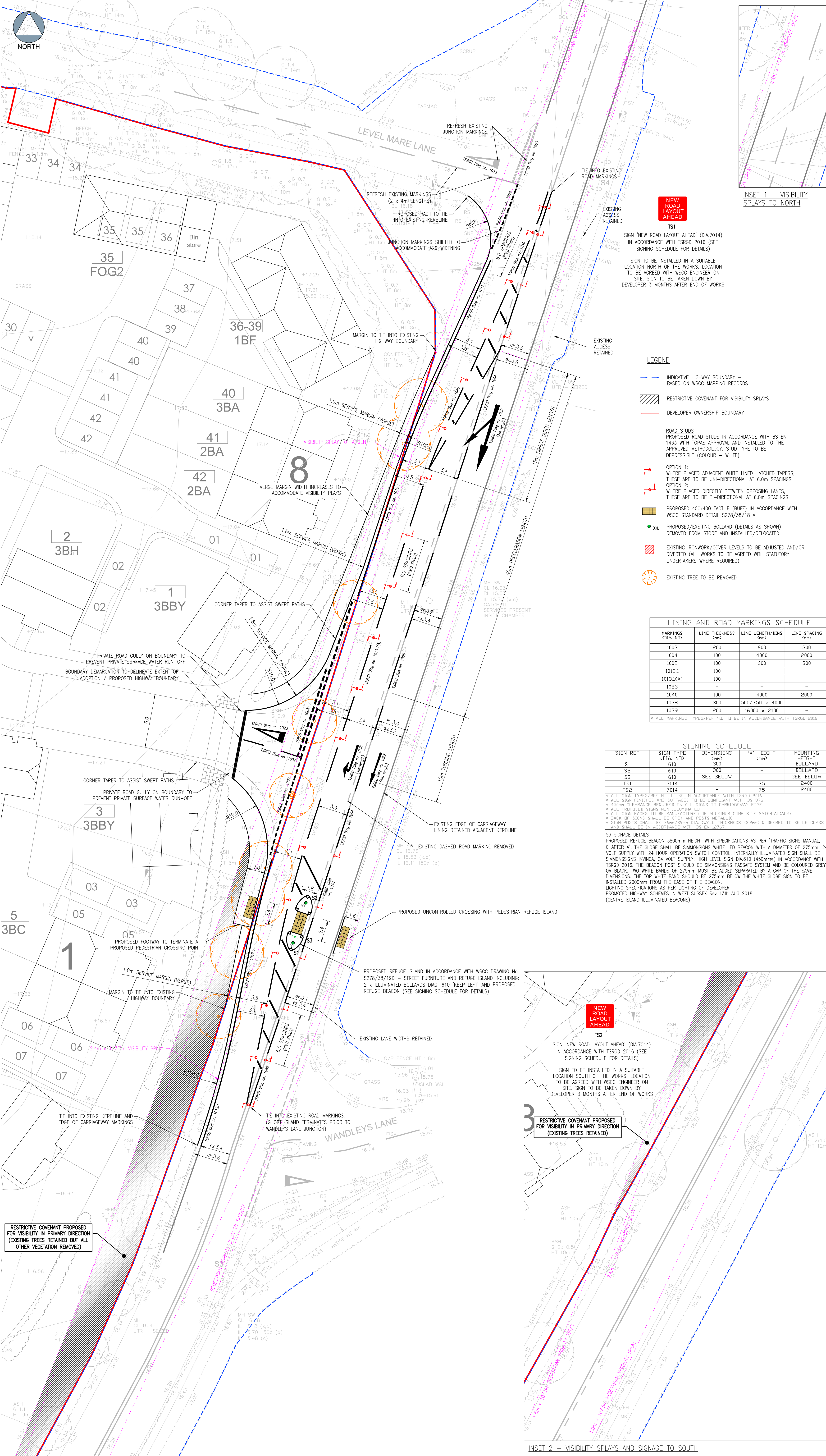


|                             |        |
|-----------------------------|--------|
| Skoda Octavia               |        |
| Overall Length              | 4.572m |
| Overall Width               | 1.769m |
| Overall Body Height         | 1.488m |
| Min Body Ground Clearance   | 0.249m |
| Max Track Width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



|                                                          |                                          |         |            |              |       |                    |                 |          |
|----------------------------------------------------------|------------------------------------------|---------|------------|--------------|-------|--------------------|-----------------|----------|
| Project Name                                             | Title                                    | Client  | Checked By | Checked Date | Scale | (AT A3 SIZE)       |                 |          |
| PHASE 2 NORTHFIELDS COTTAGE<br>FONTWELL AVENUE, FONTWELL | SITE ACCESS ARRANGEMENTS<br>FROM PHASE 1 | reside. | JR         | 30.06.21     | 1:500 | Client Drawing No. | PBA Drawing No. | Revision |
| Project Phase                                            |                                          |         | Drawn By   | Drawn Date   |       | -                  | 020.0672.001    | A        |
| PRELIMINARY                                              |                                          |         | SN         | 30.06.21     |       |                    |                 |          |

## Appendix C



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|                              |
|------------------------------|
| 1. Abnormal or unusual risks |
| 2.                           |
| 3.                           |

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**HIGHWAY NOTES**

- WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE MANUAL OF CONTRACT FOR HIGHWAY WORKS (MCHW). IF THERE IS ANY AMBIGUITY BETWEEN THE SPECIFICATION AND THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER.
- EQUILIBRIUM CBR VALUE FOR CARRIAGEWAY CONSTRUCTION TO BE AGREED ON-SITE FOLLOWING IN-SITU CBR TESTS. ALL EXCAVATIONS ARE SUBJECT TO THE CBR RESULTS.
- TRAFFIC MANAGEMENT TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND RELEVANT CODES OF PRACTICE.
- ALL LINING AND SIGNING DIAGRAM NUMBERS REFER TO THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2016 (TSRGD2016).

**EXISTING SERVICES**

- IT IS THE RESPONSIBILITY OF ANY ON SITE CONTRACTOR TO IDENTIFY AND LOCATE ANY UTILITY PLANT PRIOR TO CONSTRUCTION WORK BEING UNDERTAKEN.
- THE INFORMATION PROVIDED ON THIS DRAWING ABOUT THE EXISTING UTILITY SERVICES IS BASED ON HISTORICAL RECORDS PROVIDED BY THE STATUTORY UTILITIES. THE ACTUAL POSITION AND STATUS OF ANY MAINS AND SERVICES MUST BE VERIFIED AND ESTABLISHED ON SITE. THIS DRAWING IS PROVIDED FOR INFORMATION ONLY.
- CABLES TO STREET LIGHTING, ROAD SIGNS AND ILLUMINATED BOLLARDS ARE NOT SHOWN BUT MUST BE ASSUMED TO EXIST.

**STREET LIGHTING**

- STREET LIGHTING REQUIREMENTS SUBJECT TO FURTHER REVIEW. FOLLOWING CONSULTATION WITH SSE LIGHTING, NO LIGHTING HAS INITIALLY BEEN PROPOSED GIVEN THE EXISTING LIGHTING INFRASTRUCTURE.

**APPLICABLE WSCC STANDARD DETAILS**

S278/38/02 B - APPROVED KERB TYPE SELECTION (SHEET 1)  
S278/38/03 A - APPROVED KERB TYPE SELECTION (SHEET 2)  
S278/38/04 B - FOOTWAY/CYCLEWAY (TYPE 1)  
S278/38/09 B - SERVICE MARGINS  
S278/38/10 A - PREFERRED ARRANGEMENT OF SERVICES  
S278/38/18 A - STREET FURNITURE TACTILE CROSSINGS  
S278/38/19 D - STREET FURNITURE REFUGE ISLANDS  
S278/38/20 B - CARRIAGEWAY TIE-IN OPTIONS  
S278/38/21 F - CARRIAGEWAY FLEXIBLE SPECIFICATION

**NOT APPROVED**

S278 DRAWING/DESIGN IS STILL 'SUBJECT TO LHA APPROVAL'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

|     |                                                                                              |          |    |      |
|-----|----------------------------------------------------------------------------------------------|----------|----|------|
| B   | RESPONSE TO WSCC DR01 COMMENTS:<br>• DOUBLE LINING CHANGED TO DASHED<br>• ROAD STUDS UPDATED | 22.07.21 | CL | RW   |
| A   | BOUNDARY DEMARCATION UPDATED                                                                 | 25.05.21 | CL | RW   |
| Rev | Description                                                                                  | Date     | By | Chkd |

**paul basham associates**

Paul Basham Associates Ltd  
The Bbly, Curra Hall Estate, Fareham, PO16 8UT  
01329 711 000  
info@paulbashamassociates.com www.paulbashamassociates.com

Client

**HAMPSHIRE HOMES**

Project Name  
**EASTERGATE, FONTWELL**

Title  
**SECTION 278 GENERAL ARRANGEMENT**

Project Phase  
**DETAILED DESIGN**

|                    |              |          |              |
|--------------------|--------------|----------|--------------|
| Checked By         | Checked Date | Drawn By | Drawn Date   |
| RW                 | 12.05.21     | CL       | 12.05.21     |
| Client Drawing No. |              | Scale    |              |
|                    |              | 1:200    | (AT A1 SIZE) |
| PBA Drawing No.    |              | Revision |              |
| 108.5009.101       |              | B        |              |

- LEGEND**
- INDICATIVE HIGHWAY BOUNDARY - BASED ON WSCC MAPPING RECORDS
  - RESTRICTIVE COVENANT FOR VISIBILITY SPLAYS
  - DEVELOPER OWNERSHIP BOUNDARY

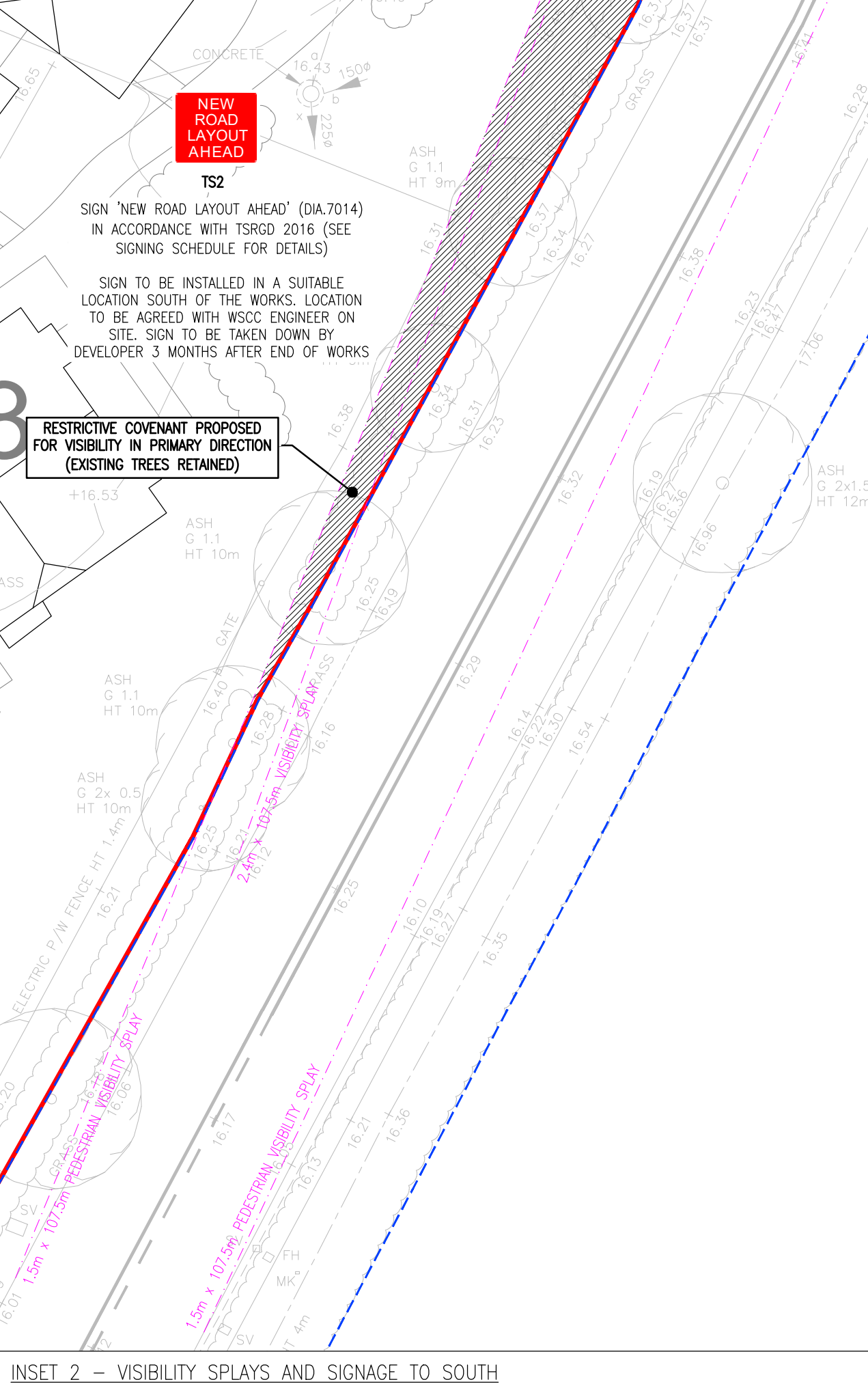
- ROAD STUDS**
- PROPOSED ROAD STUDS IN ACCORDANCE WITH BS EN 1463 WITH TOPAS APPROVAL AND INSTALLED TO THE APPROVED METHODOLOGY. STUD TYPE TO BE DEPRESSIBLE (COLOUR - WHITE).
- OPTION 1:**  
WHERE PLACED ADJACENT WHITE LINED HATCHED TAPERS, THESE ARE TO BE UNI-DIRECTIONAL AT 6.0m SPACINGS
- OPTION 2:**  
WHERE PLACED DIRECTLY BETWEEN OPPOSING LANES, THESE ARE TO BE BI-DIRECTIONAL AT 6.0m SPACINGS
- PROPOSED 400x400 TACTILE (BUFF) IN ACCORDANCE WITH WSCC STANDARD DETAIL S278/38/18 A
- PROPOSED/EXISTING BOLLARD (DETAILS AS SHOWN) REMOVED FROM STORE AND INSTALLED/RELOCATED
- EXISTING IRONWORK/COVER LEVELS TO BE ADJUSTED AND/OR DIVERTED (ALL WORKS TO BE AGREED WITH STATUTORY UNDERTAKERS WHERE REQUIRED)
- EXISTING TREE TO BE REMOVED

| MARKINGS<br>CDIA NO. | LINE THICKNESS<br>(mm) | LINE LENGTH/DIMS<br>(mm) | LINE SPACING<br>(mm) |
|----------------------|------------------------|--------------------------|----------------------|
| 1003                 | 200                    | 600                      | 300                  |
| 1004                 | 100                    | 4000                     | 2000                 |
| 1009                 | 100                    | 600                      | 300                  |
| 1012.1               | 100                    | -                        | -                    |
| 1013.1(A)            | 100                    | -                        | -                    |
| 1023                 | -                      | -                        | -                    |
| 1040                 | 100                    | 4000                     | 2000                 |
| 1038                 | 300                    | 500/750 x 4000           | -                    |
| 1039                 | 200                    | 16000 x 2100             | -                    |

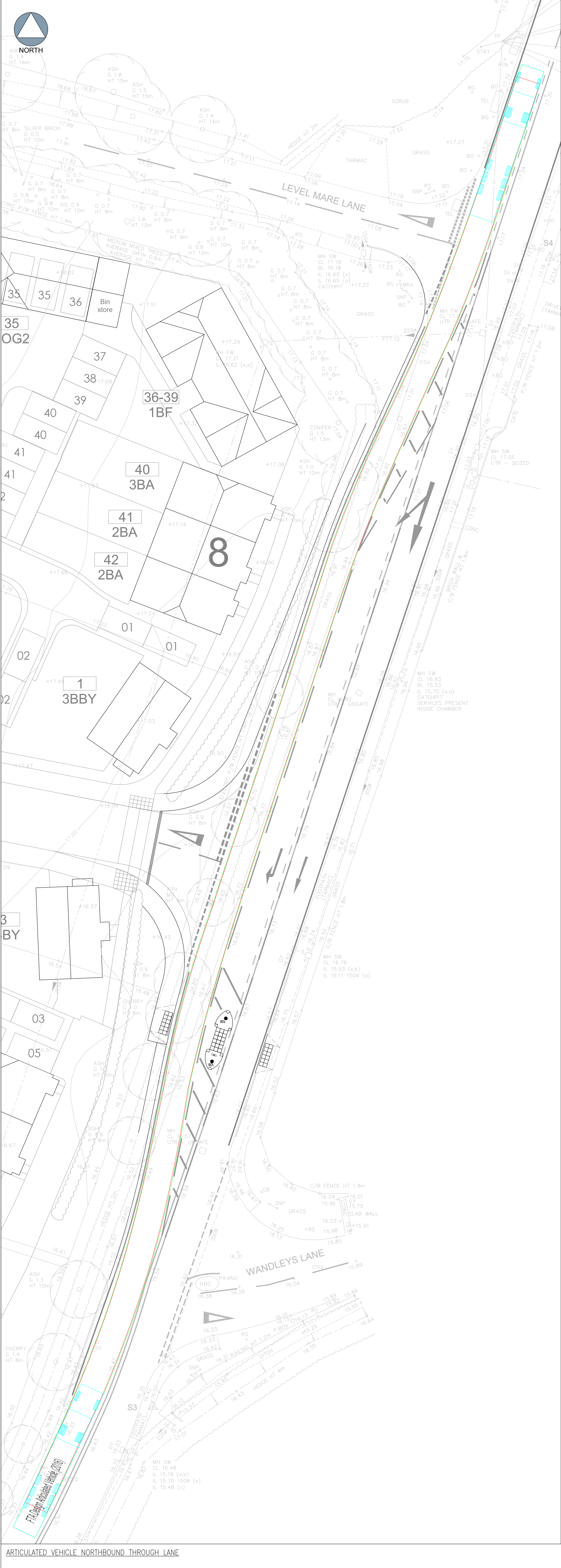
\* ALL MARKINGS TYPES/REF NO. TO BE IN ACCORDANCE WITH TSRGD 2016

| SIGN REF | SIGN TYPE<br>CDIA NO. | DIMENSIONS<br>(mm) | 7'x' HEIGHT<br>(mm) | MOUNTING<br>HEIGHT<br>(mm) |
|----------|-----------------------|--------------------|---------------------|----------------------------|
| S1       | 610                   | 300                | -                   | BOLLARD                    |
| S2       | 610                   | 300                | -                   | BOLLARD                    |
| S3       | 610                   | SEE BELOW          | -                   | SEE BELOW                  |
| TS1      | 7014                  | -                  | 75                  | 2400                       |
| TS2      | 7014                  | -                  | 75                  | 2400                       |

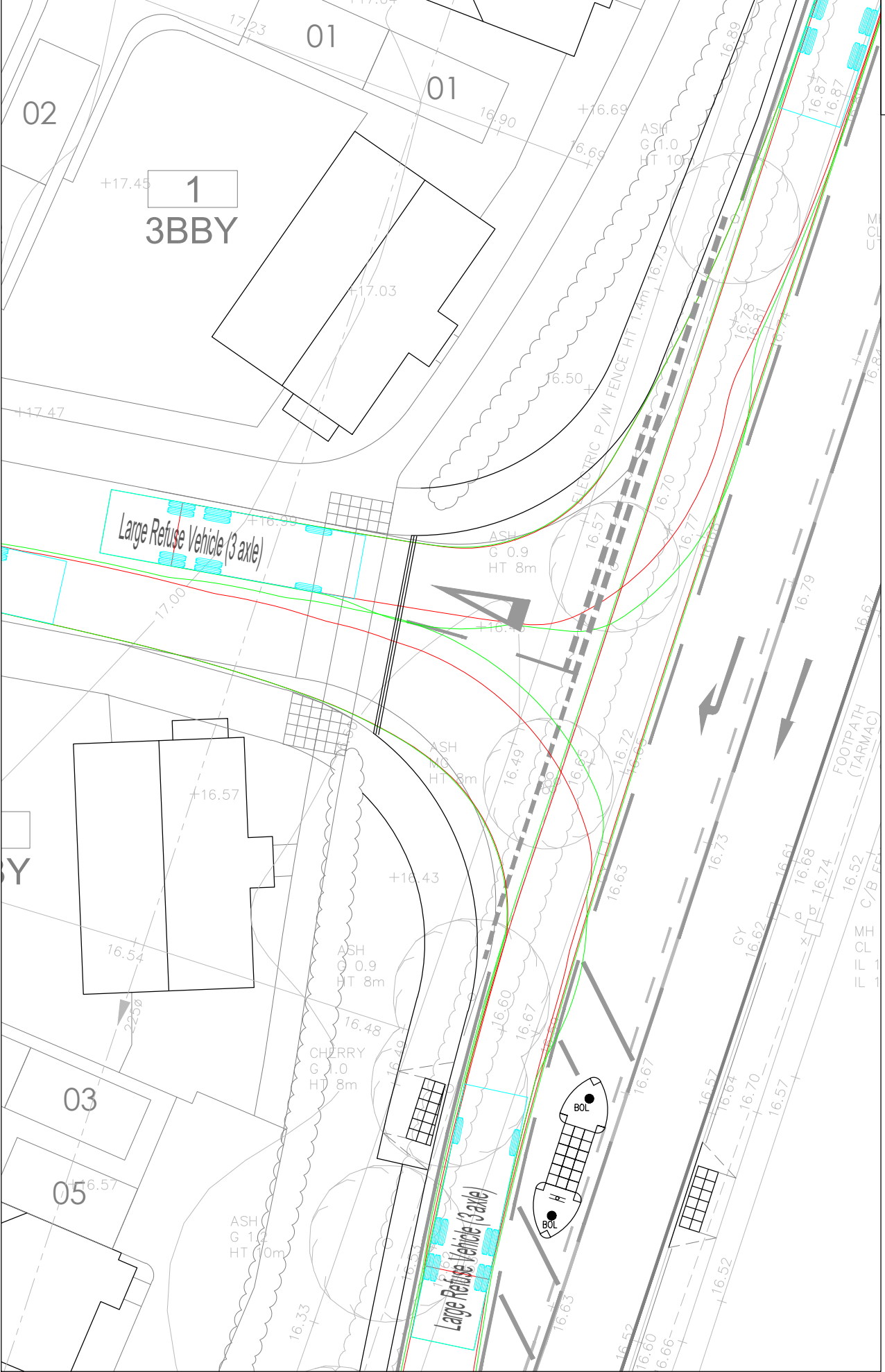
- \* ALL SIGN TYPES/REF NO. TO BE IN ACCORDANCE WITH TSRGD 2016
- \* ALL SIGN FINISHES AND SURFACES TO BE COMPLIANT WITH BS 5973
- \* 450mm CLEARANCE REQUIRED ON ALL SIGNS TO CARRIAGEWAY EDGE
- \* ALL PROPOSED SIGNS NON-ILLUMINATED
- \* ALL SIGN FACES TO BE MANUFACTURED OF ALUMINUM COMPOSITE MATERIAL (ACM)
- \* BACK OF SIGNS SHALL BE GREY AND PUSTS METALLIC
- \* SIGN PUSTS SHALL BE 70mm/89mm DIA. WALL THICKNESS (3.2mm) & BEEMED TO BE LE CLASS 2 AND COMPLIANT IN ACCORDANCE WITH BS EN 12767
- S3 SIGNAGE DETAILS**
- PROPOSED REFUGE BEACON 3800mm HEIGHT WITH SPECIFICATIONS AS PER 'TRAFFIC SIGNS MANUAL, CHAPTER 4'. THE GLOBE SHALL BE SIMMONS' WHITE LED BEACON WITH A DIAMETER OF 275mm, 24 VOLT SUPPLY WITH 24 HOUR OPERATION SWITCH CONTROL. INTERNALLY ILLUMINATED SIGN SHALL BE SIMMONS' INVINCIA, 24 VOLT SUPPLY, HIGH LEVEL SIGN DIA.610 (450mm) IN ACCORDANCE WITH TSRGD 2016. THE BEACON POST SHOULD BE SIMMONS' PASSAFE SYSTEM AND BE COLOURED GREY OR BLACK. TWO WHITE BANDS OF 275mm MUST BE ADDED SEPARATED BY A GAP OF THE SAME DIMENSIONS. THE TOP WHITE BAND SHOULD BE 275mm BELOW THE WHITE GLOBE SIGN TO BE INSTALLED 2000mm FROM THE BASE OF THE BEACON.
- LIGHTING SPECIFICATIONS AS PER LIGHTING OF DEVELOPER
- PROMOTED HIGHWAY SCHEMES IN WEST SUSSEX Rev 13th AUG 2018.
- (CENTRE ISLAND ILLUMINATED BEACONS)



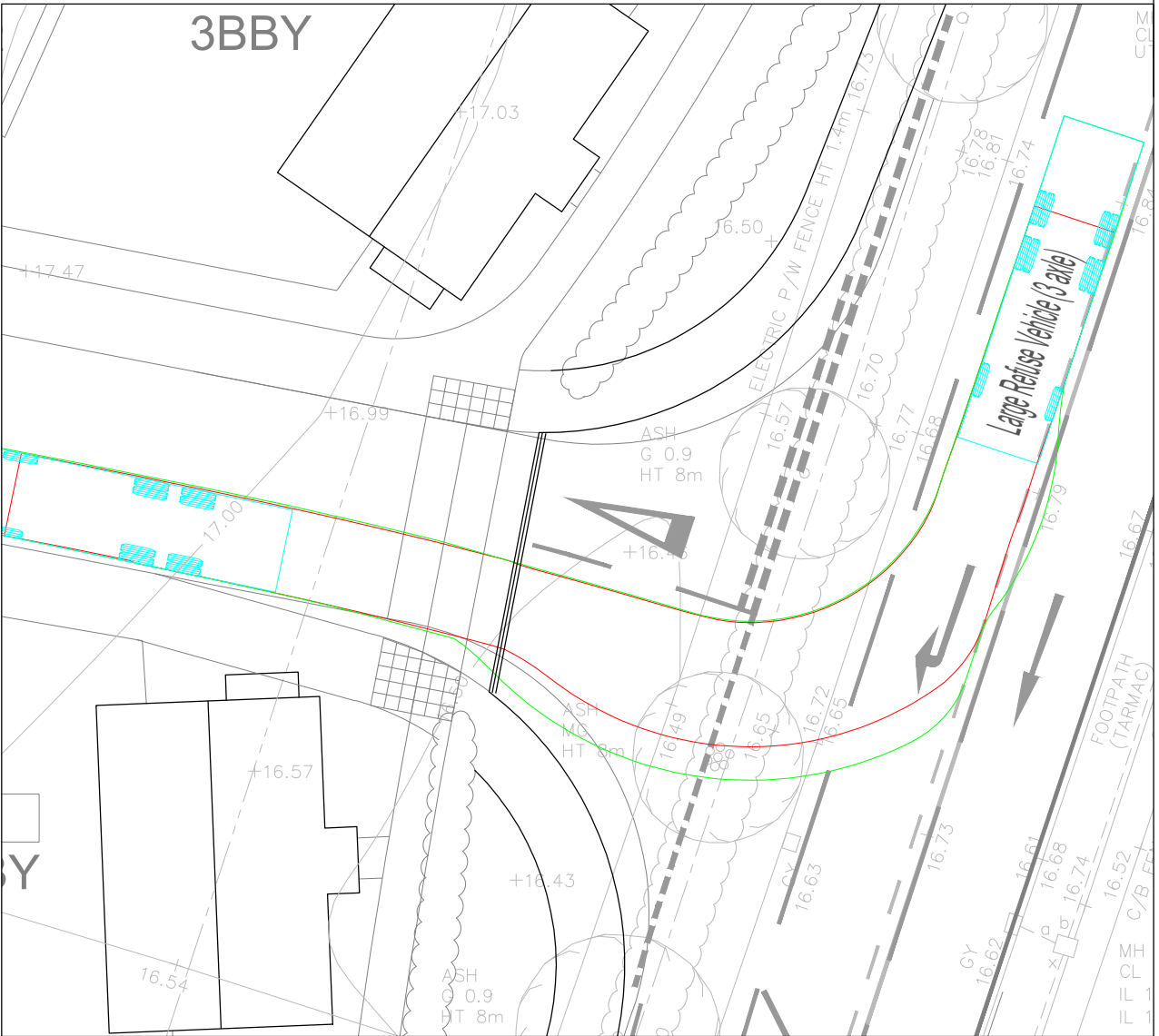
INSET 2 - VISIBILITY SPLAYS AND SIGNAGE TO SOUTH



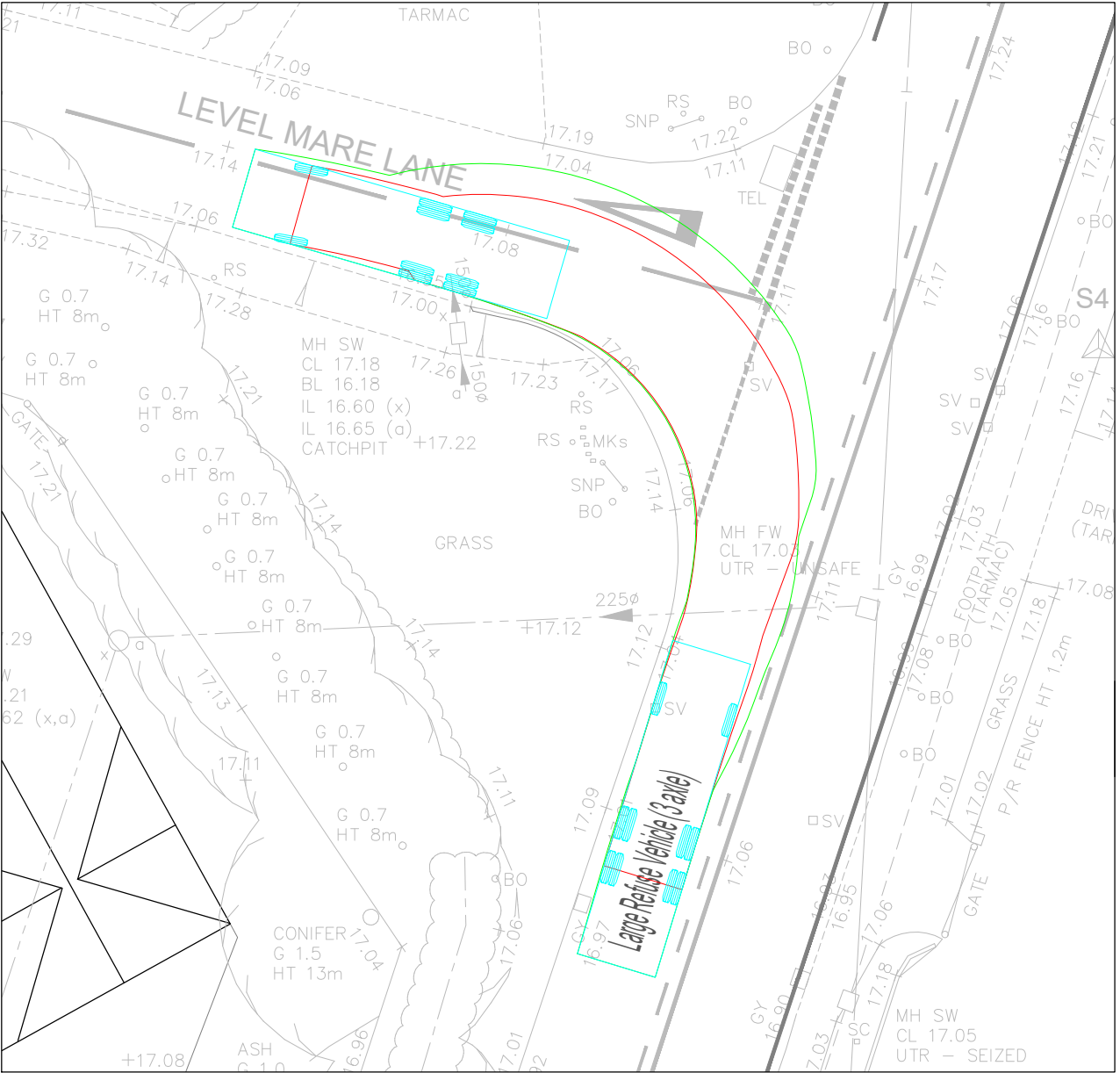
ARTICULATED VEHICLE, NORTHBOUND THROUGH LANE



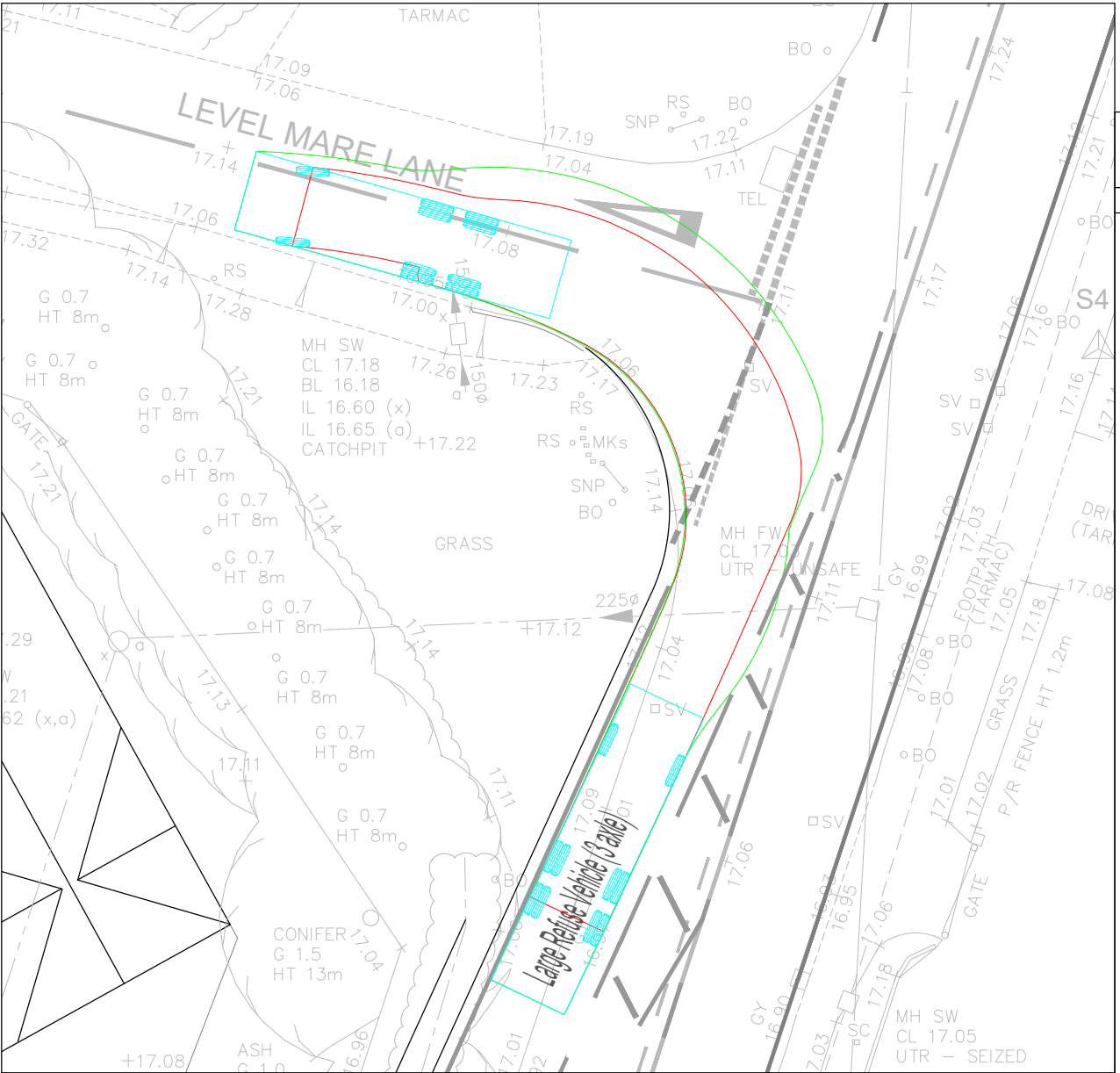
REFUSE LEFT IN, LEFT OUT AT ACCESS



REFUSE RIGHT IN AT ACCESS



REFUSE LEFT IN AT LEVEL MARE LANE – EXISTING JUNCTION



REFUSE LEFT IN AT LEVEL MARE LANE – PROPOSED JUNCTION (RADIJ AMENDMENT)

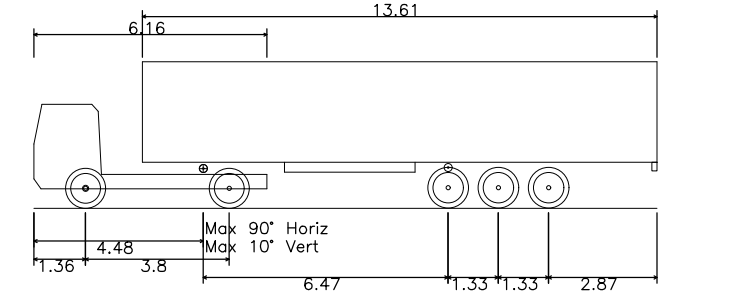
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| CDM Regulations 2015 : Reg. 9                                                                                                                                                                                                                                                                                                                                                      |                           |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--|--|
| None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.                                                                                                                                                                                                                                                       |                           |  |  |
| In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus (1), and should be given particular attention by all those carrying out construction or of future maintenance works. |                           |  |  |
| 1.                                                                                                                                                                                                                                                                                                                                                                                 | Abnormal or unusual risks |  |  |
| 2.                                                                                                                                                                                                                                                                                                                                                                                 |                           |  |  |
| 3.                                                                                                                                                                                                                                                                                                                                                                                 |                           |  |  |

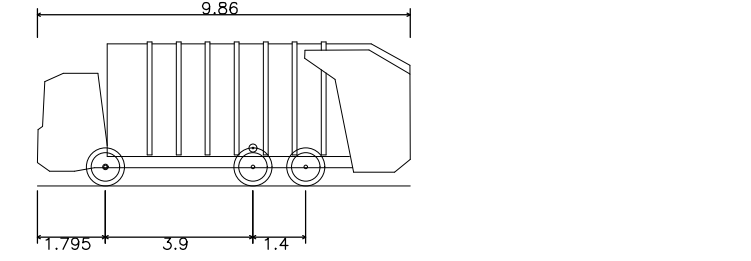
#### GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 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.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

#### VEHICLE PROFILE



| FTA Design Articulated Vehicle (2016) |         |
|---------------------------------------|---------|
| Overall Length                        | 16.480m |
| Overall Width                         | 2.550m  |
| Overall Body Height                   | 3.870m  |
| Min Body Ground Clearance             | 0.515m  |
| Max track Width                       | 2.470m  |
| Lock to lock time                     | 3.00s   |
| Kerb to Kerb Turning Radius           | 6.600m  |



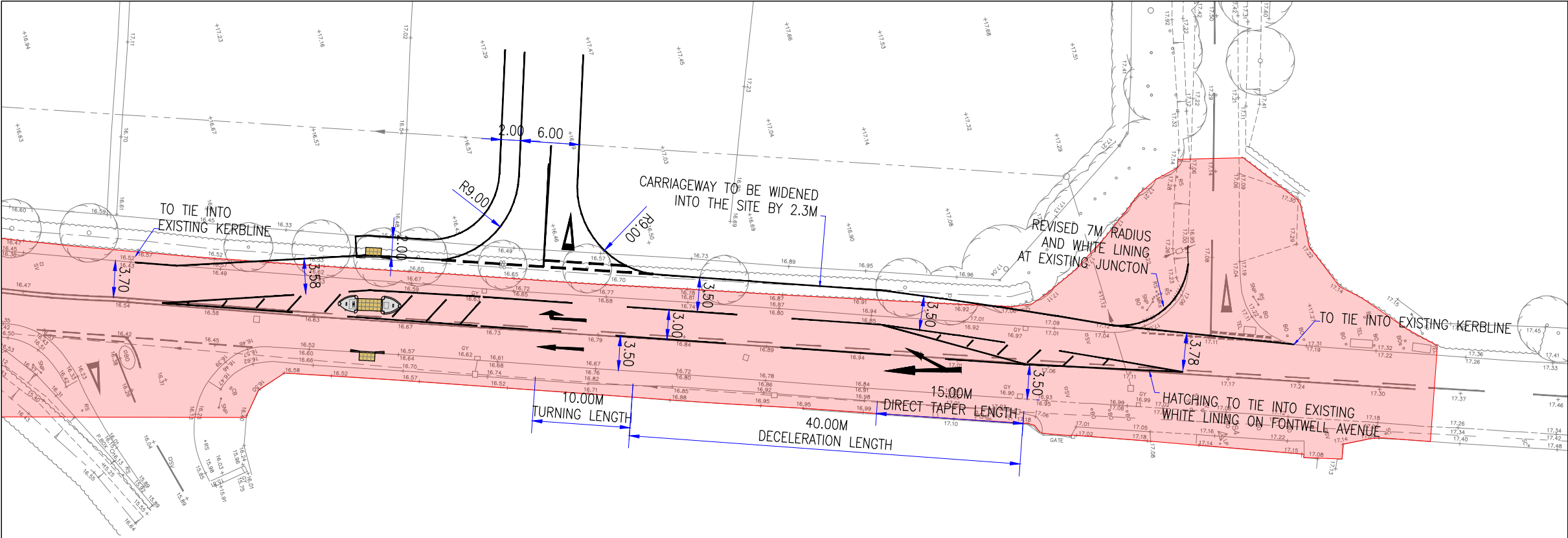
| Large Refuse Vehicle (3 axle) |        |
|-------------------------------|--------|
| Overall Length                | 9.860m |
| Overall Width                 | 2.450m |
| Overall Body Height           | 3.814m |
| Min Body Ground Clearance     | 0.366m |
| Track Width                   | 2.450m |
| Lock to lock time             | 4.00s  |
| Kerb to Kerb Turning Radius   | 9.500m |

**NOT APPROVED**  
S278 DRAWING/DESIGN IS STILL "SUBJECT TO LHA APPROVAL"  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

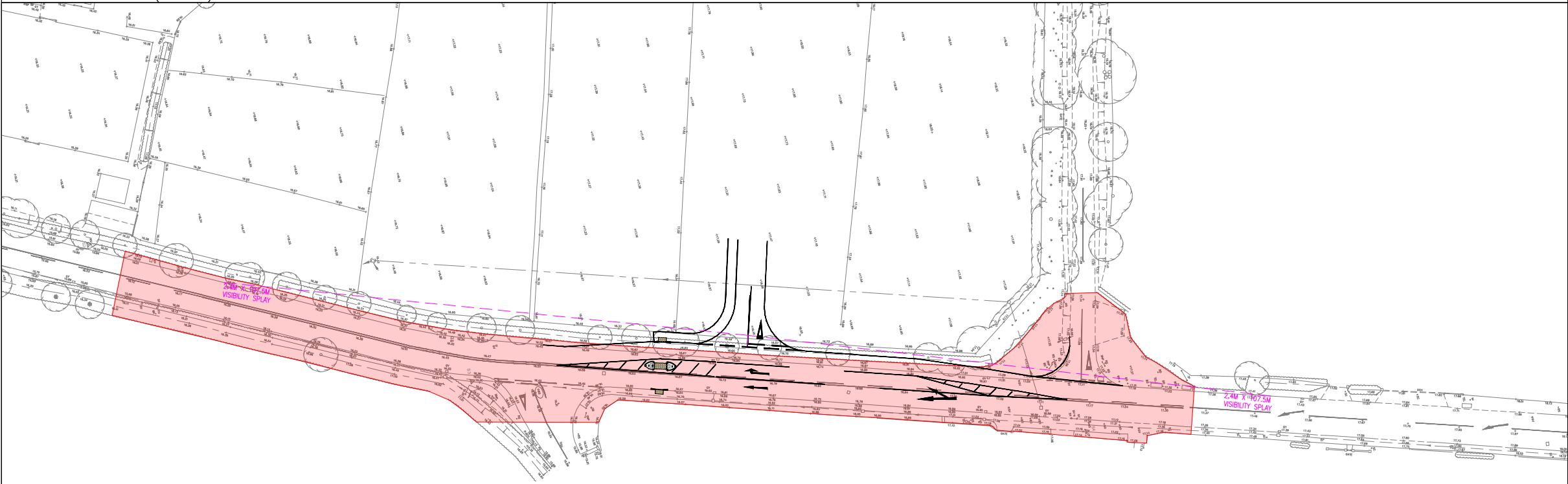
| A | RESPONSE TO WSCC DR01 COMMENTS:   | 22.07.21 | CL | RW |
|---|-----------------------------------|----------|----|----|
|   | • DOUBLE LINING CHANGED TO DASHED |          |    |    |
|   | • ROAD STUDS UPDATED              |          |    |    |

|                                                                                                                                                            |                              |          |              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------|--------------|
|                                                                                                                                                            |                              |          |              |
| Paul Basham Associates Ltd<br>The Bbby, Curo Hall Estate, Fareham, PO16 8UT<br>01329 711 000<br>info@paulbashamassociates.com www.paulbashamassociates.com |                              |          |              |
| Client                                                                                                                                                     |                              |          |              |
| Project Name                                                                                                                                               | EASTERGATE, FORTWELL         |          |              |
| Title                                                                                                                                                      | SECTION 278 VEHICLE TRACKING |          |              |
| Project Phase                                                                                                                                              | DETAILED DESIGN              |          |              |
| Checked By                                                                                                                                                 | Checked Date                 | Drawn By | Drawn Date   |
| RW                                                                                                                                                         | 12.05.21                     | CL       | 12.05.21     |
| Client Drawing No.                                                                                                                                         |                              | Scale    |              |
|                                                                                                                                                            |                              | 1:200    | (AT A1 SIZE) |
| PBA Drawing No.                                                                                                                                            | 108.5009.107                 |          | Revision     |
|                                                                                                                                                            |                              |          | A            |

## Appendix D



ACCESS DESIGN (1:500)



ACCESS VISIBILITY SPLAYS (1:1000)

GENERAL NOTES

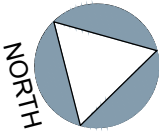
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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6. RIGHT TURN LANE DESIGNED IN ACCORDANCE WITH PARAMETERS SET OUT IN TD42/95 FOR A RIGHT TURN LANE WITH A DESIGN SPEED OF 40MPH.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON RECORDED 85TH PERCENTILE SPEEDS OF 41MPH NORTHBOUND AND SOUTHBOUND ON FONTWELL AVENUE.

KEY

INDICATIVE HIGHWAY BOUNDARY



|                                                  |  |               |                                                                                                                                                                                                                                                               |         |            |  |              |             |                          |    |                 |          |
|--------------------------------------------------|--|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------|--|--------------|-------------|--------------------------|----|-----------------|----------|
| ACCESS VISIBILITY SPLAYS (1:1000)                |  |               |                                                                                                                                                                                                                                                               |         |            |  | -            | -           | --,--,--                 | -- | --              |          |
|                                                  |  |               |                                                                                                                                                                                                                                                               |         |            |  | Rev          | Description | Date                     | By | Check           |          |
| Project Name                                     |  | Title         | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01489 668134<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client  | Checked By |  | Checked Date |             | Scale                    |    |                 |          |
| NORTHFIELD COTTAGES, FONTWELL AVENUE<br>FONTWELL |  |               |                                                                                                                                                                                                                                                               |         | MS         |  | 24.10.18     |             | AS SHOWN<br>(AT A3 SIZE) |    |                 |          |
| Project Phase                                    |  | ACCESS DESIGN |                                                                                                                                                                                                                                                               | reside. | Drawn By   |  | Drawn Date   |             | Client Drawing No.       |    | PBA Drawing No. | Revision |
| PRELIMINARY                                      |  |               |                                                                                                                                                                                                                                                               |         | SN         |  | 18.10.18     |             | -                        |    | 020.0360.001    |          |

## Appendix E

## ROAD SAFETY AUDIT BRIEF (GG119)

**Table C.1 Project Summary**

|                     |                         |
|---------------------|-------------------------|
| Date:               | 16.08.21                |
| Document Reference: | 020.0672/RSA/1          |
| Prepared by:        | Paul Basham Associates  |
| On behalf of:       | Reside Developments Ltd |

### Authorisation Sheet

|               |                                              |
|---------------|----------------------------------------------|
| Project:      | Land at Bayards, Fontwell Avenue, Eastergate |
| Report Title: | Stage 1 Road Safety Audit Brief              |

### Prepared By

|               |                        |
|---------------|------------------------|
| Name:         | Adam Ford              |
| Signed:       |                        |
| Organisation: | Paul Basham Associates |
| Date:         | 16.08.21               |

### I approve the RSA Brief and instruct the RSA to take place on behalf of the overseeing organisation

|               |                        |
|---------------|------------------------|
| Name:         | Mark Smith             |
| Signed:       |                        |
| Organisation: | Paul Basham Associates |
| Date:         | 16.08.21               |

## ROAD SAFETY AUDIT BRIEF (GG119)

Table C.2. General Details

|                                                |                                                                        |                                    |   |   |
|------------------------------------------------|------------------------------------------------------------------------|------------------------------------|---|---|
| Highway Scheme Name and Road Number:           | Fontwell Avenue (A29)                                                  |                                    |   |   |
| Type of scheme: (Description of highway works) | Intensification of a right turn lane junction onto A29 Fontwell Avenue |                                    |   |   |
| RSA Stage:                                     | 1/2                                                                    | 2                                  | 3 | 4 |
|                                                | Interim                                                                |                                    |   |   |
| Overseeing Organisation Details:               |                                                                        | Design Organisation Details:       |   |   |
| West Sussex County Council                     |                                                                        | <div></div>                        |   |   |
| Police Contact Details:                        |                                                                        | Maintaining Agent Contact Details: |   |   |
| N/A                                            |                                                                        | N/A                                |   |   |
| RSA Team Membership:                           |                                                                        |                                    |   |   |
| Martin Morris                                  |                                                                        | Bryan Shawyer                      |   |   |
| <div></div>                                    |                                                                        | <div></div>                        |   |   |

Table C.3 Scheme Details

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| General:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>The scheme comprises of Phase 2 (69 units) of the development on land west of, Fontwell Avenue, Fontwell. The consented Phase 1 (43 units) scheme is to be accessed via a new right turn junction on Fontwell Avenue to provide access. The majority of Phase 2 (63 units) is to be accessed via Phase 1 using this same arrangement onto the A29. A separate access for 6 units is proposed onto Level Mare Lane, to which no connection would be provided. A pedestrian crossing with refuge island is also proposed at the access on the A29 Fontwell Avenue to provide safe connection to the existing eastern footway on Fontwell Avenue.</p> |

## ROAD SAFETY AUDIT BRIEF (GG119)

---

### Design Standards applied to the Scheme Design:

---

CD 123, Design Manual for Roads and Bridges

---

### Design Speeds:

---

40mph

---

### Speed Limits:

---

40mph

---

### Existing Traffic Flows/Queues:

---

Traffic count surveys were undertaken on Fontwell Avenue along the site frontage. This was undertaken in September 2018 (during school term time). The results of the survey indicate 85<sup>th</sup> percentile speeds of 41mph northbound and southbound and weekday (5 day) flows of 5,728 vehicles southbound and 5,055 vehicles northbound.

---

### Forecast Traffic Flows:

---

The TRICS database has been consulted to anticipate the number of vehicle trips that will be generated by Phase 2 of the site. Phase 2 is anticipated to generate 40 trips in the AM peak, 38 trips in the PM peak and a total of 548 trips over a 12-hour period. This equates to the addition of one trip every two minutes and four seconds over the day. The two Phases combined would generate 60 trips in the AM peak, 56 trips in the PM peak and 529 trips over a 12 hour period.

To anticipate the proposed distribution of the development 2011 Census 'Location of Usual Residence and place of work data' has been obtained. This assessment indicates that the majority (61%) of development trips are anticipated to travel northbound (left) from the site access and 39% of trips anticipated to travel southbound (right) from the site access.

---

### Visibility Splays:

---

Visibility splays at the access onto Fontwell Avenue are achievable to 2.4m x 107.5m in accordance with 85<sup>th</sup> percentile speeds of 41mph northbound and southbound. To ensure that visibility is achievable it is proposed that the majority of the existing vegetation within the visibility splay would be removed and replaced behind the splays apart from trees which would remain within the visibility splay. CD 109 states that objects such as trees and lamp columns less than 550mm in width/length would not provide a significant obstruction to visibility. The of the trees is less than 1m and thus these trees would not have a significant impact on highway safety.

---

## ROAD SAFETY AUDIT BRIEF (GG119)

### Pedestrian, cyclist and equestrian desire lines:

Pedestrians and cyclists will primarily be travelling in a southerly direction on Fontwell Avenue towards Westergate (southwest) and Eastergate (southeast), where the majority of local services and amenities are located. Pedestrians and cyclists are also likely to travel in a northerly direction from the proposed access onto Fontwell Avenue towards Fontwell village with some local shops. Pedestrians and cyclists are less likely to be travelling east as there are less services and facilities available within the vicinity of the site.

### Environmental Constraints:

N/A

**Table C.4 Locality**

|                                                |                                                                                                                                                                                        |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description of Locality:                       | The site is situated within Fontwell and is located to the south of Level Mare Lane to the west of the consented Land West of Fontwell Avenue development (Phase 1).                   |
| Map:                                           |                                                                                                    |
| General Description:                           | The site is situated approximately 450m south of Fontwell, 1.3km north of Eastergate and 1.6km north of Westergate.                                                                    |
| Relevant Factors which may affect Road Safety: | Trees to be retained within the visibility splay, which CD 109 suggests would not provide a significant obstruction to visibility given that they are less than 550mm in width/length. |

## ROAD SAFETY AUDIT BRIEF (GG119)

Table C.5 Analysis:

|                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Collision Data Analysis:   | <p>Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed for the five-year period from June 2017 – 2021. One slight incident has occurred on Fontwell Avenue to the southeast of the proposed access and one serious incident occurring to the northeast of the site on Wandleys Lane. However, there have been no accidents along the site frontage during this period. Given the strategic nature of Fontwell Avenue it is not considered that there are any existing accident trends on the surrounding highways network which would be exacerbated as part of the proposed development.</p> |
| Collision Data Image:      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Departures from Standards: | <p>Departure from Standards at the junction have been approved by WSCC for the right turn lane junction onto Fontwell Avenue as part of the planning application for Phase 1. This relates to the tapering of the junction and that the junction is less than 50m away from neighbouring junctions to the north and south. The signed departure of standard forms are provided alongside this RSA brief.</p>                                                                                                                                                                                                                                                                                          |

## ROAD SAFETY AUDIT BRIEF (GG119)

|                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Summary of previous Road Safety Audit Stage reports, road safety audit response reports and evidence of agreed actions: | <p>A Stage 1 RSA was conducted as part of the Phase 1 application which raised concerns that would be addressed at the detailed design stage/Stage 2 RSA.</p> <p>A Stage 1/2 audit has subsequently been undertaken as part of Phase 1's Section 278 process which is being completed by Paul Basham Associates on behalf of Hampshire Homes.</p> <p>The previous RSAs and designers responses have been provided alongside this RSA brief.</p> |
| Strategic Decisions:                                                                                                    | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                             |

### List of Included Documents:

| Reference Number     | Revision | Title                                     | Date:      |
|----------------------|----------|-------------------------------------------|------------|
| PBA/20/0360/006/1/MM | -        | Road Safety Audit Stage 1                 | 18.03.2020 |
|                      |          | Stage 1 RSA Designer's Response           |            |
|                      |          | Road Safety Audit Stage 2                 |            |
|                      |          | Signed Departure from Standard forms (x2) |            |

### List of Included Drawings:

| Drawing Number | Revision | Title                           |
|----------------|----------|---------------------------------|
| 108.5009.101   | B        | Section 278 General Arrangement |
| 108.5009.107   | A        | Section 278 Vehicle Tracking    |
| 29662A_200     |          | Site Layout                     |

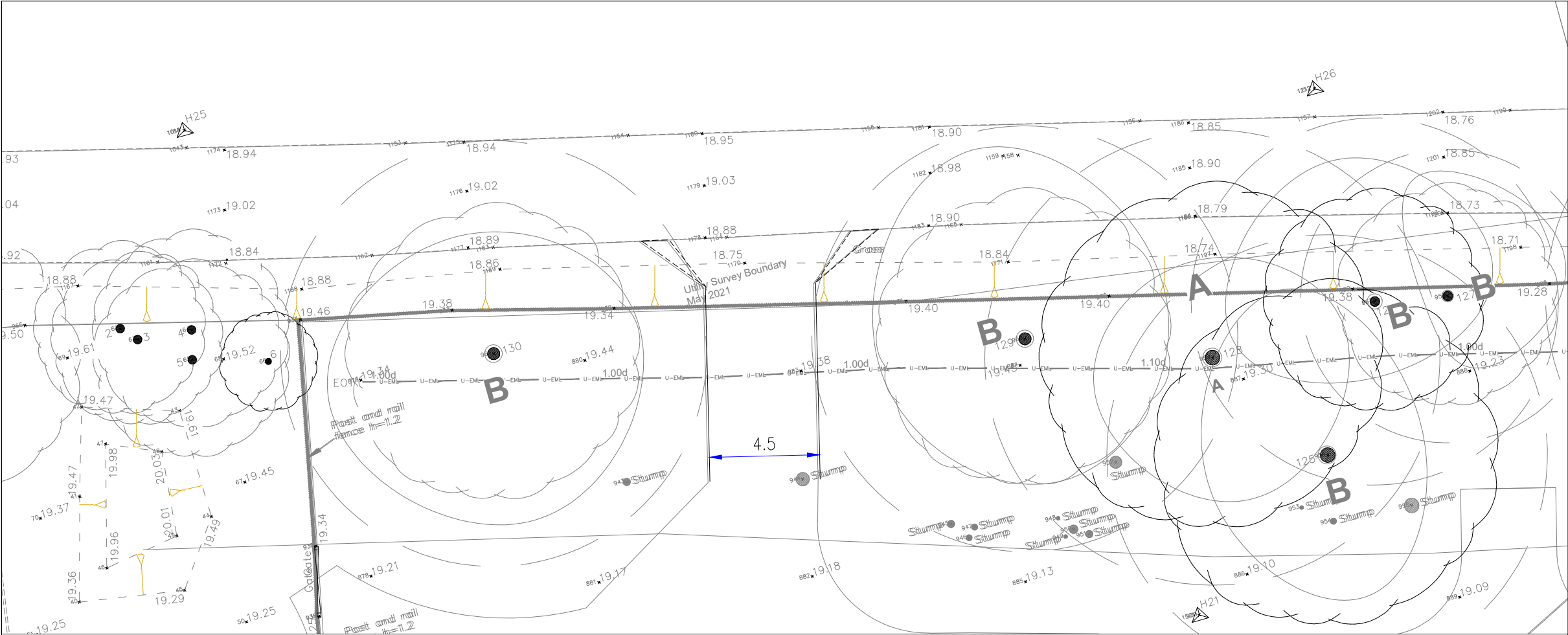
### Table C.6 Checklist

## ROAD SAFETY AUDIT BRIEF (GG119)

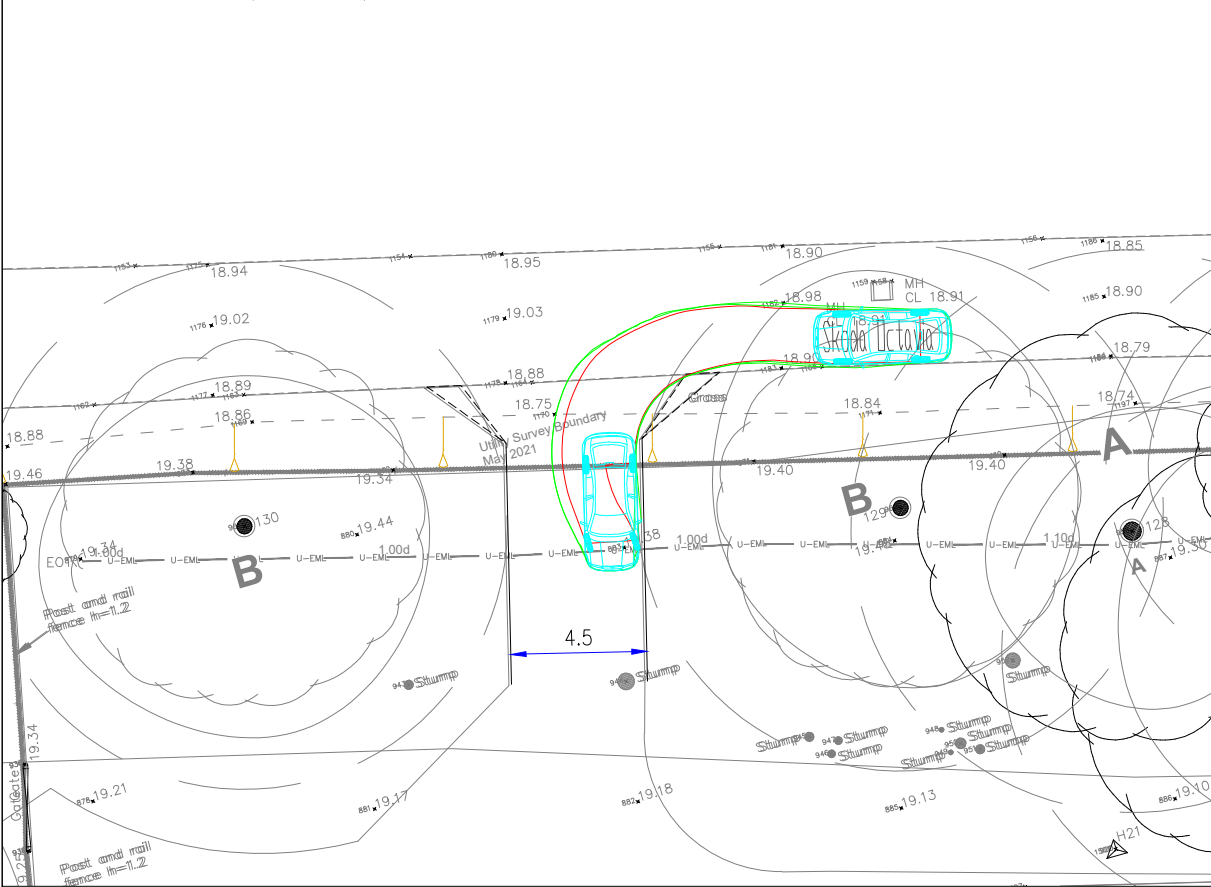
*Tick all that are included and provide reasons for those that are not included*

|                                              |           |                                                               |            |
|----------------------------------------------|-----------|---------------------------------------------------------------|------------|
| Site Location Plan                           | <u>Y</u>  | Scale layout plans                                            | <u>Y</u>   |
| Departures and relaxations from standards    | <u>Y</u>  | Construction/typical details                                  | <u>N/A</u> |
| Previous RSA Report                          | <u>Y</u>  | Previous RSA response reports and evidence of agreed actions  | <u>Y</u>   |
| Collision data and collision data analysis   | <u>Y</u>  | Road traffic collision plot                                   | <u>Y</u>   |
| Traffic signal staging                       | <u>NA</u> | Traffic counts                                                | <u>Y</u>   |
| Speed surveys                                | <u>Y</u>  | Pedestrian, cyclist and horse riding desire lines and volumes | <u>NA</u>  |
| Walking, cycling and horse riding assessment | <u>NA</u> | Items outside the scope of the RSA/strategic decisions        | <u>N</u>   |
| Other factors that may impact road safety    | <u>NA</u> | Design speeds/speed limits                                    | <u>Y</u>   |
| Design standards used                        | <u>Y</u>  | Adjacent land uses                                            | <u>NA</u>  |

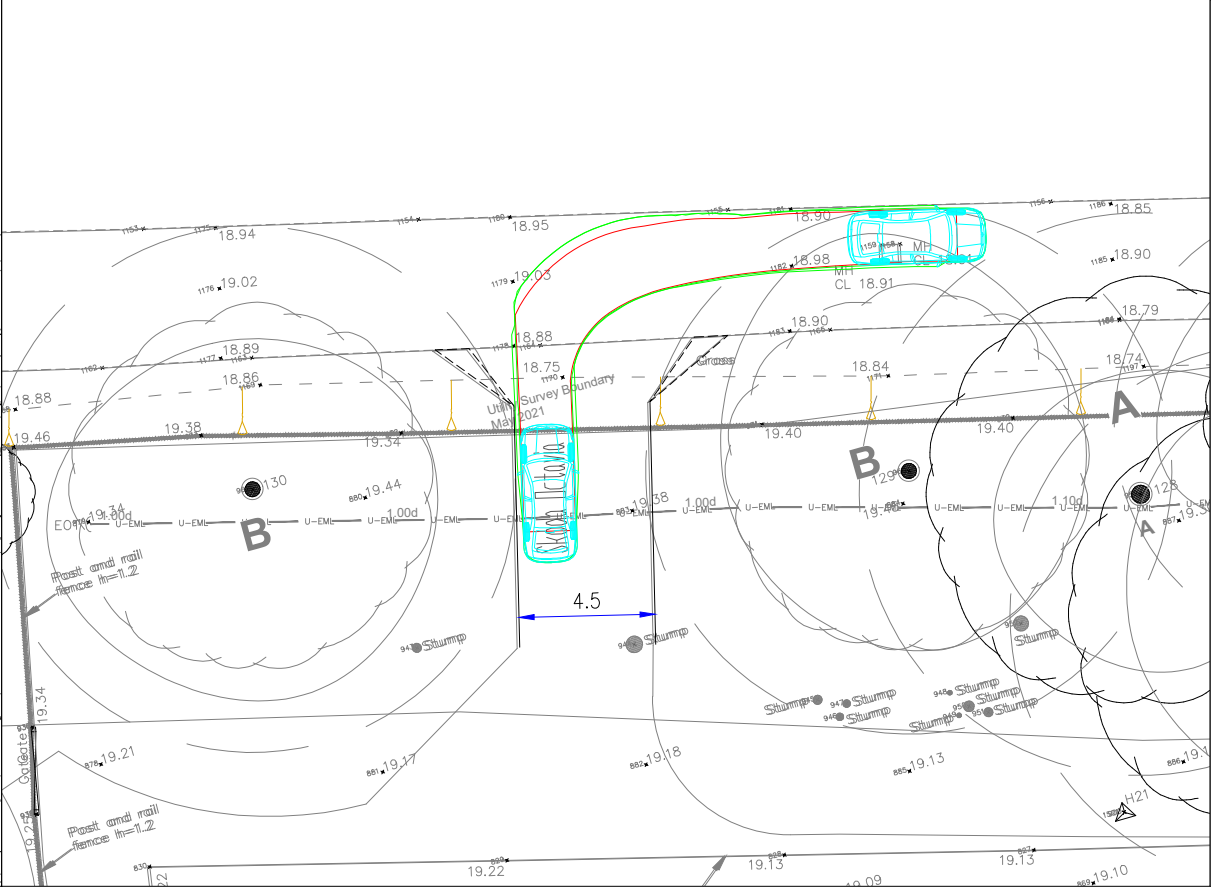




ACCESS DESIGN (1 : 200)



CAR ACCESS (1 : 250)

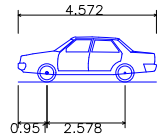


CAR EGRESS (1 : 250)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



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



|     |                 |          |    |     |
|-----|-----------------|----------|----|-----|
| A   | CLIENT COMMENTS | 13.08.21 | AF | M01 |
| Rev | Description     | Date     | By | Chk |

|                                                                          |                                      |                   |                  |                          |                         |                                 |               |  |
|--------------------------------------------------------------------------|--------------------------------------|-------------------|------------------|--------------------------|-------------------------|---------------------------------|---------------|--|
| Project Name<br>PHASE 2 NORTHFIELDS COTTAGE<br>FONTWELL AVENUE, FONTWELL | Title<br>ACCESS ONTO LEVEL MARE LANE | Client<br>reside. | Checked By<br>JR | Checked Date<br>30.06.21 | Scale<br>AS SHOWN       | (AT A3 SIZE)                    |               |  |
| Project Phase<br>PRELIMINARY                                             |                                      |                   | Drawn By<br>SN   | Drawn Date<br>30.06.21   | Client Drawing No.<br>- | PBA Drawing No.<br>020.0672.002 | Revision<br>A |  |

## Appendix G

## Westergate ATC

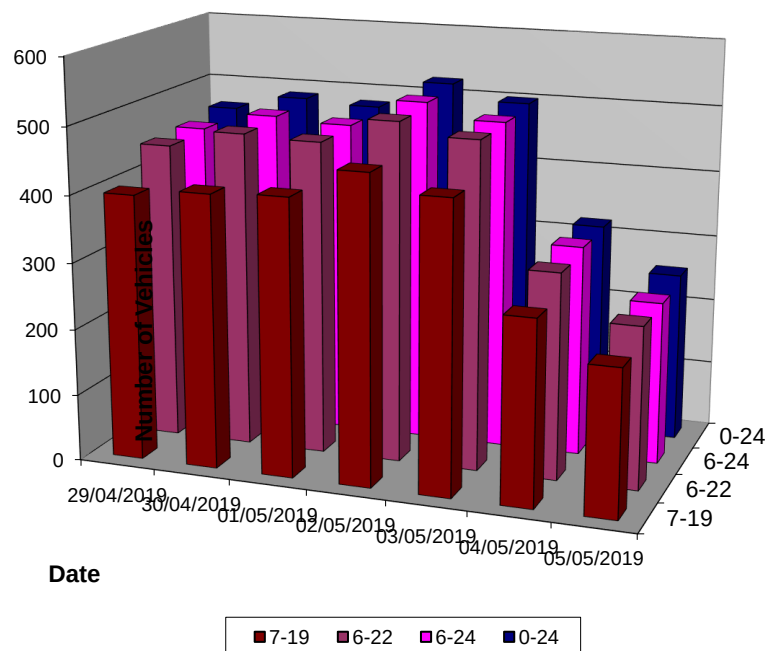
Channel 1 - Eastbound

Vehicle Flow

Week 1

| Hr Ending | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday | 5 Day Ave | 7 Day Ave |
|-----------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|-----------|-----------|
| 1         | 2                    | 0                     | 1                       | 1                      | 2                    | 1                      | 5                    | 1         | 2         |
| 2         | 0                    | 0                     | 1                       | 1                      | 0                    | 0                      | 3                    | 0         | 1         |
| 3         | 0                    | 1                     | 0                       | 0                      | 0                    | 2                      | 2                    | 0         | 1         |
| 4         | 0                    | 0                     | 0                       | 0                      | 1                    | 0                      | 0                    | 0         | 0         |
| 5         | 3                    | 3                     | 1                       | 1                      | 1                    | 0                      | 0                    | 2         | 1         |
| 6         | 6                    | 3                     | 4                       | 5                      | 3                    | 0                      | 1                    | 4         | 3         |
| 7         | 13                   | 19                    | 9                       | 14                     | 13                   | 9                      | 7                    | 14        | 12        |
| 8         | 29                   | 22                    | 30                      | 29                     | 22                   | 14                     | 10                   | 26        | 22        |
| 9         | 27                   | 17                    | 25                      | 34                     | 30                   | 15                     | 11                   | 27        | 23        |
| 10        | 22                   | 25                    | 17                      | 37                     | 25                   | 18                     | 16                   | 25        | 23        |
| 11        | 16                   | 19                    | 19                      | 43                     | 26                   | 38                     | 18                   | 25        | 26        |
| 12        | 29                   | 33                    | 30                      | 30                     | 23                   | 36                     | 23                   | 29        | 29        |
| 13        | 25                   | 26                    | 36                      | 29                     | 40                   | 21                     | 23                   | 31        | 29        |
| 14        | 23                   | 36                    | 29                      | 33                     | 28                   | 27                     | 22                   | 30        | 28        |
| 15        | 31                   | 30                    | 29                      | 46                     | 36                   | 27                     | 19                   | 34        | 31        |
| 16        | 26                   | 47                    | 30                      | 31                     | 41                   | 25                     | 18                   | 35        | 31        |
| 17        | 71                   | 68                    | 70                      | 71                     | 63                   | 16                     | 15                   | 69        | 53        |
| 18        | 55                   | 43                    | 55                      | 45                     | 59                   | 21                     | 24                   | 51        | 43        |
| 19        | 45                   | 44                    | 45                      | 31                     | 40                   | 18                     | 20                   | 41        | 35        |
| 20        | 17                   | 30                    | 32                      | 26                     | 29                   | 17                     | 11                   | 27        | 23        |
| 21        | 14                   | 11                    | 11                      | 7                      | 11                   | 4                      | 2                    | 11        | 9         |
| 22        | 5                    | 4                     | 3                       | 2                      | 4                    | 3                      | 4                    | 4         | 4         |
| 23        | 1                    | 3                     | 0                       | 2                      | 0                    | 5                      | 1                    | 1         | 2         |
| 24        | 3                    | 2                     | 3                       | 5                      | 3                    | 3                      | 0                    | 3         | 3         |
| 7-19      | 399                  | 410                   | 415                     | 459                    | 433                  | 276                    | 219                  | 423       | 373       |
| 6-22      | 448                  | 474                   | 470                     | 508                    | 490                  | 309                    | 243                  | 478       | 420       |
| 6-24      | 452                  | 479                   | 473                     | 515                    | 493                  | 317                    | 244                  | 482       | 425       |
| 0-24      | 463                  | 486                   | 480                     | 523                    | 500                  | 320                    | 255                  | 490       | 432       |

Vehicle Flow (Channel 1)



# Westergate ATC

Channel 1 - Eastbound

Average Speed

Week 1

| Hr Ending | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday |
|-----------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|
| 1         | 35.5                 | -                     | 15.5                    | 25.5                   | 35.5                 | 25.5                   | 23.5                 |
| 2         | -                    | -                     | 43.0                    | 15.5                   | -                    | -                      | 25.5                 |
| 3         | -                    | 33.0                  | -                       | -                      | -                    | 29.2                   | 25.5                 |
| 4         | -                    | -                     | -                       | -                      | 25.5                 | -                      | -                    |
| 5         | 30.5                 | 25.5                  | 25.5                    | 33.0                   | 38.0                 | -                      | -                    |
| 6         | 25.1                 | 32.2                  | 27.4                    | 26.5                   | 25.5                 | -                      | 33.0                 |
| 7         | 27.2                 | 28.5                  | 28.0                    | 23.9                   | 29.5                 | 25.2                   | 25.1                 |
| 8         | 24.6                 | 28.8                  | 24.9                    | 26.2                   | 23.8                 | 27.1                   | 26.2                 |
| 9         | 25.5                 | 25.8                  | 26.2                    | 25.1                   | 26.2                 | 24.8                   | 23.4                 |
| 10        | 24.7                 | 26.3                  | 25.8                    | 24.7                   | 25.6                 | 26.7                   | 25.6                 |
| 11        | 24.7                 | 24.8                  | 24.6                    | 26.4                   | 24.9                 | 25.0                   | 24.5                 |
| 12        | 27.2                 | 24.9                  | 25.2                    | 23.8                   | 25.5                 | 23.7                   | 23.8                 |
| 13        | 26.7                 | 23.2                  | 27.1                    | 25.4                   | 25.4                 | 25.3                   | 24.4                 |
| 14        | 25.4                 | 25.1                  | 23.5                    | 26.3                   | 23.7                 | 24.9                   | 24.7                 |
| 15        | 26.4                 | 25.4                  | 25.0                    | 25.2                   | 24.7                 | 24.2                   | 26.3                 |
| 16        | 23.4                 | 22.4                  | 26.4                    | 24.9                   | 25.2                 | 23.7                   | 23.5                 |
| 17        | 23.8                 | 23.1                  | 26.1                    | 23.8                   | 25.7                 | 20.4                   | 25.3                 |
| 18        | 25.3                 | 24.9                  | 25.9                    | 27.4                   | 26.1                 | 25.7                   | 25.3                 |
| 19        | 24.3                 | 24.9                  | 25.5                    | 26.5                   | 26.6                 | 25.9                   | 25.6                 |
| 20        | 24.8                 | 24.2                  | 25.7                    | 25.4                   | 24.6                 | 27.0                   | 24.1                 |
| 21        | 23.0                 | 25.2                  | 22.8                    | 24.1                   | 25.5                 | 29.9                   | 25.5                 |
| 22        | 24.4                 | 20.4                  | 22.2                    | 20.5                   | 22.4                 | 22.2                   | 23.0                 |
| 23        | 25.5                 | 22.2                  | -                       | 25.5                   | -                    | 23.5                   | 25.5                 |
| 24        | 24.7                 | 25.5                  | 25.5                    | 27.0                   | 28.0                 | 22.2                   | -                    |
| 10-12     | 26.3                 | 24.9                  | 25.0                    | 25.3                   | 25.2                 | 24.4                   | 24.1                 |
| 14-16     | 25.0                 | 23.6                  | 25.7                    | 25.1                   | 24.9                 | 24.0                   | 24.9                 |
| 0-24      | 25.1                 | 24.8                  | 25.6                    | 25.3                   | 25.5                 | 24.9                   | 24.8                 |

|         |      |
|---------|------|
| Average | 25.1 |
|---------|------|

Channel 1 - Eastbound

85th Percentile

| Hr Ending | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday |
|-----------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|
| 1         | 38.7                 | -                     | -                       | -                      | 39.0                 | -                      | 25.8                 |
| 2         | -                    | -                     | -                       | -                      | -                    | -                      | 25.6                 |
| 3         | -                    | -                     | -                       | -                      | -                    | 33.3                   | 26.1                 |
| 4         | -                    | -                     | -                       | -                      | -                    | -                      | -                    |
| 5         | 33.5                 | 25.8                  | -                       | -                      | -                    | -                      | -                    |
| 6         | 33.6                 | 38.6                  | 33.4                    | 33.9                   | 25.9                 | -                      | -                    |
| 7         | 33.3                 | 33.6                  | 33.3                    | 26.1                   | 38.5                 | 25.6                   | 26.4                 |
| 8         | 33.3                 | 33.3                  | 33.9                    | 33.6                   | 25.7                 | 33.0                   | 26.3                 |
| 9         | 26.3                 | 25.9                  | 34.0                    | 33.4                   | 33.5                 | 26.0                   | 25.9                 |
| 10        | 25.5                 | 33.8                  | 25.9                    | 25.6                   | 25.8                 | 33.7                   | 33.3                 |
| 11        | 26.3                 | 33.8                  | 33.3                    | 33.6                   | 33.6                 | 33.5                   | 33.9                 |
| 12        | 33.8                 | 33.6                  | 33.2                    | 26.2                   | 33.5                 | 26.3                   | 26.3                 |
| 13        | 33.7                 | 34.0                  | 33.2                    | 33.9                   | 33.2                 | 25.6                   | 25.8                 |
| 14        | 33.0                 | 26.4                  | 26.1                    | 33.8                   | 33.9                 | 33.2                   | 26.2                 |
| 15        | 33.4                 | 33.2                  | 25.9                    | 25.5                   | 26.2                 | 26.2                   | 26.4                 |
| 16        | 26.4                 | 26.2                  | 33.4                    | 26.0                   | 33.5                 | 26.0                   | 25.6                 |
| 17        | 26.3                 | 26.5                  | 33.7                    | 26.4                   | 33.4                 | 25.9                   | 25.5                 |
| 18        | 25.9                 | 25.7                  | 33.3                    | 33.4                   | 33.1                 | 33.1                   | 33.3                 |
| 19        | 26.5                 | 33.5                  | 33.6                    | 33.7                   | 33.8                 | 33.7                   | 33.8                 |
| 20        | 26.4                 | 25.6                  | 33.2                    | 26.0                   | 26.0                 | 33.9                   | 33.3                 |
| 21        | 25.6                 | 34.0                  | 25.7                    | 26.0                   | 33.8                 | 38.5                   | 25.7                 |
| 22        | 33.9                 | 26.2                  | 26.1                    | 26.0                   | 33.6                 | 25.6                   | 26.0                 |
| 23        | -                    | 25.5                  | -                       | 25.9                   | -                    | 26.3                   | -                    |
| 24        | 33.5                 | 26.1                  | 25.6                    | 33.4                   | 33.8                 | 25.9                   | -                    |
| 10-12     | 33.8                 | 33.1                  | 33.5                    | 25.8                   | 33.0                 | 26.0                   | 25.8                 |
| 14-16     | 25.6                 | 25.6                  | 33.9                    | 25.6                   | 33.2                 | 26.0                   | 25.5                 |
| 0-24      | 26.1                 | 26.3                  | 33.3                    | 33.2                   | 33.1                 | 33.2                   | 26.0                 |

|           |      |
|-----------|------|
| 85th %ile | 30.2 |
|-----------|------|

## Westergate ATC

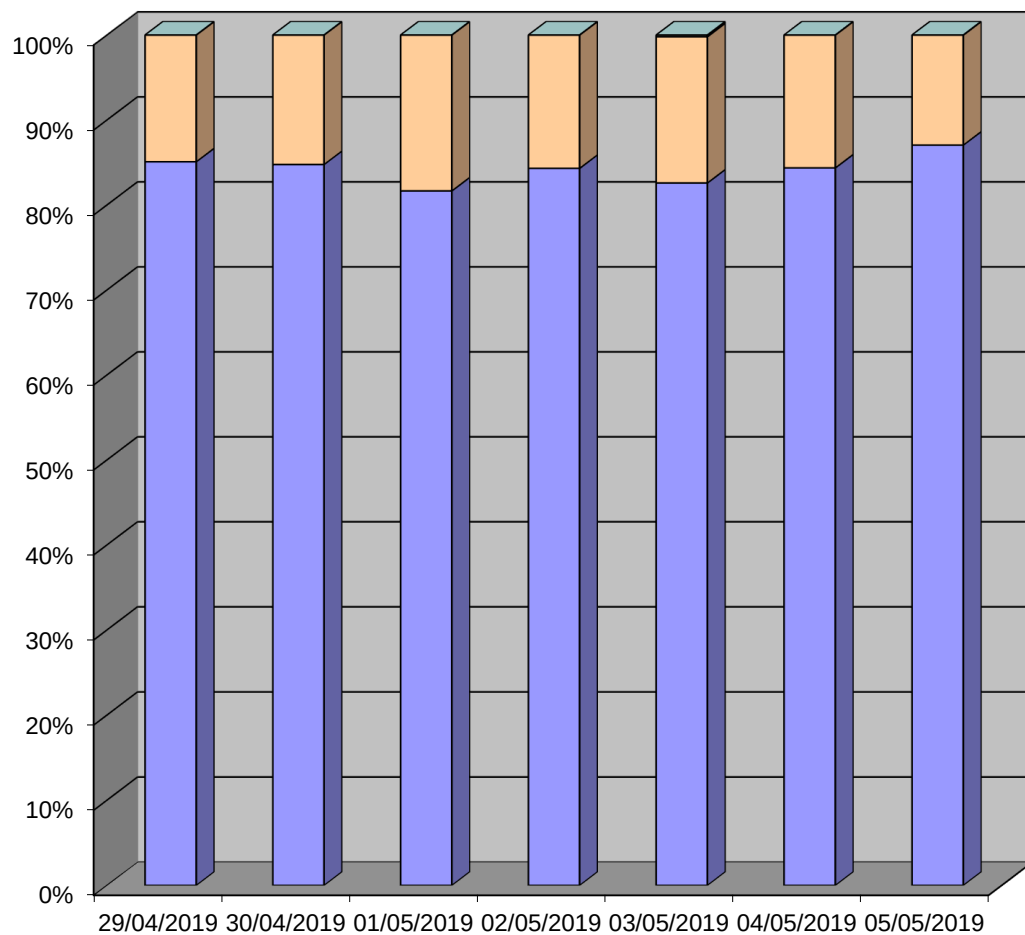
Channel 1 - Eastbound

Speed Summary

Week 1

| Speed (MPH)  | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday |
|--------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|
| 0-30         | 394                  | 412                   | 392                     | 441                    | 413                  | 270                    | 222                  |
| 31-45        | 69                   | 74                    | 88                      | 82                     | 86                   | 50                     | 33                   |
| 46-60        | 0                    | 0                     | 0                       | 0                      | 1                    | 0                      | 0                    |
| 61-          | 0                    | 0                     | 0                       | 0                      | 0                    | 0                      | 0                    |
| <b>TOTAL</b> | <b>463</b>           | <b>486</b>            | <b>480</b>              | <b>523</b>             | <b>500</b>           | <b>320</b>             | <b>255</b>           |

### Speed Summary (MPH)



Date

0-30 31-45 46-60 61-

# Westergate ATC

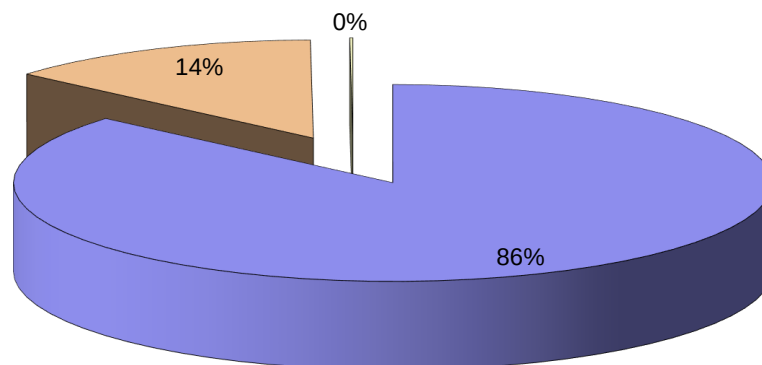
Channel 1 - Eastbound

Vehicle Class

Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 29/04/2019            |                            |                              |                          |                 |
| 7-19                  | 337                        | 61                           | 1                        | 399             |
| 6-22                  | 378                        | 69                           | 1                        | 448             |
| 6-24                  | 382                        | 69                           | 1                        | 452             |
| 0-24                  | 392                        | 70                           | 1                        | 463             |
| 30/04/2019            |                            |                              |                          |                 |
| 7-19                  | 345                        | 65                           | 0                        | 410             |
| 6-22                  | 399                        | 75                           | 0                        | 474             |
| 6-24                  | 404                        | 75                           | 0                        | 479             |
| 0-24                  | 409                        | 77                           | 0                        | 486             |
| 01/05/2019            |                            |                              |                          |                 |
| 7-19                  | 346                        | 67                           | 2                        | 415             |
| 6-22                  | 395                        | 73                           | 2                        | 470             |
| 6-24                  | 398                        | 73                           | 2                        | 473             |
| 0-24                  | 404                        | 74                           | 2                        | 480             |
| 02/05/2019            |                            |                              |                          |                 |
| 7-19                  | 390                        | 69                           | 0                        | 459             |
| 6-22                  | 432                        | 76                           | 0                        | 508             |
| 6-24                  | 439                        | 76                           | 0                        | 515             |
| 0-24                  | 446                        | 77                           | 0                        | 523             |
| 03/05/2019            |                            |                              |                          |                 |
| 7-19                  | 358                        | 75                           | 0                        | 433             |
| 6-22                  | 407                        | 82                           | 1                        | 490             |
| 6-24                  | 410                        | 82                           | 1                        | 493             |
| 0-24                  | 416                        | 83                           | 1                        | 500             |
| 04/05/2019            |                            |                              |                          |                 |
| 7-19                  | 262                        | 14                           | 0                        | 276             |
| 6-22                  | 294                        | 15                           | 0                        | 309             |
| 6-24                  | 301                        | 16                           | 0                        | 317             |
| 0-24                  | 304                        | 16                           | 0                        | 320             |
| 05/05/2019            |                            |                              |                          |                 |
| 7-19                  | 209                        | 10                           | 0                        | 219             |
| 6-22                  | 232                        | 11                           | 0                        | 243             |
| 6-24                  | 233                        | 11                           | 0                        | 244             |
| 0-24                  | 242                        | 13                           | 0                        | 255             |
| Average               |                            |                              |                          |                 |
| 7-19                  | 321                        | 52                           | 0                        | 373             |
| 6-22                  | 362                        | 57                           | 1                        | 420             |
| 6-24                  | 367                        | 57                           | 1                        | 425             |
| 0-24                  | 373                        | 59                           | 1                        | 432             |

**Total Vehicle Class Distribution**



# Westergate ATC

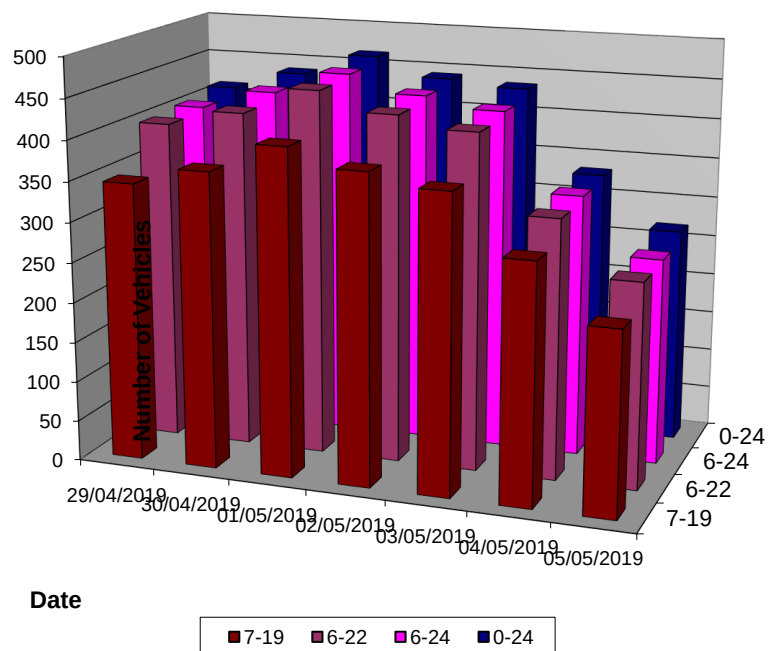
Channel 2 - Westbound

Vehicle Flow

Week 1

| Hr Ending | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday | 5 Day Ave | 7 Day Ave |
|-----------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|-----------|-----------|
| 1         | 1                    | 0                     | 1                       | 0                      | 2                    | 0                      | 4                    | 1         | 1         |
| 2         | 0                    | 0                     | 1                       | 1                      | 0                    | 0                      | 3                    | 0         | 1         |
| 3         | 0                    | 0                     | 0                       | 0                      | 0                    | 0                      | 0                    | 0         | 0         |
| 4         | 1                    | 1                     | 0                       | 0                      | 0                    | 0                      | 0                    | 0         | 0         |
| 5         | 0                    | 0                     | 0                       | 0                      | 2                    | 1                      | 0                    | 0         | 0         |
| 6         | 7                    | 7                     | 5                       | 4                      | 7                    | 4                      | 4                    | 6         | 5         |
| 7         | 25                   | 31                    | 23                      | 25                     | 20                   | 15                     | 11                   | 25        | 21        |
| 8         | 61                   | 57                    | 63                      | 53                     | 57                   | 11                     | 13                   | 58        | 45        |
| 9         | 42                   | 62                    | 70                      | 67                     | 46                   | 22                     | 15                   | 57        | 46        |
| 10        | 28                   | 22                    | 40                      | 31                     | 30                   | 26                     | 19                   | 30        | 28        |
| 11        | 18                   | 22                    | 23                      | 32                     | 17                   | 24                     | 21                   | 22        | 22        |
| 12        | 16                   | 22                    | 23                      | 25                     | 27                   | 30                     | 25                   | 23        | 24        |
| 13        | 24                   | 31                    | 22                      | 25                     | 21                   | 18                     | 22                   | 25        | 23        |
| 14        | 24                   | 26                    | 21                      | 23                     | 26                   | 25                     | 21                   | 24        | 24        |
| 15        | 19                   | 19                    | 20                      | 23                     | 28                   | 19                     | 17                   | 22        | 21        |
| 16        | 26                   | 36                    | 30                      | 30                     | 29                   | 20                     | 16                   | 30        | 27        |
| 17        | 37                   | 23                    | 37                      | 28                     | 28                   | 61                     | 22                   | 31        | 34        |
| 18        | 24                   | 28                    | 30                      | 20                     | 24                   | 24                     | 18                   | 25        | 24        |
| 19        | 27                   | 20                    | 26                      | 26                     | 35                   | 16                     | 18                   | 27        | 24        |
| 20        | 16                   | 14                    | 11                      | 14                     | 13                   | 6                      | 10                   | 14        | 12        |
| 21        | 6                    | 6                     | 13                      | 5                      | 11                   | 4                      | 4                    | 8         | 7         |
| 22        | 7                    | 1                     | 2                       | 4                      | 5                    | 1                      | 3                    | 4         | 3         |
| 23        | 2                    | 7                     | 2                       | 3                      | 6                    | 3                      | 0                    | 4         | 3         |
| 24        | 2                    | 2                     | 2                       | 3                      | 1                    | 2                      | 2                    | 2         | 2         |
| 7-19      | 346                  | 368                   | 405                     | 383                    | 368                  | 296                    | 227                  | 374       | 342       |
| 6-22      | 400                  | 420                   | 454                     | 431                    | 417                  | 322                    | 255                  | 424       | 386       |
| 6-24      | 404                  | 429                   | 458                     | 437                    | 424                  | 327                    | 257                  | 430       | 391       |
| 0-24      | 413                  | 437                   | 465                     | 442                    | 435                  | 332                    | 268                  | 438       | 399       |

Vehicle Flow (Channel 2)



# Westergate ATC

Channel 2 - Westbound

Average Speed

Week 1

| Hr Ending | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday |
|-----------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|
| 1         | 25.5                 | -                     | 25.5                    | -                      | 25.5                 | -                      | 23.0                 |
| 2         | -                    | -                     | 25.5                    | 25.5                   | -                    | -                      | 25.5                 |
| 3         | -                    | -                     | -                       | -                      | -                    | -                      | -                    |
| 4         | 25.5                 | 25.5                  | -                       | -                      | -                    | -                      | -                    |
| 5         | -                    | -                     | -                       | -                      | 25.5                 | 15.5                   | -                    |
| 6         | 22.6                 | 20.9                  | 25.0                    | 20.5                   | 21.2                 | 23.0                   | 23.0                 |
| 7         | 25.1                 | 25.6                  | 25.8                    | 24.9                   | 25.9                 | 23.3                   | 23.5                 |
| 8         | 25.4                 | 27.1                  | 25.2                    | 26.0                   | 26.2                 | 25.3                   | 23.2                 |
| 9         | 24.3                 | 23.2                  | 25.5                    | 25.0                   | 24.4                 | 25.2                   | 26.3                 |
| 10        | 21.9                 | 23.9                  | 24.2                    | 22.8                   | 22.8                 | 24.5                   | 23.2                 |
| 11        | 24.1                 | 23.2                  | 24.5                    | 22.1                   | 21.4                 | 23.6                   | 22.9                 |
| 12        | 25.5                 | 20.5                  | 24.1                    | 22.9                   | 24.0                 | 24.3                   | 24.5                 |
| 13        | 23.9                 | 22.4                  | 22.7                    | 21.3                   | 24.2                 | 24.2                   | 24.1                 |
| 14        | 25.4                 | 21.7                  | 21.1                    | 25.1                   | 25.3                 | 24.6                   | 24.1                 |
| 15        | 23.7                 | 24.3                  | 23.5                    | 23.2                   | 23.5                 | 23.6                   | 24.3                 |
| 16        | 23.9                 | 23.4                  | 24.2                    | 23.1                   | 23.9                 | 21.5                   | 24.6                 |
| 17        | 22.7                 | 21.0                  | 24.5                    | 22.6                   | 23.2                 | 22.8                   | 22.4                 |
| 18        | 21.2                 | 22.1                  | 23.3                    | 23.4                   | 23.3                 | 24.5                   | 22.4                 |
| 19        | 25.5                 | 24.1                  | 25.2                    | 24.8                   | 23.8                 | 25.5                   | 25.8                 |
| 20        | 24.6                 | 22.8                  | 26.6                    | 25.1                   | 21.7                 | 22.2                   | 24.5                 |
| 21        | 20.4                 | 23.8                  | 21.4                    | 25.5                   | 25.7                 | 27.4                   | 25.5                 |
| 22        | 24.1                 | 25.5                  | 29.2                    | 25.5                   | 21.5                 | 15.5                   | 28.0                 |
| 23        | 20.5                 | 23.4                  | 25.5                    | 21.3                   | 25.5                 | 18.7                   | -                    |
| 24        | 25.5                 | 25.5                  | 25.5                    | 22.2                   | 25.5                 | 25.5                   | 20.5                 |
| 10-12     | 24.8                 | 21.9                  | 24.3                    | 22.5                   | 23.0                 | 24.0                   | 23.7                 |
| 14-16     | 23.8                 | 23.7                  | 23.9                    | 23.1                   | 23.7                 | 22.5                   | 24.4                 |
| 0-24      | 24.0                 | 23.5                  | 24.4                    | 23.9                   | 24.1                 | 23.8                   | 24.0                 |

|         |      |
|---------|------|
| Average | 24.0 |
|---------|------|

Channel 2 - Westbound

85th Percentile

| Hr Ending | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday |
|-----------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|
| 1         | -                    | -                     | -                       | -                      | 26.2                 | -                      | 26.4                 |
| 2         | -                    | -                     | -                       | -                      | -                    | -                      | 26.4                 |
| 3         | -                    | -                     | -                       | -                      | -                    | -                      | -                    |
| 4         | -                    | -                     | -                       | -                      | -                    | -                      | -                    |
| 5         | -                    | -                     | -                       | -                      | 25.9                 | -                      | -                    |
| 6         | 26.1                 | 25.9                  | 33.3                    | 25.6                   | 26.2                 | 26.5                   | 25.9                 |
| 7         | 26.3                 | 33.8                  | 25.9                    | 25.7                   | 26.0                 | 26.1                   | 25.6                 |
| 8         | 33.9                 | 33.8                  | 33.5                    | 33.0                   | 33.4                 | 26.4                   | 26.5                 |
| 9         | 33.3                 | 26.2                  | 25.7                    | 26.2                   | 33.4                 | 26.2                   | 33.8                 |
| 10        | 26.0                 | 26.2                  | 26.1                    | 26.0                   | 26.4                 | 25.9                   | 26.2                 |
| 11        | 25.6                 | 26.5                  | 25.9                    | 26.1                   | 25.6                 | 26.2                   | 25.9                 |
| 12        | 26.1                 | 25.8                  | 26.4                    | 25.7                   | 26.1                 | 25.6                   | 33.0                 |
| 13        | 25.9                 | 26.0                  | 26.0                    | 26.0                   | 33.3                 | 26.3                   | 25.7                 |
| 14        | 26.5                 | 25.9                  | 25.7                    | 26.2                   | 33.1                 | 26.2                   | 25.7                 |
| 15        | 25.6                 | 26.2                  | 26.2                    | 26.3                   | 25.7                 | 26.0                   | 26.0                 |
| 16        | 26.4                 | 25.7                  | 26.2                    | 25.9                   | 25.6                 | 25.7                   | 25.9                 |
| 17        | 26.1                 | 25.9                  | 33.6                    | 26.4                   | 25.9                 | 25.7                   | 25.6                 |
| 18        | 25.8                 | 26.0                  | 26.3                    | 26.2                   | 26.5                 | 25.8                   | 25.8                 |
| 19        | 25.6                 | 26.3                  | 25.7                    | 25.6                   | 26.0                 | 26.3                   | 26.1                 |
| 20        | 26.0                 | 26.0                  | 26.6                    | 26.1                   | 26.0                 | 25.6                   | 33.8                 |
| 21        | 25.7                 | 25.9                  | 25.7                    | 26.2                   | 39.0                 | 33.5                   | 26.0                 |
| 22        | 26.5                 | -                     | 34.0                    | 25.5                   | 25.7                 | -                      | 33.2                 |
| 23        | 25.6                 | 33.2                  | 25.6                    | 33.4                   | 25.9                 | 26.3                   | -                    |
| 24        | 25.5                 | 26.1                  | 25.6                    | 25.9                   | -                    | 25.8                   | 26.4                 |
| 10-12     | 25.8                 | 26.0                  | 26.3                    | 25.8                   | 25.8                 | 26.5                   | 25.9                 |
| 14-16     | 26.0                 | 26.2                  | 25.9                    | 26.5                   | 26.0                 | 26.3                   | 25.8                 |
| 0-24      | 26.4                 | 26.4                  | 26.0                    | 26.3                   | 25.6                 | 26.2                   | 26.3                 |

|           |      |
|-----------|------|
| 85th %ile | 26.2 |
|-----------|------|

## Westergate ATC

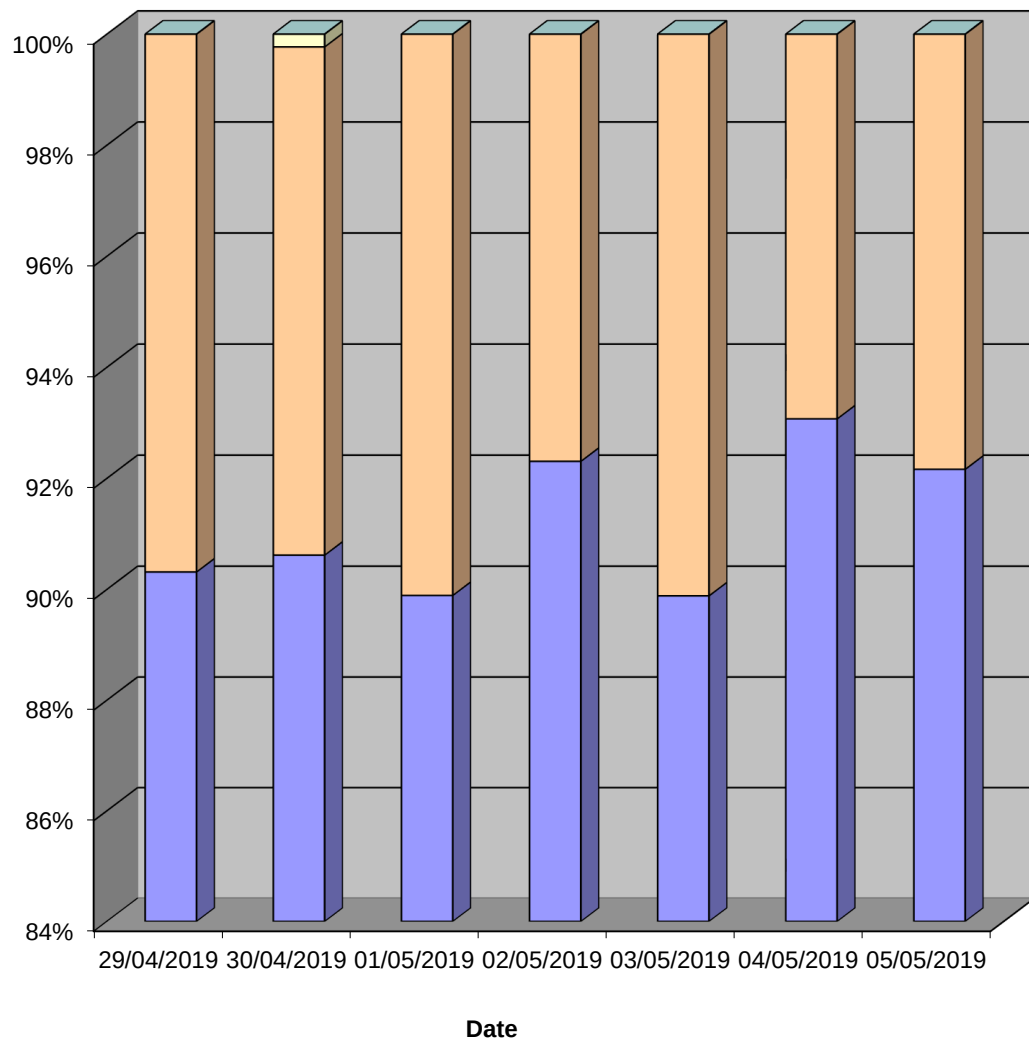
Channel 2 - Westbound

Speed Summary

Week 1

| Speed (MPH)  | 29/04/2019<br>Monday | 30/04/2019<br>Tuesday | 01/05/2019<br>Wednesday | 02/05/2019<br>Thursday | 03/05/2019<br>Friday | 04/05/2019<br>Saturday | 05/05/2019<br>Sunday |
|--------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|
| 0-30         | 373                  | 396                   | 418                     | 408                    | 391                  | 309                    | 247                  |
| 31-45        | 40                   | 40                    | 47                      | 34                     | 44                   | 23                     | 21                   |
| 46-60        | 0                    | 1                     | 0                       | 0                      | 0                    | 0                      | 0                    |
| 61-          | 0                    | 0                     | 0                       | 0                      | 0                    | 0                      | 0                    |
| <b>TOTAL</b> | <b>413</b>           | <b>437</b>            | <b>465</b>              | <b>442</b>             | <b>435</b>           | <b>332</b>             | <b>268</b>           |

### Speed Summary (MPH)



0-30 31-45 46-60 61-

# Westergate ATC

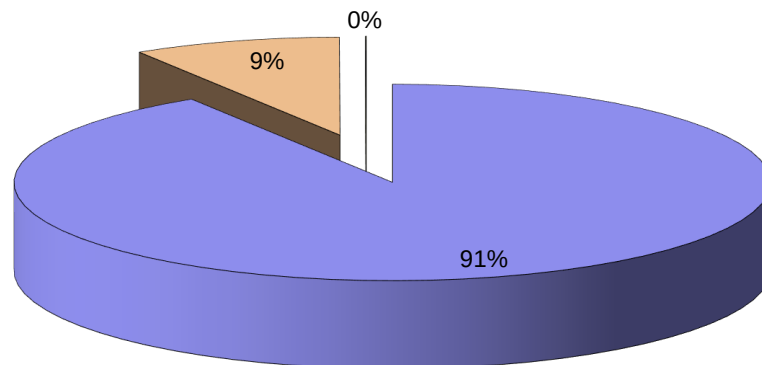
Channel 2 - Westbound

Vehicle Class

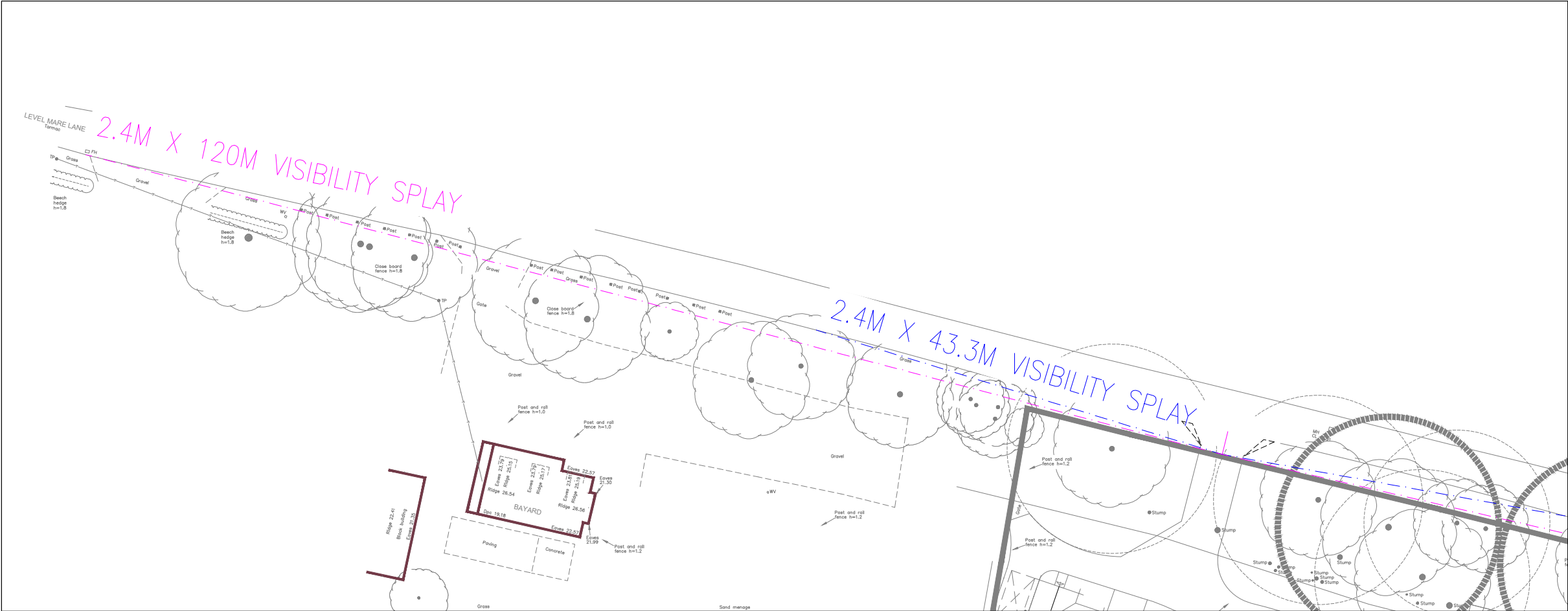
Week 1

| Classes<br>Day / Time | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 29/04/2019            |                            |                              |                          |                 |
| 7-19                  | 313                        | 32                           | 1                        | 346             |
| 6-22                  | 364                        | 35                           | 1                        | 400             |
| 6-24                  | 368                        | 35                           | 1                        | 404             |
| 0-24                  | 376                        | 36                           | 1                        | 413             |
| 30/04/2019            |                            |                              |                          |                 |
| 7-19                  | 333                        | 35                           | 0                        | 368             |
| 6-22                  | 382                        | 38                           | 0                        | 420             |
| 6-24                  | 390                        | 39                           | 0                        | 429             |
| 0-24                  | 398                        | 39                           | 0                        | 437             |
| 01/05/2019            |                            |                              |                          |                 |
| 7-19                  | 358                        | 47                           | 0                        | 405             |
| 6-22                  | 405                        | 49                           | 0                        | 454             |
| 6-24                  | 409                        | 49                           | 0                        | 458             |
| 0-24                  | 415                        | 50                           | 0                        | 465             |
| 02/05/2019            |                            |                              |                          |                 |
| 7-19                  | 340                        | 43                           | 0                        | 383             |
| 6-22                  | 385                        | 46                           | 0                        | 431             |
| 6-24                  | 389                        | 48                           | 0                        | 437             |
| 0-24                  | 394                        | 48                           | 0                        | 442             |
| 03/05/2019            |                            |                              |                          |                 |
| 7-19                  | 325                        | 43                           | 0                        | 368             |
| 6-22                  | 373                        | 44                           | 0                        | 417             |
| 6-24                  | 379                        | 45                           | 0                        | 424             |
| 0-24                  | 389                        | 46                           | 0                        | 435             |
| 04/05/2019            |                            |                              |                          |                 |
| 7-19                  | 281                        | 15                           | 0                        | 296             |
| 6-22                  | 307                        | 15                           | 0                        | 322             |
| 6-24                  | 312                        | 15                           | 0                        | 327             |
| 0-24                  | 316                        | 16                           | 0                        | 332             |
| 05/05/2019            |                            |                              |                          |                 |
| 7-19                  | 216                        | 11                           | 0                        | 227             |
| 6-22                  | 243                        | 12                           | 0                        | 255             |
| 6-24                  | 245                        | 12                           | 0                        | 257             |
| 0-24                  | 255                        | 13                           | 0                        | 268             |
| Average               |                            |                              |                          |                 |
| 7-19                  | 309                        | 32                           | 0                        | 342             |
| 6-22                  | 351                        | 34                           | 0                        | 386             |
| 6-24                  | 356                        | 35                           | 0                        | 391             |
| 0-24                  | 363                        | 35                           | 0                        | 399             |

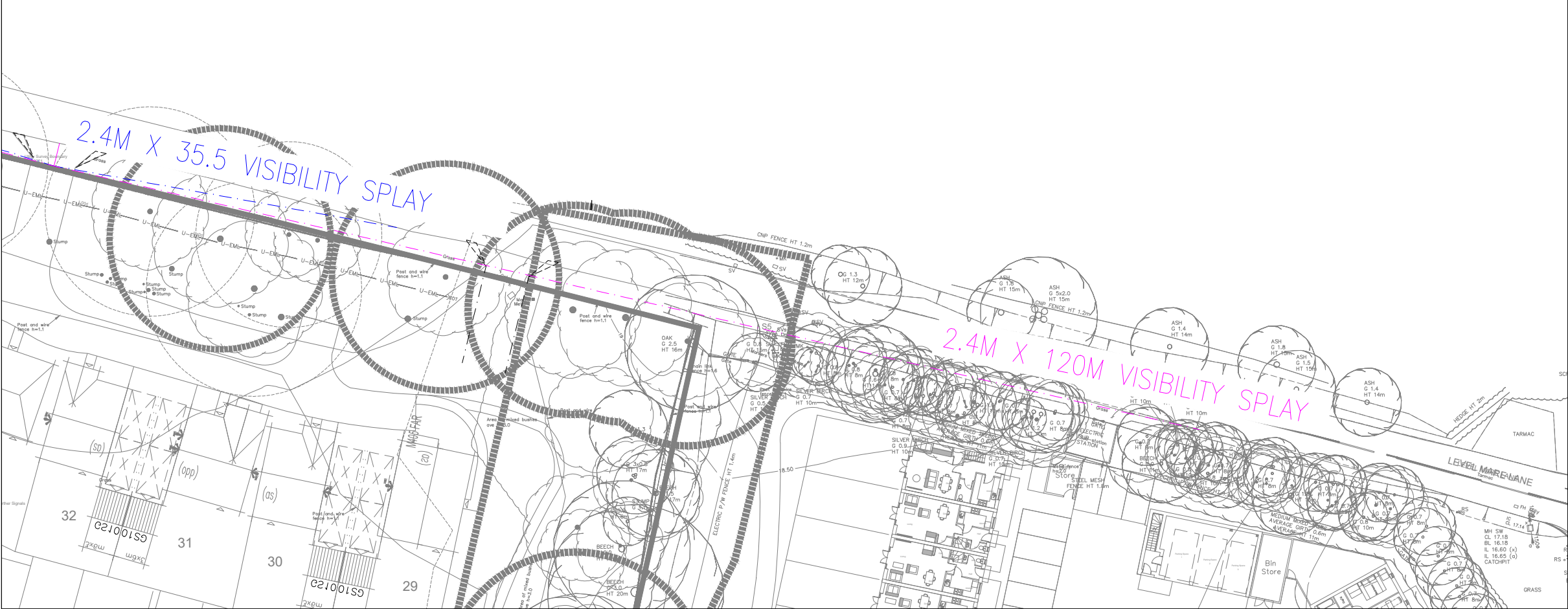
**Total Vehicle Class Distribution**



## Appendix H



SECONDARY DIRECTION VISIBILITY SPLAYS



PRIMARY DIRECTION VISIBILITY SPLAYS

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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.

VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 30.2MPH WESTBOUND & 26.2MPH EASTBOUND ON LEVEL MARE LANE.

VISIBILITY SPLAYS ALSO SHOW GREATER VISIBILITY THAN REQUIRED BASED ON VISIBILITY SPLAY REQUIREMENTS OF 40 MPH SPEEDS.



|                                                          |  |                                   |                                                                                                                                                                                                                                                       |        |         |            |              |                    |                 |          |
|----------------------------------------------------------|--|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------|------------|--------------|--------------------|-----------------|----------|
| Project Name                                             |  | Title                             | <br>Paul Basham Associates Ltd<br>The Bothy, Cam's Hall Estate, Fareham, PO16 8UT<br>01329 711 000<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client | reside. | Checked By | Checked Date | Scale              |                 |          |
| PHASE 2 NORTHFIELDS COTTAGE<br>FONTWELL AVENUE, FONTWELL |  |                                   |                                                                                                                                                                                                                                                       |        |         | MS         | 13.08.21     | 1 : 500            |                 |          |
| Project Phase                                            |  | LEVEL MARE LANE VISIBILITY SPLAYS |                                                                                                                                                                                                                                                       |        |         | Drawn By   | Drawn Date   | Client Drawing No. | PBA Drawing No. | Revision |
| PRELIMINARY                                              |  |                                   |                                                                                                                                                                                                                                                       |        |         | AF         | 12.08.21     | -                  | 020.0672.007    | -        |



Calculation Reference: AUDIT-247601-200323-0306

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 3 days |
|    | KC KENT                        | 1 days |
|    | SC SURREY                      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 2 days |
|    | ST STAFFORDSHIRE               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 3 days |
| 08 | NORTH WEST                     |        |
|    | CH CHESHIRE                    | 1 days |
|    | GM GREATER MANCHESTER          | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |
| 10 | WALES                          |        |
|    | VG VALE OF GLAMORGAN           | 1 days |

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

## Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 12 to 288 (units: )  
 Range Selected by User: 10 to 100 (units: )

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/09/19

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Tuesday   | 2 days |
| Wednesday | 5 days |
| Thursday  | 3 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|              |    |
|--------------|----|
| Edge of Town | 15 |
|--------------|----|

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

Selected Location Sub Categories:

|                  |    |
|------------------|----|
| Residential Zone | 13 |
| No Sub Category  | 2  |

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

## Secondary Filtering selection:

Use Class:

C3

15 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 1,001 to 5,000   | 2 days |
| 5,001 to 10,000  | 3 days |
| 10,001 to 15,000 | 6 days |
| 15,001 to 20,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 3 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 4 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 4 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

1.1 to 1.5

15 days

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

Travel Plan:

No

15 days

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

PTAL Rating:

No PTAL Present

15 days

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                     |                          |                    |                     |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------|---------------------|
| 1 | CH-03-A-09<br>GREYSTOKE ROAD<br>MACCLESFIELD<br>HURDSFIELD<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 24<br>Survey date: MONDAY 24/11/14     | TERRACED HOUSES          | CESHIRE            | Survey Type: MANUAL |
| 2 | DH-03-A-03<br>PILGRIMS WAY<br>DURHAM<br><br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 57<br>Survey date: FRIDAY 19/10/18                       | SEMI-DETACHED & TERRACED | DURHAM             | Survey Type: MANUAL |
| 3 | ES-03-A-03<br>SHEPHAM LANE<br>POLEGATE<br><br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 212<br>Survey date: MONDAY 11/07/16                    | MIXED HOUSES & FLATS     | EAST SUSSEX        | Survey Type: MANUAL |
| 4 | ES-03-A-04<br>NEW LYDD ROAD<br>CAMBER<br><br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 134<br>Survey date: FRIDAY 15/07/16                     | MIXED HOUSES & FLATS     | EAST SUSSEX        | Survey Type: MANUAL |
| 5 | ES-03-A-05<br>RATTLE ROAD<br>NEAR EASTBOURNE<br>STONE CROSS<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 99<br>Survey date: WEDNESDAY 05/06/19 | MIXED HOUSES & FLATS     | EAST SUSSEX        | Survey Type: MANUAL |
| 6 | GM-03-A-10<br>BUTT HILL DRIVE<br>MANCHESTER<br>PRESTWICH<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 29<br>Survey date: WEDNESDAY 12/10/11    | DETACHED / SEMI          | GREATER MANCHESTER | Survey Type: MANUAL |
| 7 | KC-03-A-07<br>RECVLVER ROAD<br>HERNE BAY<br><br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 288<br>Survey date: WEDNESDAY 27/09/17               | MIXED HOUSES             | KENT               | Survey Type: MANUAL |
| 8 | NY-03-A-07<br>CRAVEN WAY<br>BOROUGHBRIDGE<br><br>Edge of Town<br>No Sub Category<br>Total Number of dwellings: 23<br>Survey date: TUESDAY 18/10/11                  | DETACHED & SEMI DET.     | NORTH YORKSHIRE    | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |            |                            |          |                     |
|----|------------|----------------------------|----------|---------------------|
| 9  | NY-03-A-10 | HOUSES AND FLATS           |          | NORTH YORKSHIRE     |
|    |            | BOROUGHBRIDGE ROAD         |          |                     |
|    |            | RIPON                      |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | No Sub Category            |          |                     |
|    |            | Total Number of dwellings: | 71       |                     |
|    |            | Survey date: TUESDAY       | 17/09/13 | Survey Type: MANUAL |
| 10 | NY-03-A-11 | PRIVATE HOUSING            |          | NORTH YORKSHIRE     |
|    |            | HORSEFAIR                  |          |                     |
|    |            | BOROUGHBRIDGE              |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | Residential Zone           |          |                     |
|    |            | Total Number of dwellings: | 23       |                     |
|    |            | Survey date: WEDNESDAY     | 18/09/13 | Survey Type: MANUAL |
| 11 | SC-03-A-04 | DETACHED & TERRACED        |          | SURREY              |
|    |            | HIGH ROAD                  |          |                     |
|    |            | BYFLEET                    |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | Residential Zone           |          |                     |
|    |            | Total Number of dwellings: | 71       |                     |
|    |            | Survey date: THURSDAY      | 23/01/14 | Survey Type: MANUAL |
| 12 | SH-03-A-05 | SEMI-DETACHED / TERRACED   |          | SHROPSHIRE          |
|    |            | SANDCROFT                  |          |                     |
|    |            | TELFORD                    |          |                     |
|    |            | SUTTON HILL                |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | Residential Zone           |          |                     |
|    |            | Total Number of dwellings: | 54       |                     |
|    |            | Survey date: THURSDAY      | 24/10/13 | Survey Type: MANUAL |
| 13 | SH-03-A-06 | BUNGALOWS                  |          | SHROPSHIRE          |
|    |            | ELLESMERE ROAD             |          |                     |
|    |            | SHREWSBURY                 |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | Residential Zone           |          |                     |
|    |            | Total Number of dwellings: | 16       |                     |
|    |            | Survey date: THURSDAY      | 22/05/14 | Survey Type: MANUAL |
| 14 | ST-03-A-07 | DETACHED & SEMI-DETACHED   |          | STAFFORDSHIRE       |
|    |            | BEACONSIDE                 |          |                     |
|    |            | STAFFORD                   |          |                     |
|    |            | MARSTON GATE               |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | Residential Zone           |          |                     |
|    |            | Total Number of dwellings: | 248      |                     |
|    |            | Survey date: WEDNESDAY     | 22/11/17 | Survey Type: MANUAL |
| 15 | VG-03-A-01 | SEMI-DETACHED & TERRACED   |          | VALE OF GLAMORGAN   |
|    |            | ARTHUR STREET              |          |                     |
|    |            | BARRY                      |          |                     |
|    |            | Edge of Town               |          |                     |
|    |            | Residential Zone           |          |                     |
|    |            | Total Number of dwellings: | 12       |                     |
|    |            | Survey date: MONDAY        | 08/05/17 | Survey Type: MANUAL |

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 15       | 91          | 0.107     | 15         | 91          | 0.278     | 15       | 91          | 0.385     |
| 08:00 - 09:00 | 15       | 91          | 0.152     | 15         | 91          | 0.393     | 15       | 91          | 0.545     |
| 09:00 - 10:00 | 15       | 91          | 0.137     | 15         | 91          | 0.168     | 15       | 91          | 0.305     |
| 10:00 - 11:00 | 15       | 91          | 0.129     | 15         | 91          | 0.162     | 15       | 91          | 0.291     |
| 11:00 - 12:00 | 15       | 91          | 0.154     | 15         | 91          | 0.171     | 15       | 91          | 0.325     |
| 12:00 - 13:00 | 15       | 91          | 0.161     | 15         | 91          | 0.157     | 15       | 91          | 0.318     |
| 13:00 - 14:00 | 15       | 91          | 0.176     | 15         | 91          | 0.168     | 15       | 91          | 0.344     |
| 14:00 - 15:00 | 15       | 91          | 0.192     | 15         | 91          | 0.172     | 15       | 91          | 0.364     |
| 15:00 - 16:00 | 15       | 91          | 0.263     | 15         | 91          | 0.176     | 15       | 91          | 0.439     |
| 16:00 - 17:00 | 15       | 91          | 0.291     | 15         | 91          | 0.193     | 15       | 91          | 0.484     |
| 17:00 - 18:00 | 15       | 91          | 0.364     | 15         | 91          | 0.149     | 15       | 91          | 0.513     |
| 18:00 - 19:00 | 15       | 91          | 0.279     | 15         | 91          | 0.178     | 15       | 91          | 0.457     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.405     |            |             | 2.365     |          |             | 4.770     |

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

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

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#### Parameter summary

Trip rate parameter range selected: 12 - 288 (units: )  
 Survey date range: 01/01/11 - 25/09/19  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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



## WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 23 October 2018]

|            |                                                          |
|------------|----------------------------------------------------------|
| population | All usual residents ages 16 and over in employment the w |
| units      | Persons                                                  |
| date       | 2011                                                     |

**currently residing  
in**

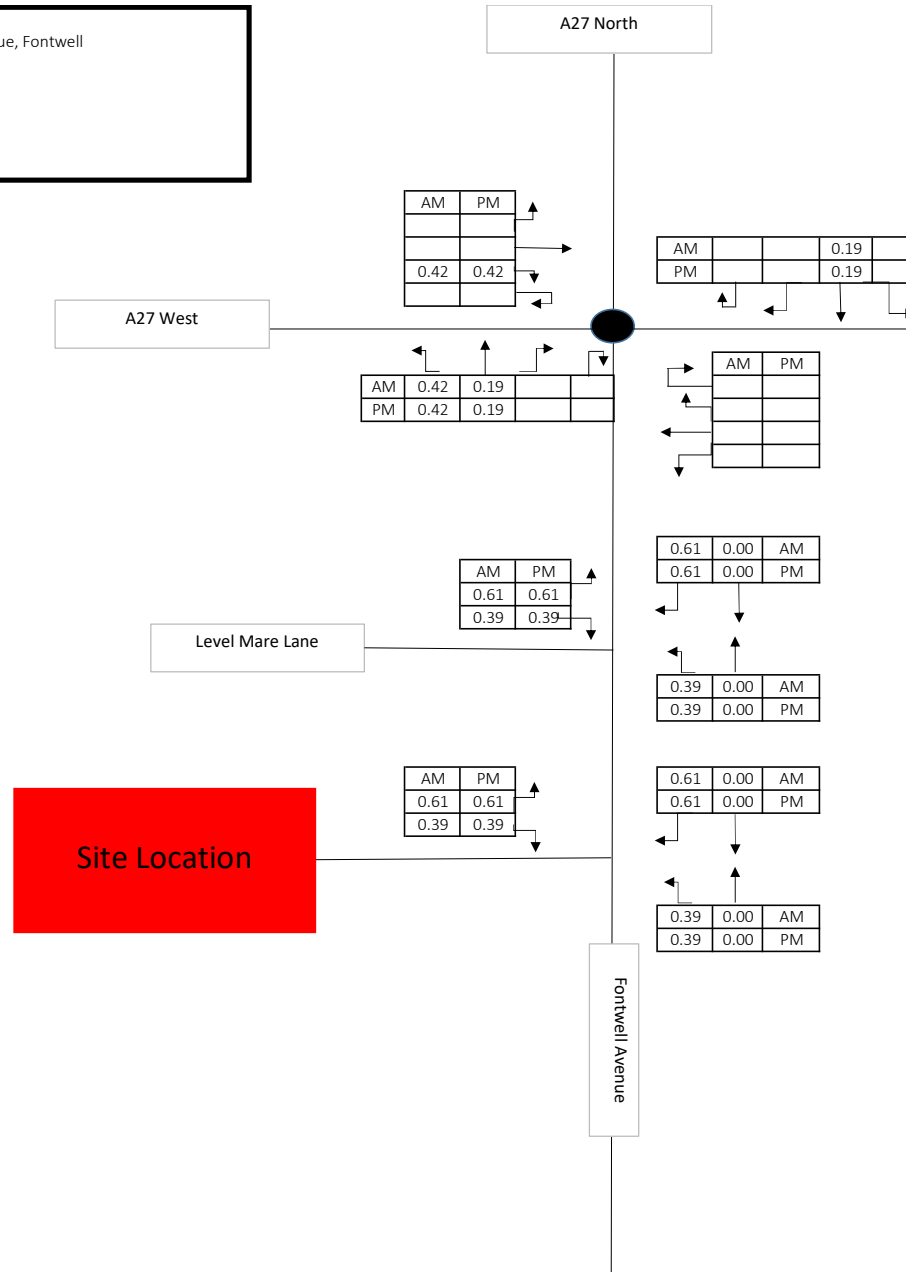
|                                                                  |                                 |
|------------------------------------------------------------------|---------------------------------|
| <b>place of work : 2011 super output area - middle<br/>layer</b> | <b>E02006544 : Arun<br/>003</b> |
|------------------------------------------------------------------|---------------------------------|

|                                   |     |
|-----------------------------------|-----|
| E02000001 : City of London 001    | 14  |
| E02000576 : Islington 023         | 5   |
| E02000808 : Southwark 002         | 5   |
| E02000977 : Westminster 018       | 11  |
| E02003497 : Brighton and Hove 007 | 6   |
| E02003517 : Brighton and Hove 027 | 15  |
| E02003520 : Brighton and Hove 030 | 6   |
| E02003525 : Portsmouth 002        | 9   |
| E02003527 : Portsmouth 004        | 10  |
| E02003531 : Portsmouth 008        | 18  |
| E02003539 : Portsmouth 016        | 15  |
| E02003540 : Portsmouth 017        | 6   |
| E02006821 : Portsmouth 026        | 8   |
| E02004381 : Lewes 003             | 10  |
| E02004707 : East Hampshire 011    | 6   |
| E02004708 : East Hampshire 012    | 8   |
| E02004734 : Fareham 008           | 7   |
| E02004764 : Havant 003            | 13  |
| E02004770 : Havant 009            | 6   |
| E02004775 : Havant 014            | 37  |
| E02004841 : Winchester 013        | 9   |
| E02006356 : Guildford 013         | 5   |
| E02006358 : Guildford 015         | 9   |
| E02006360 : Guildford 017         | 6   |
| E02006537 : Adur 004              | 18  |
| E02006538 : Adur 005              | 5   |
| E02006539 : Adur 006              | 5   |
| E02006540 : Adur 007              | 5   |
| E02006541 : Adur 008              | 10  |
| E02006542 : Arun 001              | 155 |
| E02006543 : Arun 002              | 17  |
| E02006544 : Arun 003              | 532 |
| E02006545 : Arun 004              | 78  |
| E02006546 : Arun 005              | 30  |

|                            |     |
|----------------------------|-----|
| E02006547 : Arun 006       | 95  |
| E02006548 : Arun 007       | 26  |
| E02006549 : Arun 008       | 9   |
| E02006550 : Arun 009       | 51  |
| E02006551 : Arun 010       | 19  |
| E02006552 : Arun 011       | 60  |
| E02006553 : Arun 012       | 80  |
| E02006554 : Arun 013       | 18  |
| E02006555 : Arun 014       | 109 |
| E02006556 : Arun 015       | 15  |
| E02006557 : Arun 016       | 27  |
| E02006558 : Arun 017       | 166 |
| E02006559 : Arun 018       | 14  |
| E02006560 : Arun 019       | 17  |
| E02006563 : Chichester 003 | 6   |
| E02006564 : Chichester 004 | 17  |
| E02006565 : Chichester 005 | 37  |
| E02006566 : Chichester 006 | 167 |
| E02006567 : Chichester 007 | 26  |
| E02006568 : Chichester 008 | 278 |
| E02006569 : Chichester 009 | 15  |
| E02006570 : Chichester 010 | 454 |
| E02006571 : Chichester 011 | 69  |
| E02006572 : Chichester 012 | 161 |
| E02006573 : Chichester 013 | 34  |
| E02006574 : Chichester 014 | 33  |
| E02006575 : Crawley 001    | 24  |
| E02006578 : Crawley 004    | 20  |
| E02006590 : Horsham 003    | 6   |
| E02006591 : Horsham 004    | 6   |
| E02006593 : Horsham 006    | 13  |
| E02006596 : Horsham 009    | 7   |
| E02006597 : Horsham 010    | 16  |
| E02006599 : Horsham 012    | 7   |
| E02006600 : Horsham 013    | 23  |
| E02006602 : Horsham 015    | 14  |
| E02006621 : Worthing 001   | 11  |
| E02006622 : Worthing 002   | 6   |
| E02006623 : Worthing 003   | 17  |
| E02006624 : Worthing 004   | 8   |
| E02006625 : Worthing 005   | 15  |
| E02006626 : Worthing 006   | 19  |
| E02006627 : Worthing 007   | 12  |
| E02006628 : Worthing 008   | 11  |
| E02006629 : Worthing 009   | 7   |
| E02006631 : Worthing 011   | 47  |
| E02006632 : Worthing 012   | 5   |
| E02006633 : Worthing 013   | 16  |

week before the census

## Appendix K



**Access on Fontwell Avenue**

|       |    |
|-------|----|
| Units | 63 |
|-------|----|

| AM Peak  |            | PM Peak  |            |
|----------|------------|----------|------------|
| Arrivals | Departures | Arrivals | Departures |
| 0.152    | 0.393      | 0.364    | 0.149      |
| 10       | 25         | 23       | 9          |

**Access on Level Mare Lane**

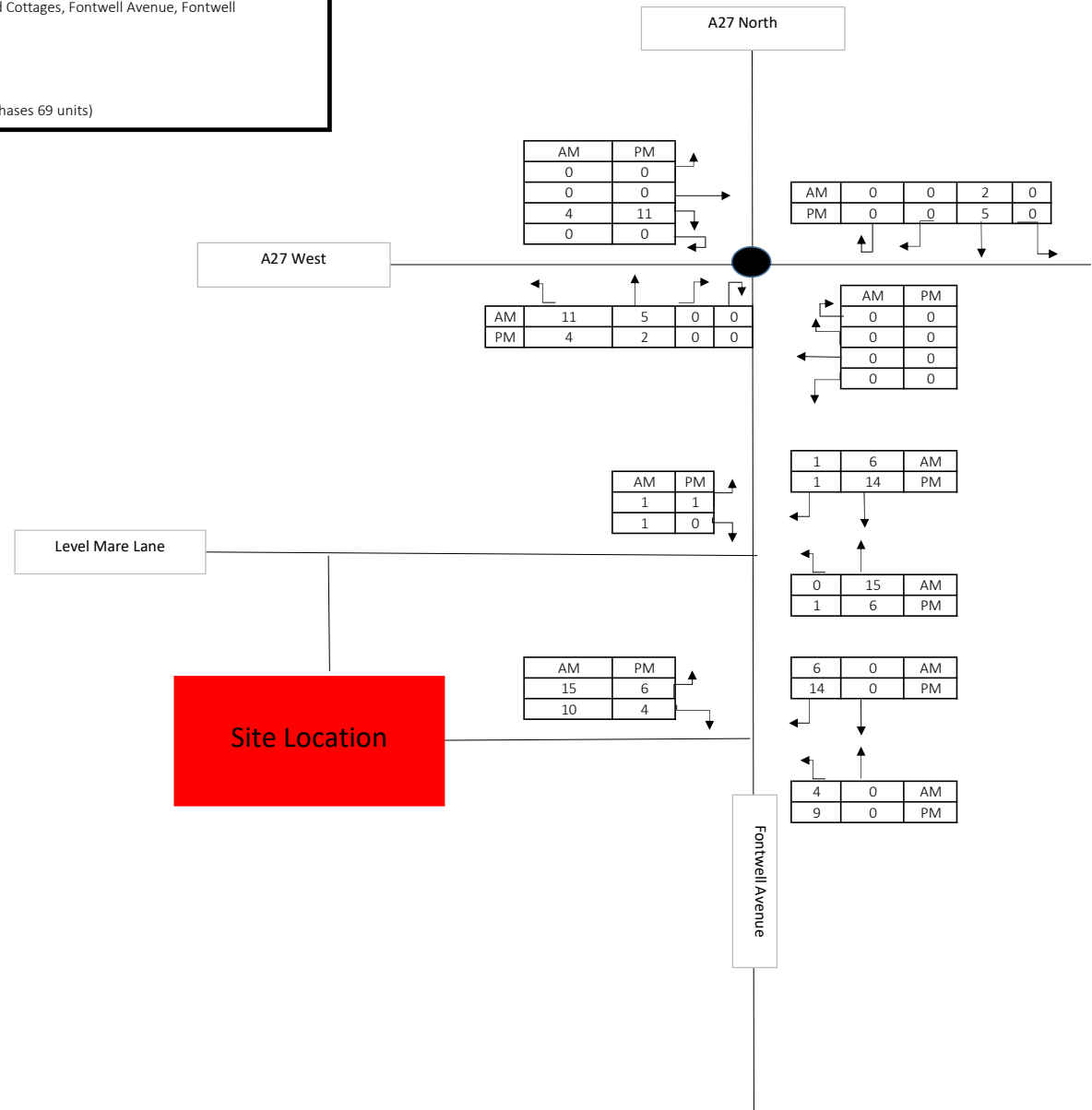
|       |   |
|-------|---|
| Units | 6 |
|-------|---|

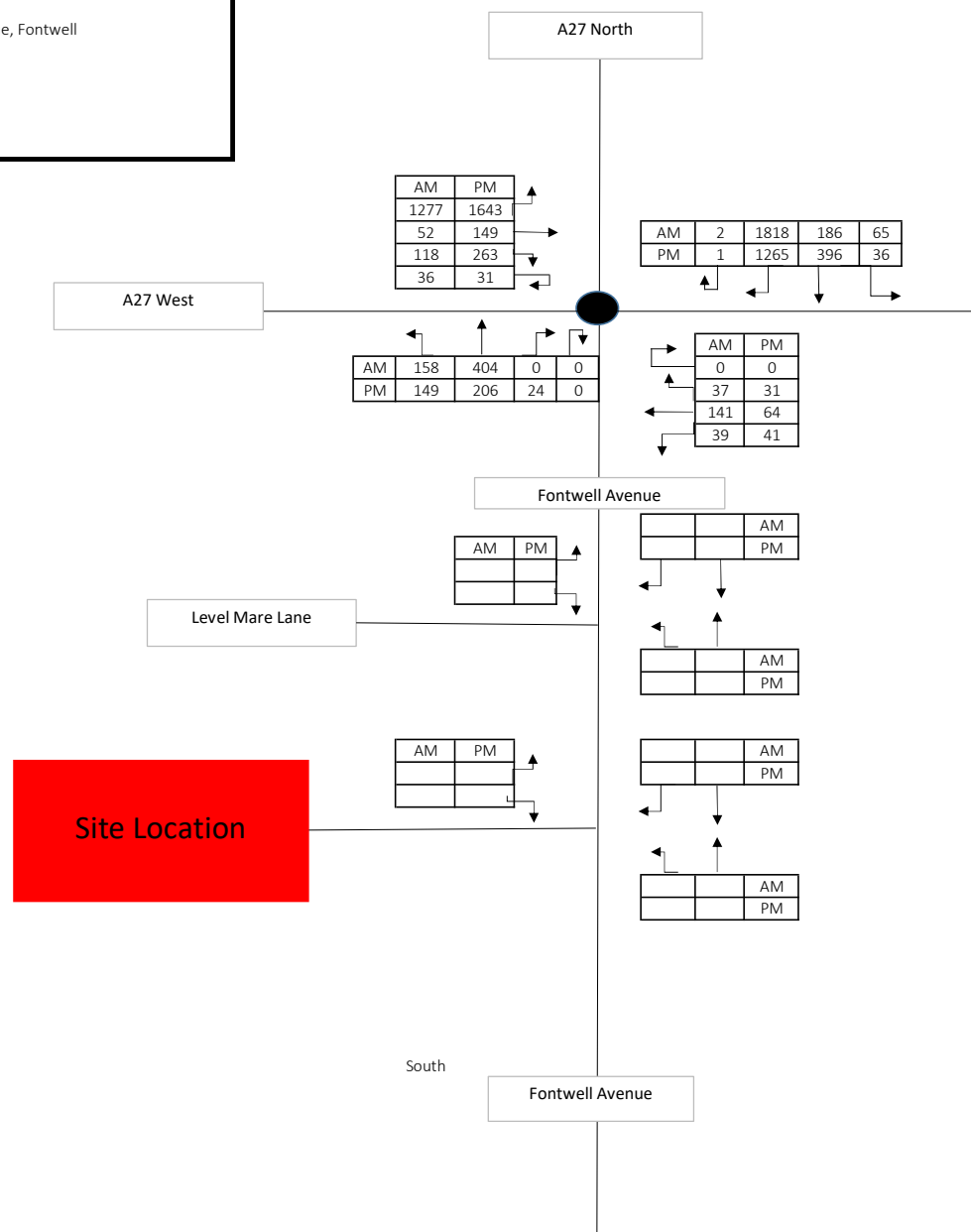
| AM Peak  |            | PM Peak  |            |
|----------|------------|----------|------------|
| Arrivals | Departures | Arrivals | Departures |
| 0.152    | 0.393      | 0.364    | 0.149      |
| 1        | 2          | 2        | 1          |

**Total Development**

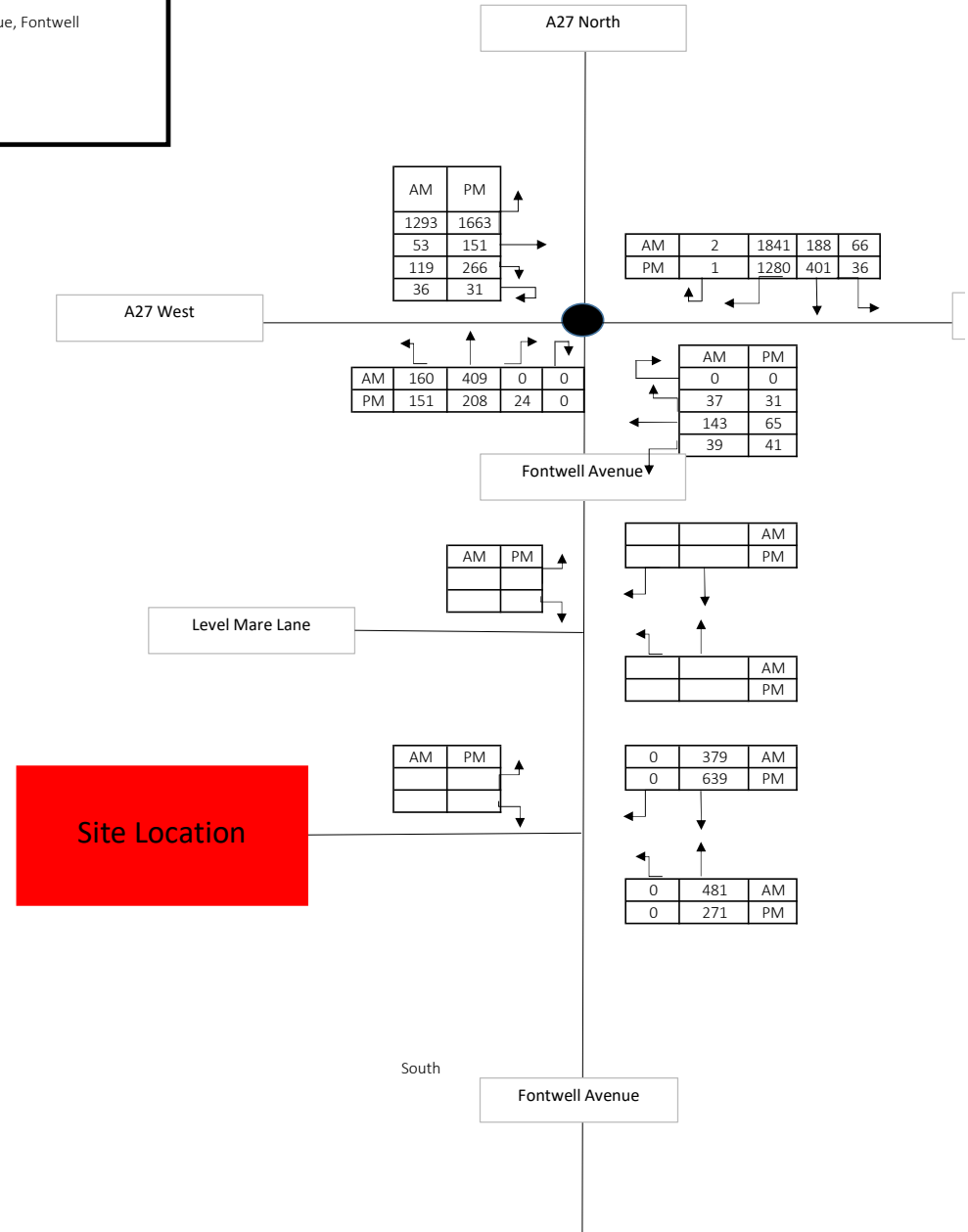
|       |    |
|-------|----|
| Units | 69 |
|-------|----|

| AM Peak  |            | PM Peak  |            |
|----------|------------|----------|------------|
| Arrivals | Departures | Arrivals | Departures |
| 0.152    | 0.393      | 0.364    | 0.149      |
| 10       | 27         | 25       | 10         |





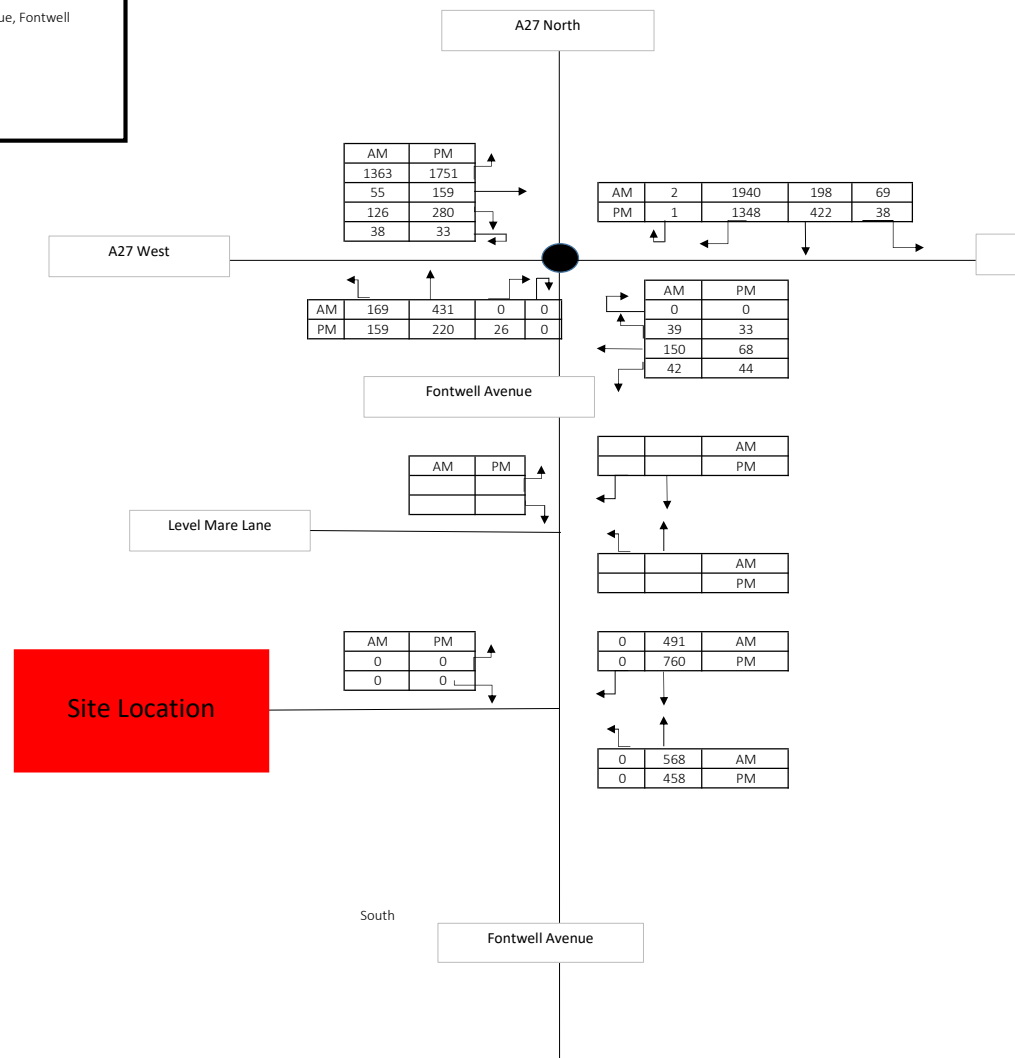
| TEMPO 2017-2018 |        |
|-----------------|--------|
| AM              | 1.0125 |
| PM              | 1.0121 |



Realignment Scheme Growth Factors (as per Realignment Transport Assessment) Link 6 (A29 North)

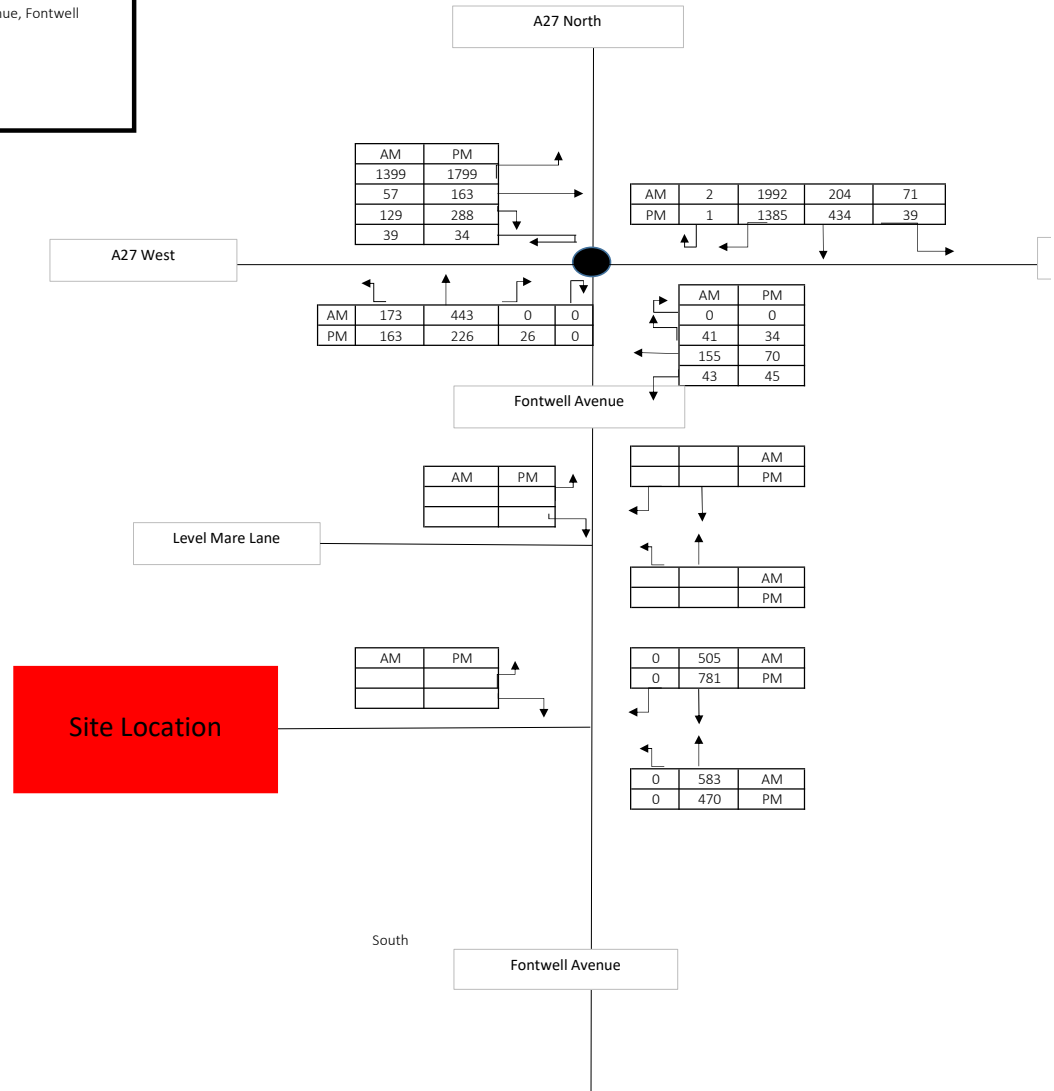
| Increase % | AM   | PM   |
|------------|------|------|
| Southbound | 0.23 | 0.19 |
| Northbound | 0.18 | 0.69 |

| TEMPRO 2018-2023 (for all other links) |        |
|----------------------------------------|--------|
| AM                                     | 1.0539 |
| PM                                     | 1.0529 |



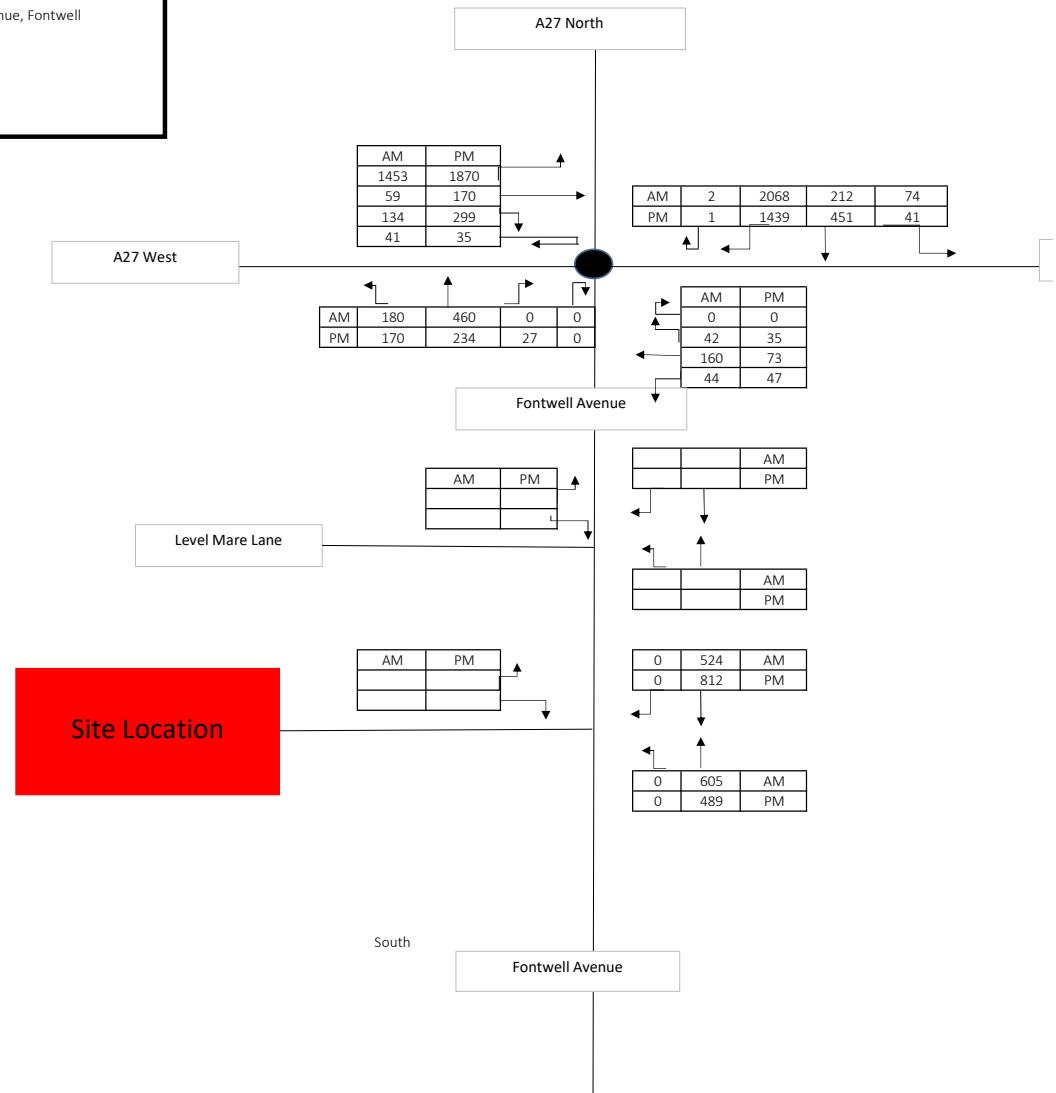
Tempo 2023-2026

| AM     | PM     |
|--------|--------|
| 1.0269 | 1.0273 |



Tempo 2026-2031

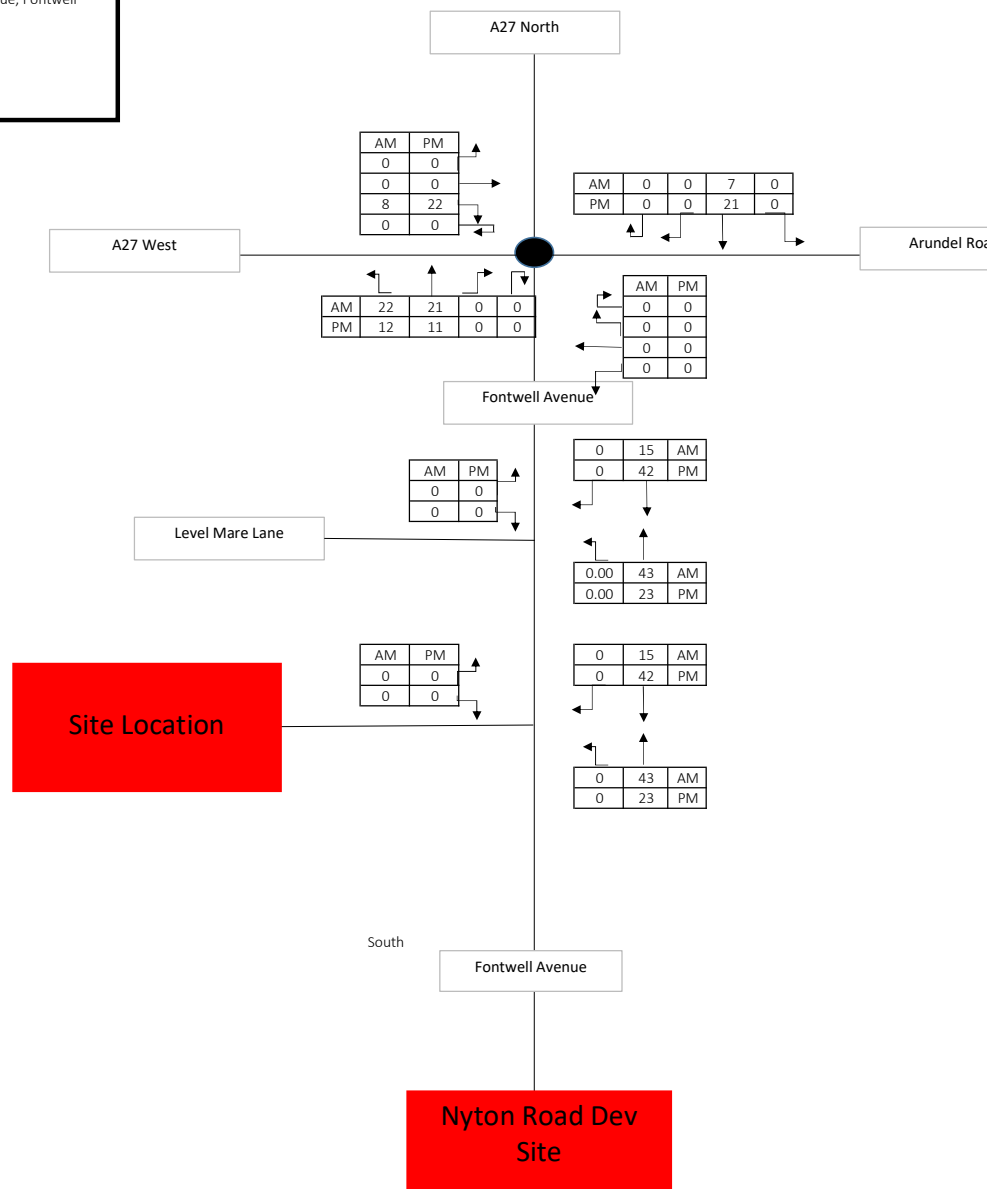
| AM     | PM     |
|--------|--------|
| 1.0662 | 1.0678 |



Traffic flows as per distribution Trip Distribution from TA within application reference: AL/61/13

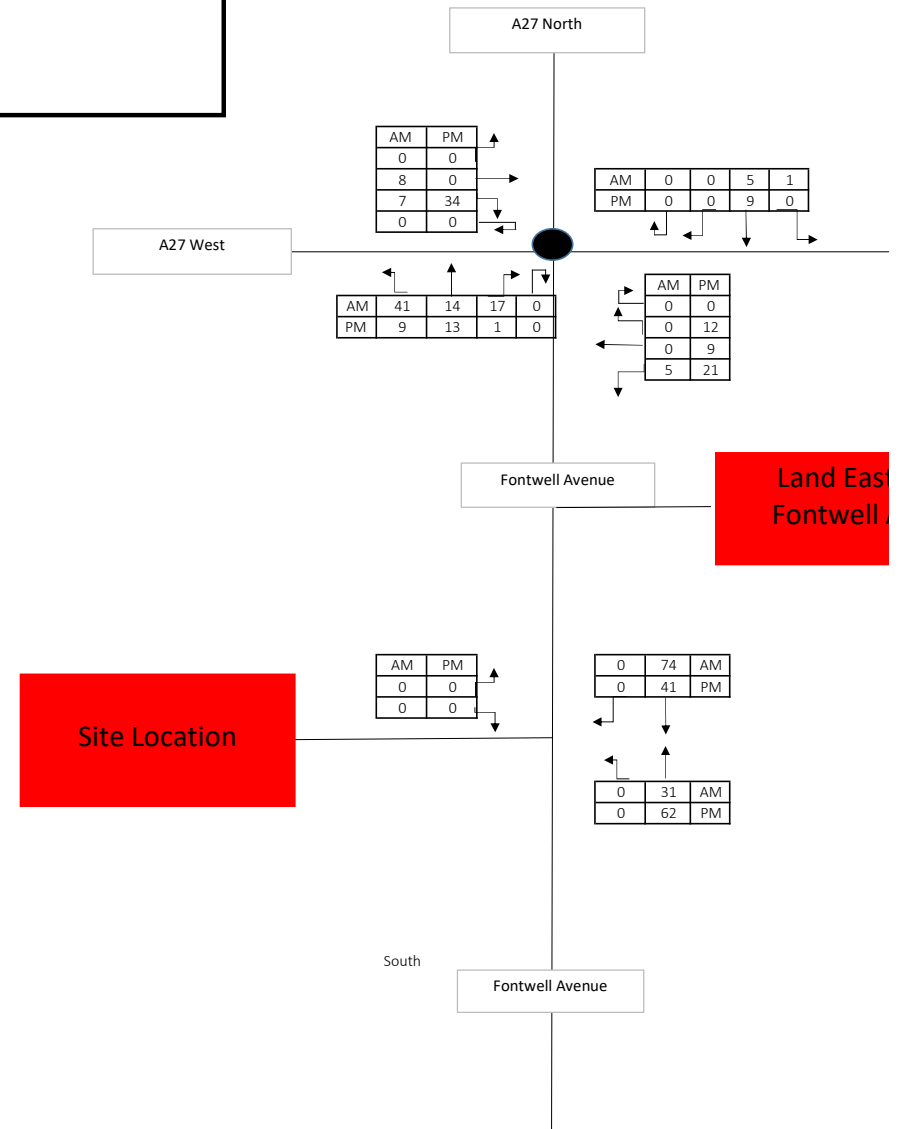
Nyton Road Agreed Trip Rate

|                        |            |          |            |
|------------------------|------------|----------|------------|
| Residential            | Units      | 231      |            |
| AM Peak                |            | PM Peak  |            |
| Arrivals               | Departures | Arrivals | Departures |
| 0.12                   | 0.39       | 0.38     | 0.20       |
| 29                     | 90         | 88       | 46         |
| Care Home              | Beds       | 60       |            |
| AM Peak                |            | PM Peak  |            |
| Arrivals               | Departures | Arrivals | Departures |
| 0.05                   | 0.04       | 0.05     | 0.06       |
| 3                      | 3          | 3        | 4          |
| Total Trips            |            |          |            |
| AM Peak                |            | PM Peak  |            |
| Arrivals               | Departures | Arrivals | Departures |
| 32                     | 92         | 90       | 50         |
| Agreed Distribution    |            |          |            |
| North                  | 0.47       |          |            |
| Fontwell Rbt A27 West  | 0.24       |          |            |
| Fontwell Rbt A27 North | 0.23       |          |            |



Traffic flows as per distribution diagrams from TA Appendix G & H application reference: WA/22/15/OUT

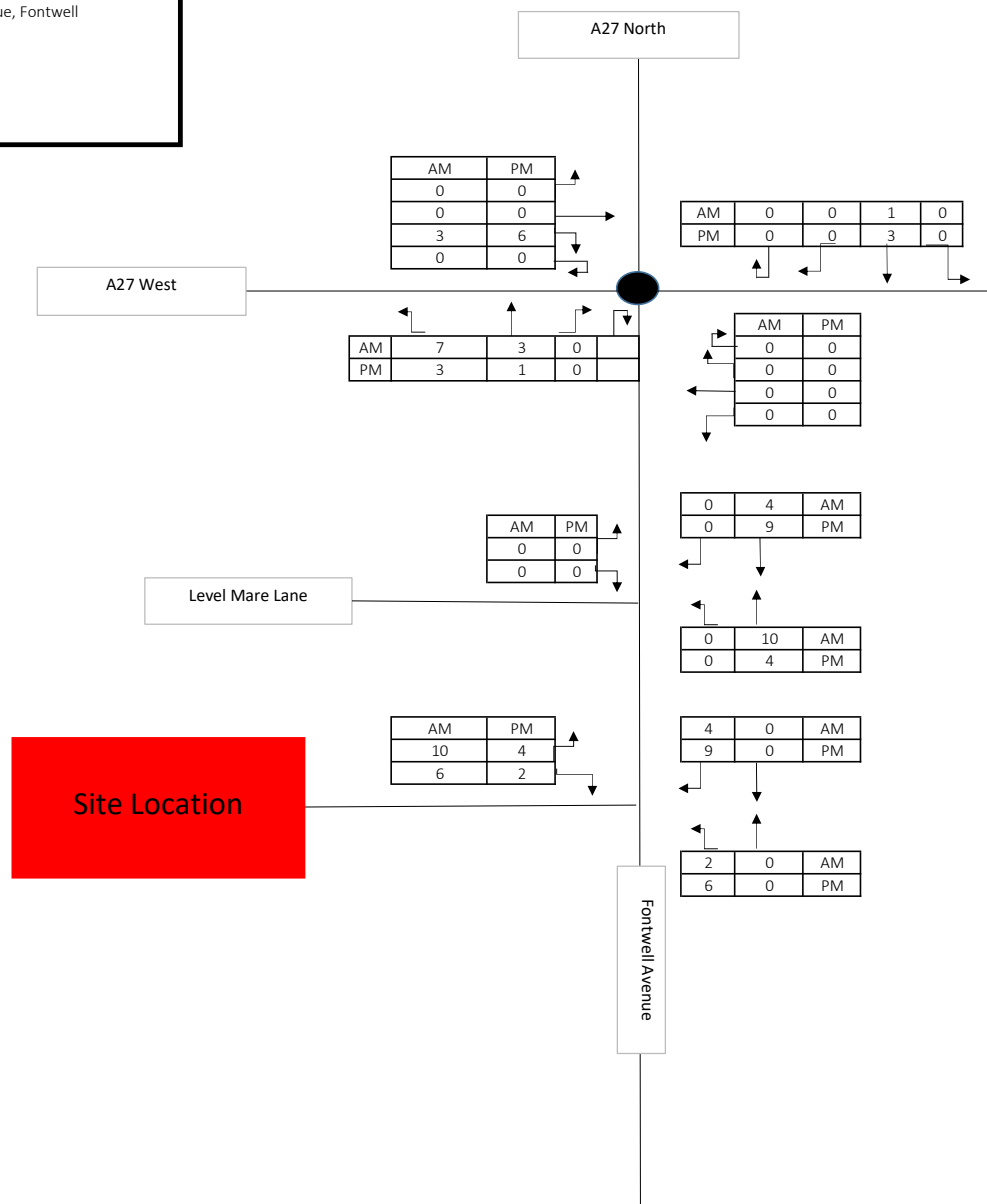
Agreed Distributions  
North 0.39  
South 0.61

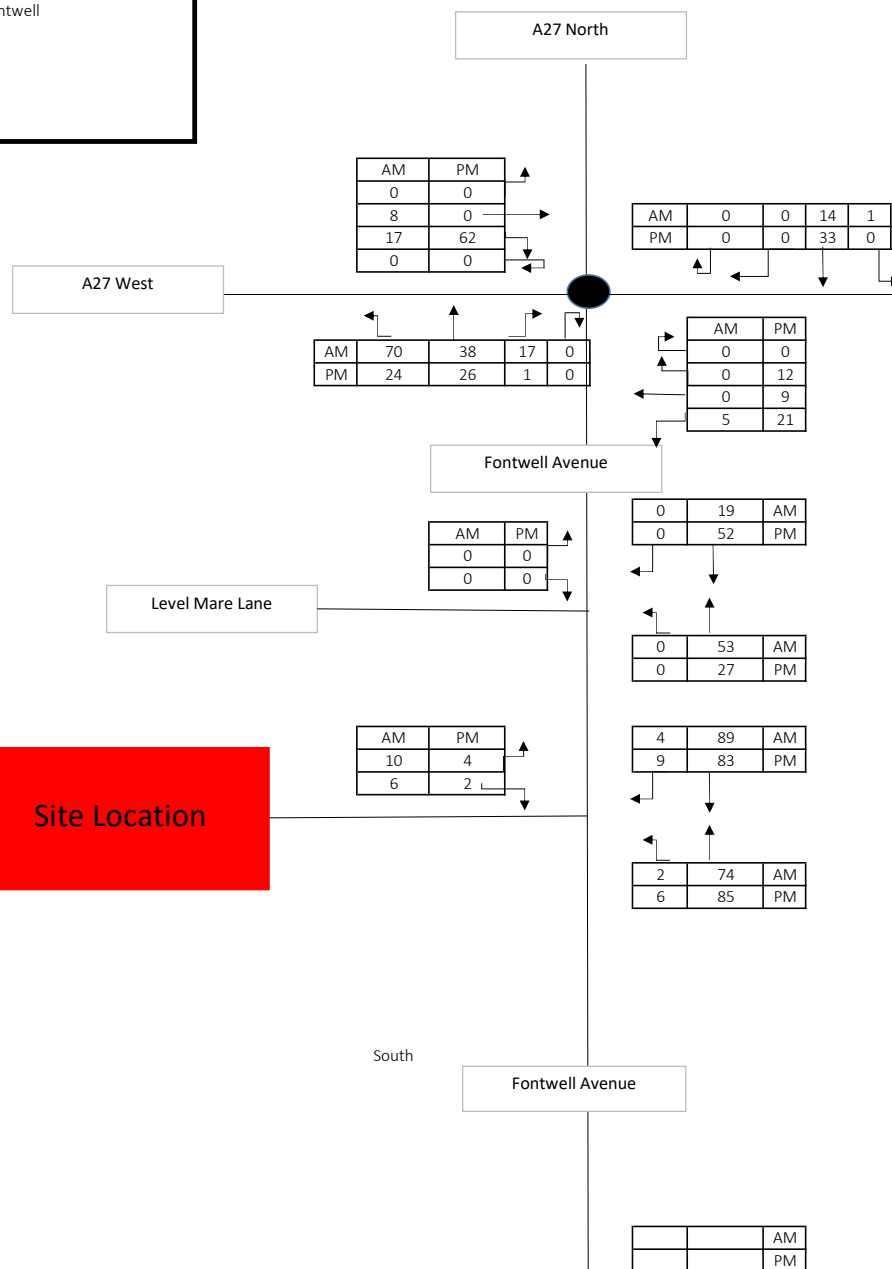


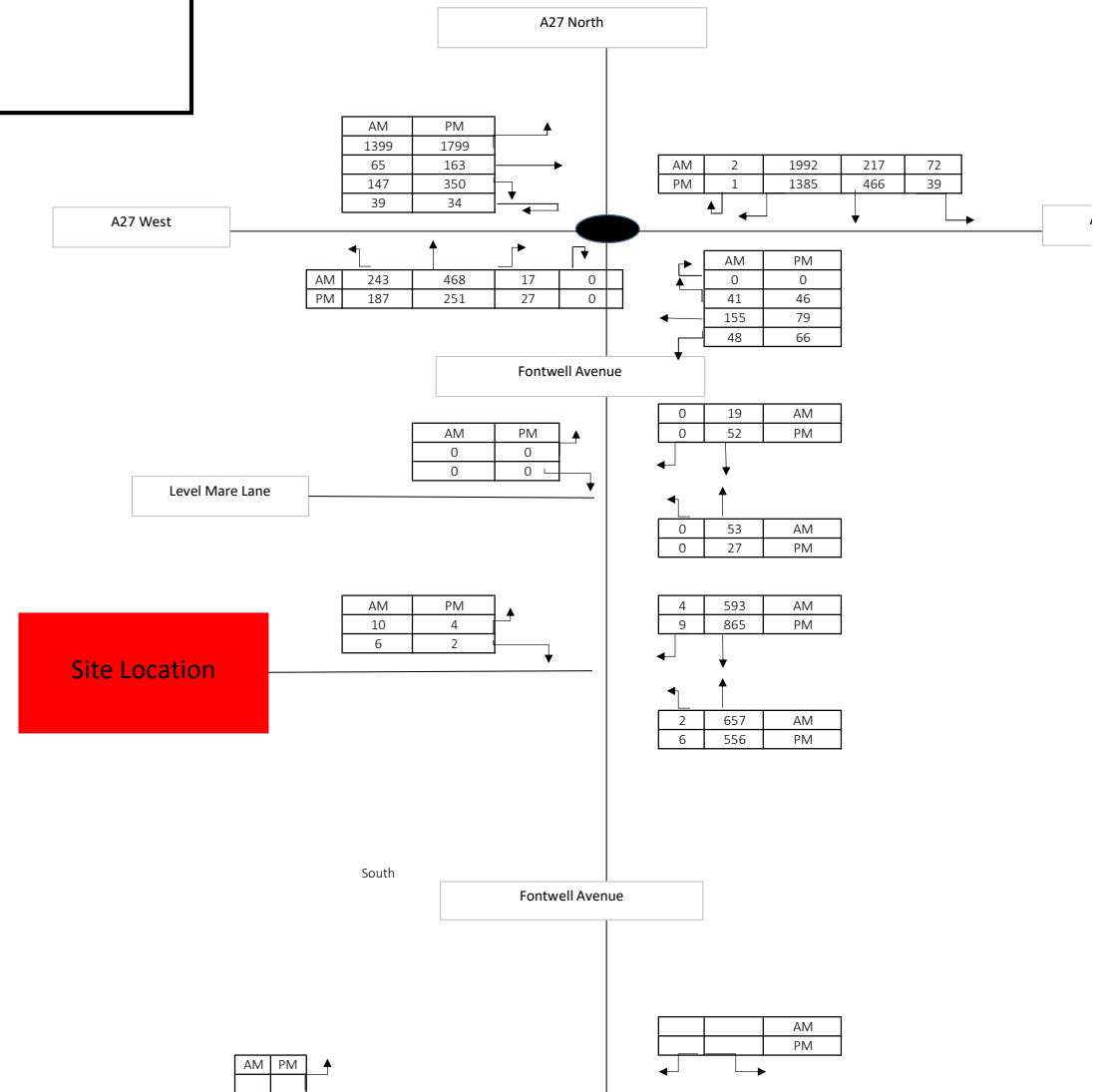
**Total Development**

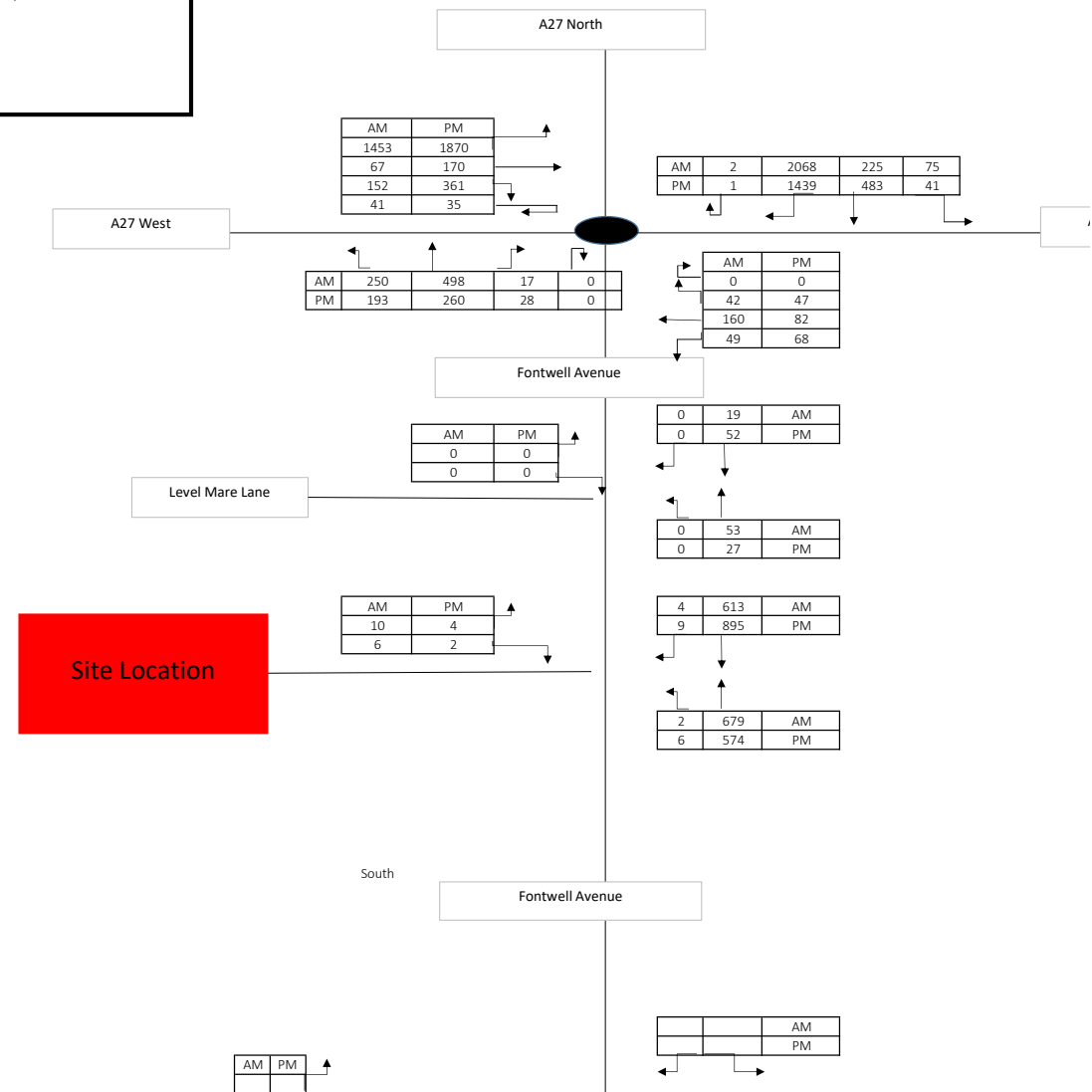
|       |    |
|-------|----|
| Units | 42 |
|-------|----|

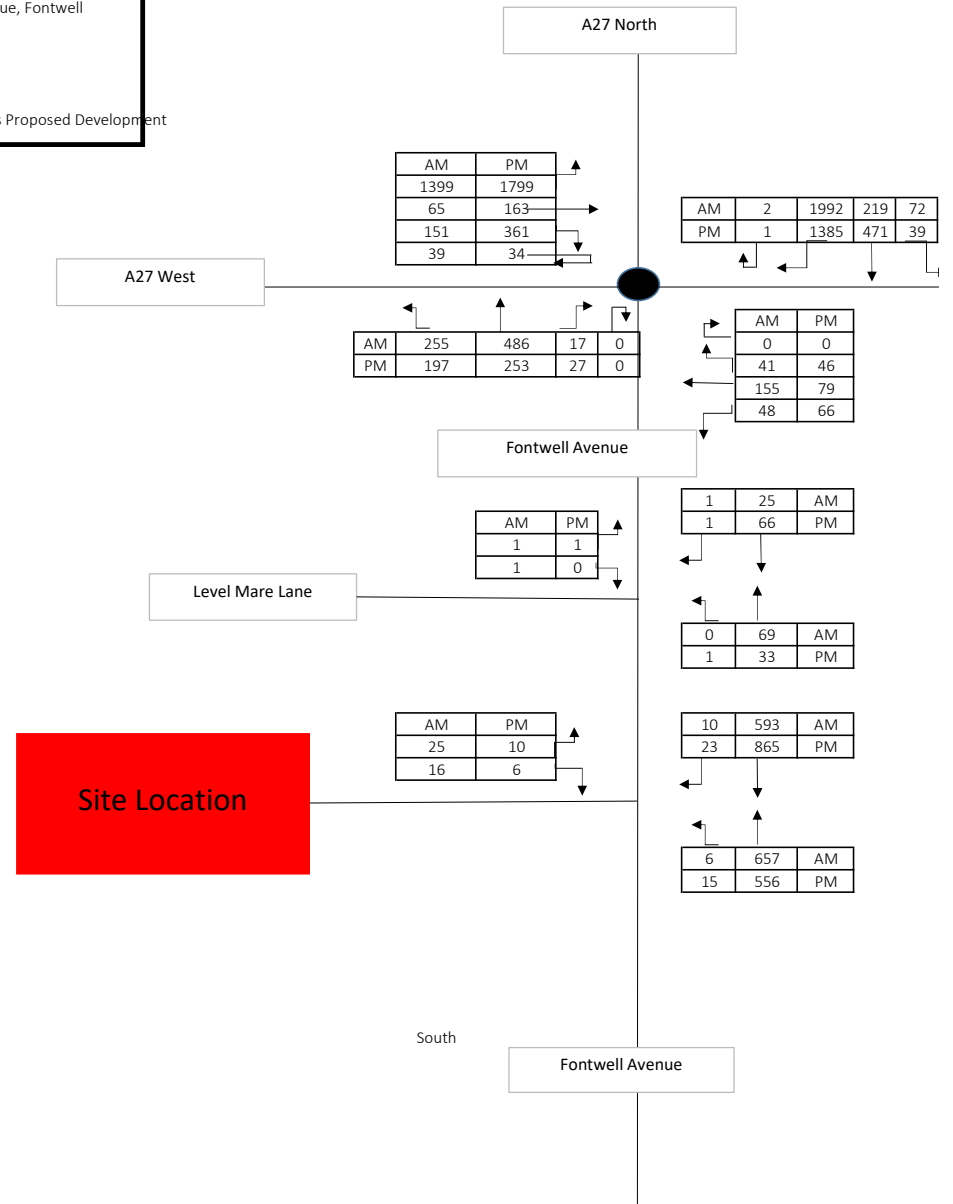
| AM Peak  |            | PM Peak  |            |
|----------|------------|----------|------------|
| Arrivals | Departures | Arrivals | Departures |
| 0.152    | 0.393      | 0.364    | 0.149      |
| 6        | 17         | 15       | 6          |

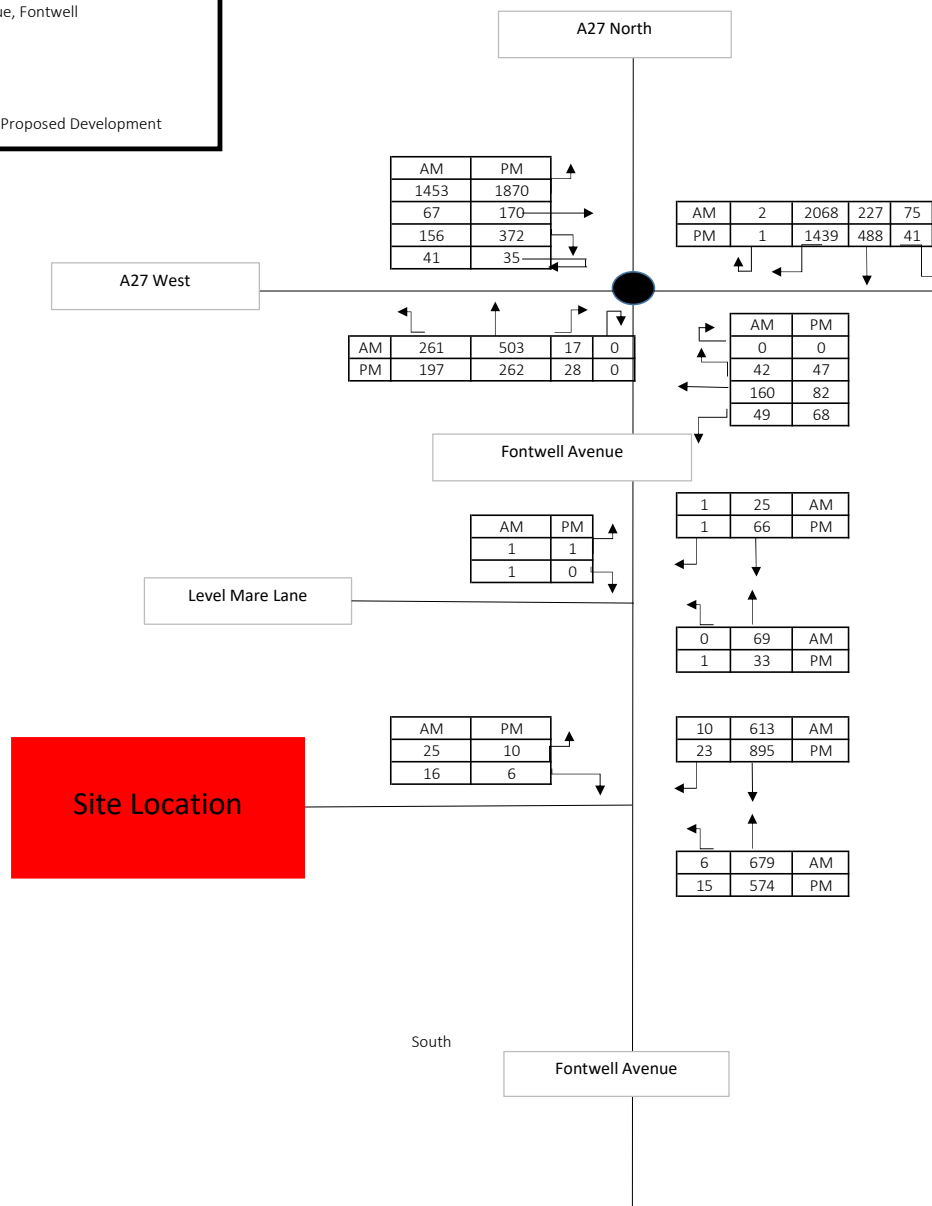












## Appendix L

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |  |  |  |  |
| Version: 9.0.2.5947                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
| © Copyright TRL Limited, 2017                                                                                                                                    |  |  |  |  |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:                                                                             |  |  |  |  |  |  |  |  |  |  |  |
| +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk                                                                                                      |  |  |  |  |  |  |  |  |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |  |  |  |  |  |

Filename: Site Access Modelling - Phase 2.j9

Path: W:\Projects\020-029\020 Miscellaneous\020.0672 Phase 2 Northfields Cottage, Fontwell Avenue, Fontwell\Modelling

Report generation date: 13/08/2021 09:49:10

- »2026 Baseline Plus CD, AM
- »2026 Baseline Plus CD, PM
- »2026 Baseline Plus Dev Plus CD, AM
- »2026 Baseline Plus Dev Plus CD, PM
- »2031 Baseline Plus CD, AM
- »2031 Baseline Plus CD, PM
- »2031 Baseline Plus Dev Plus CD, AM
- »2031 Baseline Plus Dev Plus CD, PM

#### Summary of junction performance

|             | AM                             |           |      |     |                    |                           | PM          |           |      |     |                    |                           |
|-------------|--------------------------------|-----------|------|-----|--------------------|---------------------------|-------------|-----------|------|-----|--------------------|---------------------------|
|             | Queue (PCU)                    | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity | Queue (PCU) | Delay (s) | RFC  | LOS | Junction Delay (s) | Network Residual Capacity |
|             | 2026 Baseline Plus CD          |           |      |     |                    |                           |             |           |      |     |                    |                           |
| Stream B-AC | 0.0                            | 10.06     | 0.04 | B   | 0.15               | 94 %                      | 0.0         | 9.61      | 0.02 | A   | 0.08               | 88 %                      |
| Stream C-AB | 0.0                            | 7.87      | 0.01 | A   |                    | [Stream B-AC]             | 0.0         | 7.59      | 0.02 | A   |                    | [Stream B-AC]             |
|             | 2026 Baseline Plus Dev Plus CD |           |      |     |                    |                           |             |           |      |     |                    |                           |
| Stream B-AC | 0.1                            | 10.74     | 0.11 | B   | 0.40               | 83 %                      | 0.0         | 10.08     | 0.04 | B   | 0.23               | 84 %                      |
| Stream C-AB | 0.0                            | 7.90      | 0.02 | A   |                    | [Stream B-AC]             | 0.1         | 7.79      | 0.05 | A   |                    | [Stream B-AC]             |
|             | 2031 Baseline Plus CD          |           |      |     |                    |                           |             |           |      |     |                    |                           |
| Stream B-AC | 0.0                            | 10.06     | 0.04 | B   | 0.15               | 94 %                      | 0.0         | 9.61      | 0.02 | A   | 0.08               | 88 %                      |
| Stream C-AB | 0.0                            | 7.87      | 0.01 | A   |                    | [Stream B-AC]             | 0.0         | 7.59      | 0.02 | A   |                    | [Stream B-AC]             |
|             | 2031 Baseline Plus Dev Plus CD |           |      |     |                    |                           |             |           |      |     |                    |                           |
| Stream B-AC | 0.1                            | 11.90     | 0.08 | B   | 0.29               | 74 %                      | 0.1         | 10.29     | 0.04 | B   | 0.23               | 78 %                      |
| Stream C-AB | 0.0                            | 7.99      | 0.02 | A   |                    | [Stream B-AC]             | 0.1         | 7.86      | 0.05 | A   |                    | [Stream B-AC]             |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

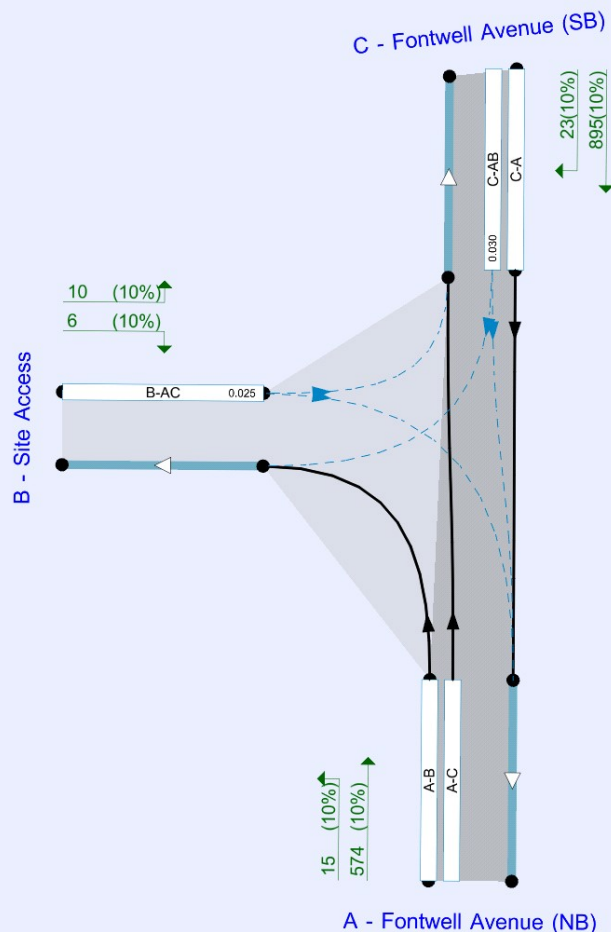
## File summary

### File Description

|                    |                                       |
|--------------------|---------------------------------------|
| <b>Title</b>       | Fontwell Avenue Site Access Modelling |
| <b>Location</b>    | Fontwell                              |
| <b>Site number</b> |                                       |
| <b>Date</b>        | 11/08/2021                            |
| <b>Version</b>     |                                       |
| <b>Status</b>      | Preliminary                           |
| <b>Identifier</b>  |                                       |
| <b>Client</b>      |                                       |
| <b>Jobnumber</b>   | 020.0672                              |
| <b>Enumerator</b>  | AD\CAD.PC                             |
| <b>Description</b> |                                       |

### Units

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



Flows show original traffic demand (PCU/hr).  
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | Residual capacity criteria type | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
|                             | ✓                           | Delay                           | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID | Scenario name                  | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|--------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2026 Baseline Plus CD          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D2 | 2026 Baseline Plus CD          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |
| D3 | 2026 Baseline Plus Dev Plus CD | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D4 | 2026 Baseline Plus Dev Plus CD | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |
| D5 | 2031 Baseline Plus CD          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D6 | 2031 Baseline Plus CD          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |
| D7 | 2031 Baseline Plus Dev Plus CD | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D8 | 2031 Baseline Plus Dev Plus CD | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| AL | 100.000                         |

# 2026 Baseline Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.15               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 94                            | Stream B-AC                  |

## Arms

### Arms

| Arm | Name                 | Description | Arm type |
|-----|----------------------|-------------|----------|
| A   | Fontwell Avenue (NB) |             | Major    |
| B   | Site Access          |             | Minor    |
| C   | Fontwell Avenue (SB) |             | 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 - Fontwell Avenue (SB) | 10.00                    |                            | ✓                  | 3.00                     | 70.0                          | ✓       | 7.00                 |

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

### Minor Arm Geometry

| Arm             | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----------------|----------------|----------------|------------------------|-------------------------|
| B - Site Access | One lane       | 3.00           | 100                    | 90                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1        | B-A    | 556                | 0.084         | 0.211         | 0.133         | 0.302         |
| 1        | B-C    | 681                | 0.086         | 0.218         | -             | -             |
| 1        | C-B    | 668                | 0.214         | 0.214         | -             | -             |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2026 Baseline Plus CD | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 681                     | 100.000            |
| B - Site Access          |            | ✓            | 16                      | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 617                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 0                        | 2               | 679                      |
|      | B - Site Access          | 6                        | 0               | 10                       |
|      | C - Fontwell Avenue (SB) | 613                      | 4               | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 07:45-08:00  | A - Fontwell Avenue (NB) | 513             | 513                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 465             | 465                    |
| 08:00-08:15  | A - Fontwell Avenue (NB) | 612             | 612                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 555             | 555                    |
| 08:15-08:30  | A - Fontwell Avenue (NB) | 750             | 750                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 679             | 679                    |
| 08:30-08:45  | A - Fontwell Avenue (NB) | 750             | 750                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 679             | 679                    |
| 08:45-09:00  | A - Fontwell Avenue (NB) | 612             | 612                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 555             | 555                    |
| 09:00-09:15  | A - Fontwell Avenue (NB) | 513             | 513                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 465             | 465                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 10.06         | 0.0             | B       |
| C-AB   | 0.01    | 7.87          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 483               | 0.025 | 12                  | 0.0             | 8.409     | A   |
| C-AB   | 3                     | 558               | 0.005 | 3                   | 0.0             | 7.129     | A   |
| C-A    | 461                   |                   |       | 461                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 511                   |                   |       | 511                 |                 |           |     |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 453               | 0.032 | 14                  | 0.0             | 9.023     | A   |
| C-AB   | 4                     | 537               | 0.007 | 4                   | 0.0             | 7.421     | A   |
| C-A    | 551                   |                   |       | 551                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 610                   |                   |       | 610                 |                 |           |     |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 411               | 0.043 | 18                  | 0.0             | 10.056    | B   |
| C-AB   | 4                     | 508               | 0.009 | 4                   | 0.0             | 7.867     | A   |
| C-A    | 675                   |                   |       | 675                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 748                   |                   |       | 748                 |                 |           |     |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 411               | 0.043 | 18                  | 0.0             | 10.058    | B   |
| C-AB   | 4                     | 508               | 0.009 | 4                   | 0.0             | 7.867     | A   |
| C-A    | 675                   |                   |       | 675                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 748                   |                   |       | 748                 |                 |           |     |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 453               | 0.032 | 14                  | 0.0             | 9.025     | A   |
| C-AB   | 4                     | 537               | 0.007 | 4                   | 0.0             | 7.421     | A   |
| C-A    | 551                   |                   |       | 551                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 610                   |                   |       | 610                 |                 |           |     |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 483               | 0.025 | 12                  | 0.0             | 8.416     | A   |
| C-AB   | 3                     | 558               | 0.005 | 3                   | 0.0             | 7.132     | A   |
| C-A    | 461                   |                   |       | 461                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 511                   |                   |       | 511                 |                 |           |     |

# 2026 Baseline Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.08               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 88                            | Stream B-AC                  |

## Traffic Demand

### Demand Set Details

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2026 Baseline Plus CD | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 580                     | 100.000            |
| B - Site Access          |            | ✓            | 6                       | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 904                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
| From |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
|      | A - Fontwell Avenue (NB) | 0                        | 6               | 574                      |
|      | B - Site Access          | 2                        | 0               | 4                        |
|      | C - Fontwell Avenue (SB) | 895                      | 9               | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
| From |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
|      | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 16:45-17:00  | A - Fontwell Avenue (NB) | 437             | 437                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 681             | 681                    |
| 17:00-17:15  | A - Fontwell Avenue (NB) | 521             | 521                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 813             | 813                    |
| 17:15-17:30  | A - Fontwell Avenue (NB) | 639             | 639                    |
|              | B - Site Access          | 7               | 7                      |
|              | C - Fontwell Avenue (SB) | 995             | 995                    |
| 17:30-17:45  | A - Fontwell Avenue (NB) | 639             | 639                    |
|              | B - Site Access          | 7               | 7                      |
|              | C - Fontwell Avenue (SB) | 995             | 995                    |
| 17:45-18:00  | A - Fontwell Avenue (NB) | 521             | 521                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 813             | 813                    |
| 18:00-18:15  | A - Fontwell Avenue (NB) | 437             | 437                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 681             | 681                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.02    | 9.61          | 0.0             | A       |
| C-AB   | 0.02    | 7.59          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 492               | 0.009 | 4                   | 0.0             | 8.124     | A   |
| C-AB   | 7                     | 575               | 0.012 | 7                   | 0.0             | 6.972     | A   |
| C-A    | 674                   |                   |       | 674                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 432                   |                   |       | 432                 |                 |           |     |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 462               | 0.012 | 5                   | 0.0             | 8.670     | A   |
| C-AB   | 8                     | 557               | 0.015 | 8                   | 0.0             | 7.219     | A   |
| C-A    | 805                   |                   |       | 805                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 516                   |                   |       | 516                 |                 |           |     |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 7                     | 419               | 0.016 | 7                   | 0.0             | 9.609     | A   |
| C-AB   | 10                    | 531               | 0.019 | 10                  | 0.0             | 7.591     | A   |
| C-A    | 985                   |                   |       | 985                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 632                   |                   |       | 632                 |                 |           |     |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 7                     | 419               | 0.016 | 7                   | 0.0             | 9.609     | A   |
| C-AB   | 10                    | 531               | 0.019 | 10                  | 0.0             | 7.591     | A   |
| C-A    | 985                   |                   |       | 985                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 632                   |                   |       | 632                 |                 |           |     |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 462               | 0.012 | 5                   | 0.0             | 8.671     | A   |
| C-AB   | 8                     | 557               | 0.015 | 8                   | 0.0             | 7.219     | A   |
| C-A    | 805                   |                   |       | 805                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 516                   |                   |       | 516                 |                 |           |     |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 492               | 0.009 | 5                   | 0.0             | 8.126     | A   |
| C-AB   | 7                     | 575               | 0.012 | 7                   | 0.0             | 6.975     | A   |
| C-A    | 674                   |                   |       | 674                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 432                   |                   |       | 432                 |                 |           |     |

# 2026 Baseline Plus Dev Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.40               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 83                            | Stream B-AC                  |

## 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 | 2026 Baseline Plus Dev Plus CD | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 663                     | 100.000            |
| B - Site Access          |            | ✓            | 41                      | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 603                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 0                        | 6               | 657                      |
|      | B - Site Access          | 16                       | 0               | 25                       |
|      | C - Fontwell Avenue (SB) | 593                      | 10              | 0                        |
|      |                          |                          |                 |                          |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |
|      |                          |                          |                 |                          |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 07:45-08:00  | A - Fontwell Avenue (NB) | 499             | 499                    |
|              | B - Site Access          | 31              | 31                     |
|              | C - Fontwell Avenue (SB) | 454             | 454                    |
| 08:00-08:15  | A - Fontwell Avenue (NB) | 596             | 596                    |
|              | B - Site Access          | 37              | 37                     |
|              | C - Fontwell Avenue (SB) | 542             | 542                    |
| 08:15-08:30  | A - Fontwell Avenue (NB) | 730             | 730                    |
|              | B - Site Access          | 45              | 45                     |
|              | C - Fontwell Avenue (SB) | 664             | 664                    |
| 08:30-08:45  | A - Fontwell Avenue (NB) | 730             | 730                    |
|              | B - Site Access          | 45              | 45                     |
|              | C - Fontwell Avenue (SB) | 664             | 664                    |
| 08:45-09:00  | A - Fontwell Avenue (NB) | 596             | 596                    |
|              | B - Site Access          | 37              | 37                     |
|              | C - Fontwell Avenue (SB) | 542             | 542                    |
| 09:00-09:15  | A - Fontwell Avenue (NB) | 499             | 499                    |
|              | B - Site Access          | 31              | 31                     |
|              | C - Fontwell Avenue (SB) | 454             | 454                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.11    | 10.74         | 0.1             | B       |
| C-AB   | 0.02    | 7.90          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 31                    | 484               | 0.064 | 31                  | 0.1             | 8.737     | A   |
| C-AB   | 8                     | 561               | 0.013 | 7                   | 0.0             | 7.150     | A   |
| C-A    | 446                   |                   |       | 446                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 495                   |                   |       | 495                 |                 |           |     |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 37                    | 455               | 0.081 | 37                  | 0.1             | 9.473     | A   |
| C-AB   | 9                     | 541               | 0.017 | 9                   | 0.0             | 7.448     | A   |
| C-A    | 533                   |                   |       | 533                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 591                   |                   |       | 591                 |                 |           |     |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 45                    | 414               | 0.109 | 45                  | 0.1             | 10.736    | B   |
| C-AB   | 11                    | 512               | 0.022 | 11                  | 0.0             | 7.904     | A   |
| C-A    | 653                   |                   |       | 653                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 723                   |                   |       | 723                 |                 |           |     |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 45                    | 414               | 0.109 | 45                  | 0.1             | 10.745    | B   |
| C-AB   | 11                    | 512               | 0.022 | 11                  | 0.0             | 7.904     | A   |
| C-A    | 653                   |                   |       | 653                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 723                   |                   |       | 723                 |                 |           |     |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 37                    | 455               | 0.081 | 37                  | 0.1             | 9.486     | A   |
| C-AB   | 9                     | 541               | 0.017 | 9                   | 0.0             | 7.448     | A   |
| C-A    | 533                   |                   |       | 533                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 591                   |                   |       | 591                 |                 |           |     |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 31                    | 484               | 0.064 | 31                  | 0.1             | 8.752     | A   |
| C-AB   | 8                     | 561               | 0.013 | 8                   | 0.0             | 7.153     | A   |
| C-A    | 446                   |                   |       | 446                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 495                   |                   |       | 495                 |                 |           |     |

# 2026 Baseline Plus Dev Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.23               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 84                            | Stream B-AC                  |

## 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 | 2026 Baseline Plus Dev Plus CD | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 571                     | 100.000            |
| B - Site Access          |            | ✓            | 16                      | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 888                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 0                        | 15              | 556                      |
|      | B - Site Access          | 6                        | 0               | 10                       |
|      | C - Fontwell Avenue (SB) | 865                      | 23              | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 16:45-17:00  | A - Fontwell Avenue (NB) | 430             | 430                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 669             | 669                    |
| 17:00-17:15  | A - Fontwell Avenue (NB) | 513             | 513                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 798             | 798                    |
| 17:15-17:30  | A - Fontwell Avenue (NB) | 629             | 629                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 978             | 978                    |
| 17:30-17:45  | A - Fontwell Avenue (NB) | 629             | 629                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 978             | 978                    |
| 17:45-18:00  | A - Fontwell Avenue (NB) | 513             | 513                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 798             | 798                    |
| 18:00-18:15  | A - Fontwell Avenue (NB) | 430             | 430                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 669             | 669                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 10.08         | 0.0             | B       |
| C-AB   | 0.05    | 7.79          | 0.1             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 485               | 0.025 | 12                  | 0.0             | 8.376     | A   |
| C-AB   | 17                    | 576               | 0.030 | 17                  | 0.0             | 7.083     | A   |
| C-A    | 651                   |                   |       | 651                 |                 |           |     |
| A-B    | 11                    |                   |       | 11                  |                 |           |     |
| A-C    | 419                   |                   |       | 419                 |                 |           |     |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 454               | 0.032 | 14                  | 0.0             | 8.999     | A   |
| C-AB   | 21                    | 558               | 0.037 | 21                  | 0.0             | 7.365     | A   |
| C-A    | 778                   |                   |       | 778                 |                 |           |     |
| A-B    | 13                    |                   |       | 13                  |                 |           |     |
| A-C    | 500                   |                   |       | 500                 |                 |           |     |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 411               | 0.043 | 18                  | 0.0             | 10.074    | B   |
| C-AB   | 25                    | 534               | 0.047 | 25                  | 0.1             | 7.789     | A   |
| C-A    | 952                   |                   |       | 952                 |                 |           |     |
| A-B    | 17                    |                   |       | 17                  |                 |           |     |
| A-C    | 612                   |                   |       | 612                 |                 |           |     |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 411               | 0.043 | 18                  | 0.0             | 10.076    | B   |
| C-AB   | 25                    | 534               | 0.047 | 25                  | 0.1             | 7.790     | A   |
| C-A    | 952                   |                   |       | 952                 |                 |           |     |
| A-B    | 17                    |                   |       | 17                  |                 |           |     |
| A-C    | 612                   |                   |       | 612                 |                 |           |     |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 454               | 0.032 | 14                  | 0.0             | 9.002     | A   |
| C-AB   | 21                    | 558               | 0.037 | 21                  | 0.0             | 7.369     | A   |
| C-A    | 778                   |                   |       | 778                 |                 |           |     |
| A-B    | 13                    |                   |       | 13                  |                 |           |     |
| A-C    | 500                   |                   |       | 500                 |                 |           |     |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 485               | 0.025 | 12                  | 0.0             | 8.381     | A   |
| C-AB   | 17                    | 576               | 0.030 | 17                  | 0.0             | 7.089     | A   |
| C-A    | 651                   |                   |       | 651                 |                 |           |     |
| A-B    | 11                    |                   |       | 11                  |                 |           |     |
| A-C    | 419                   |                   |       | 419                 |                 |           |     |

# 2031 Baseline Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.15               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 94                            | Stream B-AC                  |

## 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 | 2031 Baseline Plus CD | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 681                     | 100.000            |
| B - Site Access          |            | ✓            | 16                      | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 617                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 0                        | 2               | 679                      |
|      | B - Site Access          | 6                        | 0               | 10                       |
|      | C - Fontwell Avenue (SB) | 613                      | 4               | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 07:45-08:00  | A - Fontwell Avenue (NB) | 513             | 513                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 465             | 465                    |
| 08:00-08:15  | A - Fontwell Avenue (NB) | 612             | 612                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 555             | 555                    |
| 08:15-08:30  | A - Fontwell Avenue (NB) | 750             | 750                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 679             | 679                    |
| 08:30-08:45  | A - Fontwell Avenue (NB) | 750             | 750                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 679             | 679                    |
| 08:45-09:00  | A - Fontwell Avenue (NB) | 612             | 612                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 555             | 555                    |
| 09:00-09:15  | A - Fontwell Avenue (NB) | 513             | 513                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 465             | 465                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 10.06         | 0.0             | B       |
| C-AB   | 0.01    | 7.87          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 483               | 0.025 | 12                  | 0.0             | 8.409     | A   |
| C-AB   | 3                     | 558               | 0.005 | 3                   | 0.0             | 7.129     | A   |
| C-A    | 461                   |                   |       | 461                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 511                   |                   |       | 511                 |                 |           |     |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 453               | 0.032 | 14                  | 0.0             | 9.023     | A   |
| C-AB   | 4                     | 537               | 0.007 | 4                   | 0.0             | 7.421     | A   |
| C-A    | 551                   |                   |       | 551                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 610                   |                   |       | 610                 |                 |           |     |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 411               | 0.043 | 18                  | 0.0             | 10.056    | B   |
| C-AB   | 4                     | 508               | 0.009 | 4                   | 0.0             | 7.867     | A   |
| C-A    | 675                   |                   |       | 675                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 748                   |                   |       | 748                 |                 |           |     |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 411               | 0.043 | 18                  | 0.0             | 10.058    | B   |
| C-AB   | 4                     | 508               | 0.009 | 4                   | 0.0             | 7.867     | A   |
| C-A    | 675                   |                   |       | 675                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 748                   |                   |       | 748                 |                 |           |     |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 453               | 0.032 | 14                  | 0.0             | 9.025     | A   |
| C-AB   | 4                     | 537               | 0.007 | 4                   | 0.0             | 7.421     | A   |
| C-A    | 551                   |                   |       | 551                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 610                   |                   |       | 610                 |                 |           |     |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 483               | 0.025 | 12                  | 0.0             | 8.416     | A   |
| C-AB   | 3                     | 558               | 0.005 | 3                   | 0.0             | 7.132     | A   |
| C-A    | 461                   |                   |       | 461                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 511                   |                   |       | 511                 |                 |           |     |

# 2031 Baseline Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.08               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 88                            | Stream B-AC                  |

## 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 | 2031 Baseline Plus CD | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 580                     | 100.000            |
| B - Site Access          |            | ✓            | 6                       | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 904                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
| From |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
|      | A - Fontwell Avenue (NB) | 0                        | 6               | 574                      |
|      | B - Site Access          | 2                        | 0               | 4                        |
|      | C - Fontwell Avenue (SB) | 895                      | 9               | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
| From |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
|      | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 16:45-17:00  | A - Fontwell Avenue (NB) | 437             | 437                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 681             | 681                    |
| 17:00-17:15  | A - Fontwell Avenue (NB) | 521             | 521                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 813             | 813                    |
| 17:15-17:30  | A - Fontwell Avenue (NB) | 639             | 639                    |
|              | B - Site Access          | 7               | 7                      |
|              | C - Fontwell Avenue (SB) | 995             | 995                    |
| 17:30-17:45  | A - Fontwell Avenue (NB) | 639             | 639                    |
|              | B - Site Access          | 7               | 7                      |
|              | C - Fontwell Avenue (SB) | 995             | 995                    |
| 17:45-18:00  | A - Fontwell Avenue (NB) | 521             | 521                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 813             | 813                    |
| 18:00-18:15  | A - Fontwell Avenue (NB) | 437             | 437                    |
|              | B - Site Access          | 5               | 5                      |
|              | C - Fontwell Avenue (SB) | 681             | 681                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.02    | 9.61          | 0.0             | A       |
| C-AB   | 0.02    | 7.59          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 492               | 0.009 | 4                   | 0.0             | 8.124     | A   |
| C-AB   | 7                     | 575               | 0.012 | 7                   | 0.0             | 6.972     | A   |
| C-A    | 674                   |                   |       | 674                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 432                   |                   |       | 432                 |                 |           |     |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 462               | 0.012 | 5                   | 0.0             | 8.670     | A   |
| C-AB   | 8                     | 557               | 0.015 | 8                   | 0.0             | 7.219     | A   |
| C-A    | 805                   |                   |       | 805                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 516                   |                   |       | 516                 |                 |           |     |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 7                     | 419               | 0.016 | 7                   | 0.0             | 9.609     | A   |
| C-AB   | 10                    | 531               | 0.019 | 10                  | 0.0             | 7.591     | A   |
| C-A    | 985                   |                   |       | 985                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 632                   |                   |       | 632                 |                 |           |     |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 7                     | 419               | 0.016 | 7                   | 0.0             | 9.609     | A   |
| C-AB   | 10                    | 531               | 0.019 | 10                  | 0.0             | 7.591     | A   |
| C-A    | 985                   |                   |       | 985                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 632                   |                   |       | 632                 |                 |           |     |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 462               | 0.012 | 5                   | 0.0             | 8.671     | A   |
| C-AB   | 8                     | 557               | 0.015 | 8                   | 0.0             | 7.219     | A   |
| C-A    | 805                   |                   |       | 805                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 516                   |                   |       | 516                 |                 |           |     |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 5                     | 492               | 0.009 | 5                   | 0.0             | 8.126     | A   |
| C-AB   | 7                     | 575               | 0.012 | 7                   | 0.0             | 6.975     | A   |
| C-A    | 674                   |                   |       | 674                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 432                   |                   |       | 432                 |                 |           |     |

# 2031 Baseline Plus Dev Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.29               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 74                            | Stream B-AC                  |

## 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 | 2031 Baseline Plus Dev Plus CD | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 685                     | 100.000            |
| B - Site Access          |            | ✓            | 26                      | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 623                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 0                        | 6               | 679                      |
|      | B - Site Access          | 16                       | 0               | 10                       |
|      | C - Fontwell Avenue (SB) | 613                      | 10              | 0                        |
|      |                          |                          |                 |                          |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |
|      |                          |                          |                 |                          |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 07:45-08:00  | A - Fontwell Avenue (NB) | 516             | 516                    |
|              | B - Site Access          | 20              | 20                     |
|              | C - Fontwell Avenue (SB) | 469             | 469                    |
| 08:00-08:15  | A - Fontwell Avenue (NB) | 616             | 616                    |
|              | B - Site Access          | 23              | 23                     |
|              | C - Fontwell Avenue (SB) | 560             | 560                    |
| 08:15-08:30  | A - Fontwell Avenue (NB) | 754             | 754                    |
|              | B - Site Access          | 29              | 29                     |
|              | C - Fontwell Avenue (SB) | 686             | 686                    |
| 08:30-08:45  | A - Fontwell Avenue (NB) | 754             | 754                    |
|              | B - Site Access          | 29              | 29                     |
|              | C - Fontwell Avenue (SB) | 686             | 686                    |
| 08:45-09:00  | A - Fontwell Avenue (NB) | 616             | 616                    |
|              | B - Site Access          | 23              | 23                     |
|              | C - Fontwell Avenue (SB) | 560             | 560                    |
| 09:00-09:15  | A - Fontwell Avenue (NB) | 516             | 516                    |
|              | B - Site Access          | 20              | 20                     |
|              | C - Fontwell Avenue (SB) | 469             | 469                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.08    | 11.90         | 0.1             | B       |
| C-AB   | 0.02    | 7.99          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 20                    | 439               | 0.045 | 19                  | 0.1             | 9.443     | A   |
| C-AB   | 8                     | 558               | 0.014 | 7                   | 0.0             | 7.196     | A   |
| C-A    | 461                   |                   |       | 461                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 511                   |                   |       | 511                 |                 |           |     |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 23                    | 406               | 0.058 | 23                  | 0.1             | 10.333    | B   |
| C-AB   | 9                     | 536               | 0.017 | 9                   | 0.0             | 7.508     | A   |
| C-A    | 551                   |                   |       | 551                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 610                   |                   |       | 610                 |                 |           |     |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 29                    | 361               | 0.079 | 29                  | 0.1             | 11.894    | B   |
| C-AB   | 11                    | 507               | 0.022 | 11                  | 0.0             | 7.987     | A   |
| C-A    | 675                   |                   |       | 675                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 748                   |                   |       | 748                 |                 |           |     |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 29                    | 361               | 0.079 | 29                  | 0.1             | 11.902    | B   |
| C-AB   | 11                    | 507               | 0.022 | 11                  | 0.0             | 7.987     | A   |
| C-A    | 675                   |                   |       | 675                 |                 |           |     |
| A-B    | 7                     |                   |       | 7                   |                 |           |     |
| A-C    | 748                   |                   |       | 748                 |                 |           |     |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 23                    | 406               | 0.058 | 23                  | 0.1             | 10.343    | B   |
| C-AB   | 9                     | 536               | 0.017 | 9                   | 0.0             | 7.511     | A   |
| C-A    | 551                   |                   |       | 551                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 610                   |                   |       | 610                 |                 |           |     |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 20                    | 439               | 0.045 | 20                  | 0.1             | 9.454     | A   |
| C-AB   | 8                     | 558               | 0.014 | 8                   | 0.0             | 7.199     | A   |
| C-A    | 461                   |                   |       | 461                 |                 |           |     |
| A-B    | 5                     |                   |       | 5                   |                 |           |     |
| A-C    | 511                   |                   |       | 511                 |                 |           |     |

# 2031 Baseline Plus Dev Plus CD, 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/Fontwell Avenue | T-Junction    | Two-way              | 0.23               | A            |

### Junction Network Options

| Driving side | Lighting       | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left         | Normal/unknown | 78                            | Stream B-AC                  |

## 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 | 2031 Baseline Plus Dev Plus CD | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

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

### Demand overview (Traffic)

| Arm                      | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|-------------------------|--------------------|
| A - Fontwell Avenue (NB) |            | ✓            | 589                     | 100.000            |
| B - Site Access          |            | ✓            | 16                      | 100.000            |
| C - Fontwell Avenue (SB) |            | ✓            | 918                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 0                        | 15              | 574                      |
|      | B - Site Access          | 6                        | 0               | 10                       |
|      | C - Fontwell Avenue (SB) | 895                      | 23              | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |                          |                 |                          |
|------|--------------------------|--------------------------|-----------------|--------------------------|
|      |                          | A - Fontwell Avenue (NB) | B - Site Access | C - Fontwell Avenue (SB) |
| From | A - Fontwell Avenue (NB) | 10                       | 10              | 10                       |
|      | B - Site Access          | 10                       | 10              | 10                       |
|      | C - Fontwell Avenue (SB) | 10                       | 10              | 10                       |

## Detailed Demand Data

### Demand for each time segment

| Time Segment | Arm                      | Demand (PCU/hr) | Demand in PCU (PCU/hr) |
|--------------|--------------------------|-----------------|------------------------|
| 16:45-17:00  | A - Fontwell Avenue (NB) | 443             | 443                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 691             | 691                    |
| 17:00-17:15  | A - Fontwell Avenue (NB) | 529             | 529                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 825             | 825                    |
| 17:15-17:30  | A - Fontwell Avenue (NB) | 649             | 649                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 1011            | 1011                   |
| 17:30-17:45  | A - Fontwell Avenue (NB) | 649             | 649                    |
|              | B - Site Access          | 18              | 18                     |
|              | C - Fontwell Avenue (SB) | 1011            | 1011                   |
| 17:45-18:00  | A - Fontwell Avenue (NB) | 529             | 529                    |
|              | B - Site Access          | 14              | 14                     |
|              | C - Fontwell Avenue (SB) | 825             | 825                    |
| 18:00-18:15  | A - Fontwell Avenue (NB) | 443             | 443                    |
|              | B - Site Access          | 12              | 12                     |
|              | C - Fontwell Avenue (SB) | 691             | 691                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 10.29         | 0.1             | B       |
| C-AB   | 0.05    | 7.86          | 0.1             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 480               | 0.025 | 12                  | 0.0             | 8.465     | A   |
| C-AB   | 17                    | 573               | 0.030 | 17                  | 0.0             | 7.120     | A   |
| C-A    | 674                   |                   |       | 674                 |                 |           |     |
| A-B    | 11                    |                   |       | 11                  |                 |           |     |
| A-C    | 432                   |                   |       | 432                 |                 |           |     |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 448               | 0.032 | 14                  | 0.0             | 9.126     | A   |
| C-AB   | 21                    | 555               | 0.037 | 21                  | 0.0             | 7.412     | A   |
| C-A    | 805                   |                   |       | 805                 |                 |           |     |
| A-B    | 13                    |                   |       | 13                  |                 |           |     |
| A-C    | 516                   |                   |       | 516                 |                 |           |     |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 403               | 0.044 | 18                  | 0.0             | 10.283    | B   |
| C-AB   | 25                    | 529               | 0.048 | 25                  | 0.1             | 7.854     | A   |
| C-A    | 985                   |                   |       | 985                 |                 |           |     |
| A-B    | 17                    |                   |       | 17                  |                 |           |     |
| A-C    | 632                   |                   |       | 632                 |                 |           |     |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 18                    | 403               | 0.044 | 18                  | 0.1             | 10.285    | B   |
| C-AB   | 25                    | 529               | 0.048 | 25                  | 0.1             | 7.856     | A   |
| C-A    | 985                   |                   |       | 985                 |                 |           |     |
| A-B    | 17                    |                   |       | 17                  |                 |           |     |
| A-C    | 632                   |                   |       | 632                 |                 |           |     |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 448               | 0.032 | 14                  | 0.0             | 9.131     | A   |
| C-AB   | 21                    | 555               | 0.037 | 21                  | 0.0             | 7.414     | A   |
| C-A    | 805                   |                   |       | 805                 |                 |           |     |
| A-B    | 13                    |                   |       | 13                  |                 |           |     |
| A-C    | 516                   |                   |       | 516                 |                 |           |     |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 12                    | 480               | 0.025 | 12                  | 0.0             | 8.470     | A   |
| C-AB   | 17                    | 573               | 0.030 | 17                  | 0.0             | 7.126     | A   |
| C-A    | 674                   |                   |       | 674                 |                 |           |     |
| A-B    | 11                    |                   |       | 11                  |                 |           |     |
| A-C    | 432                   |                   |       | 432                 |                 |           |     |

## Appendix M

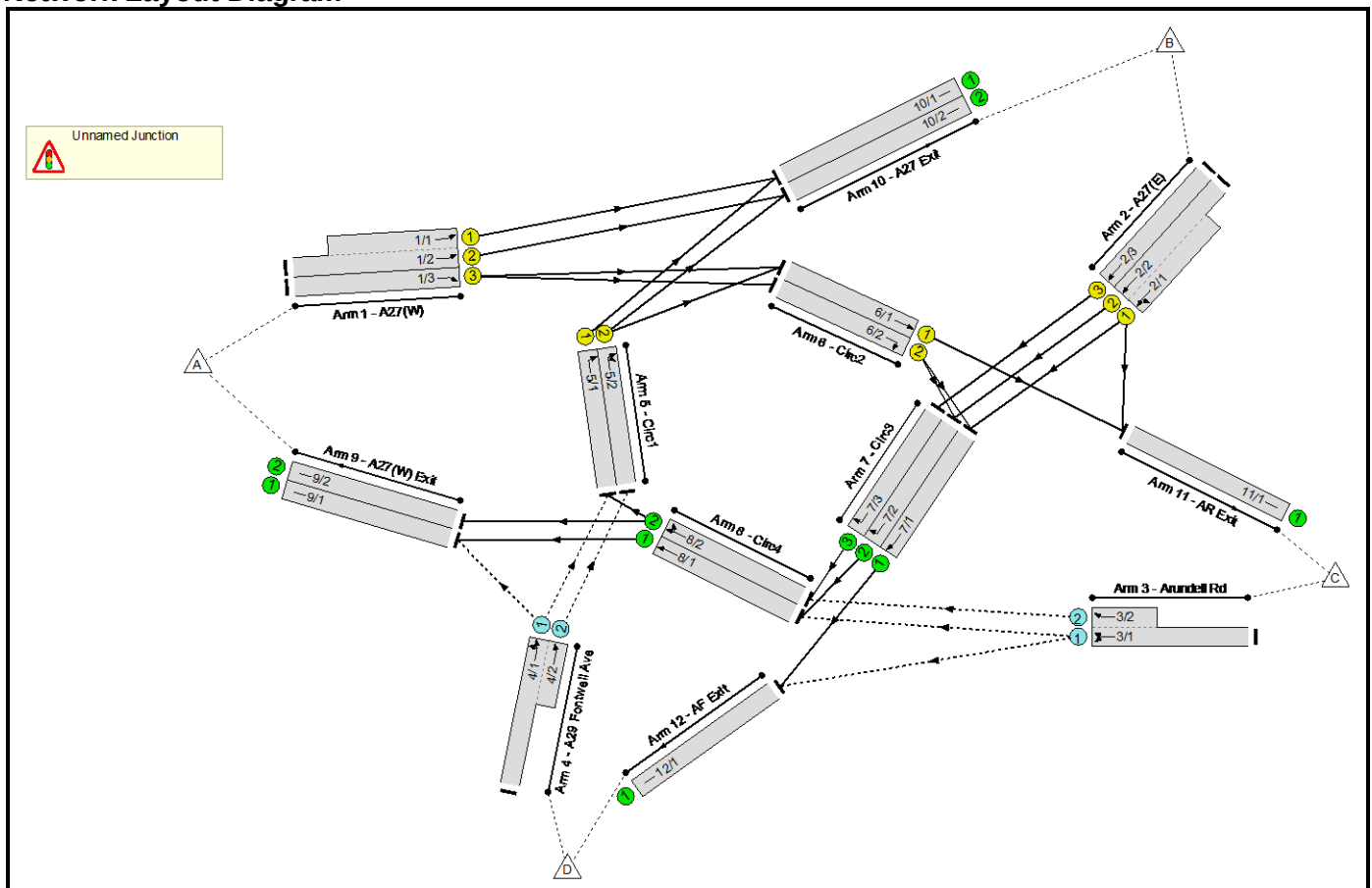
# Full Input Data And Results

## Full Input Data And Results

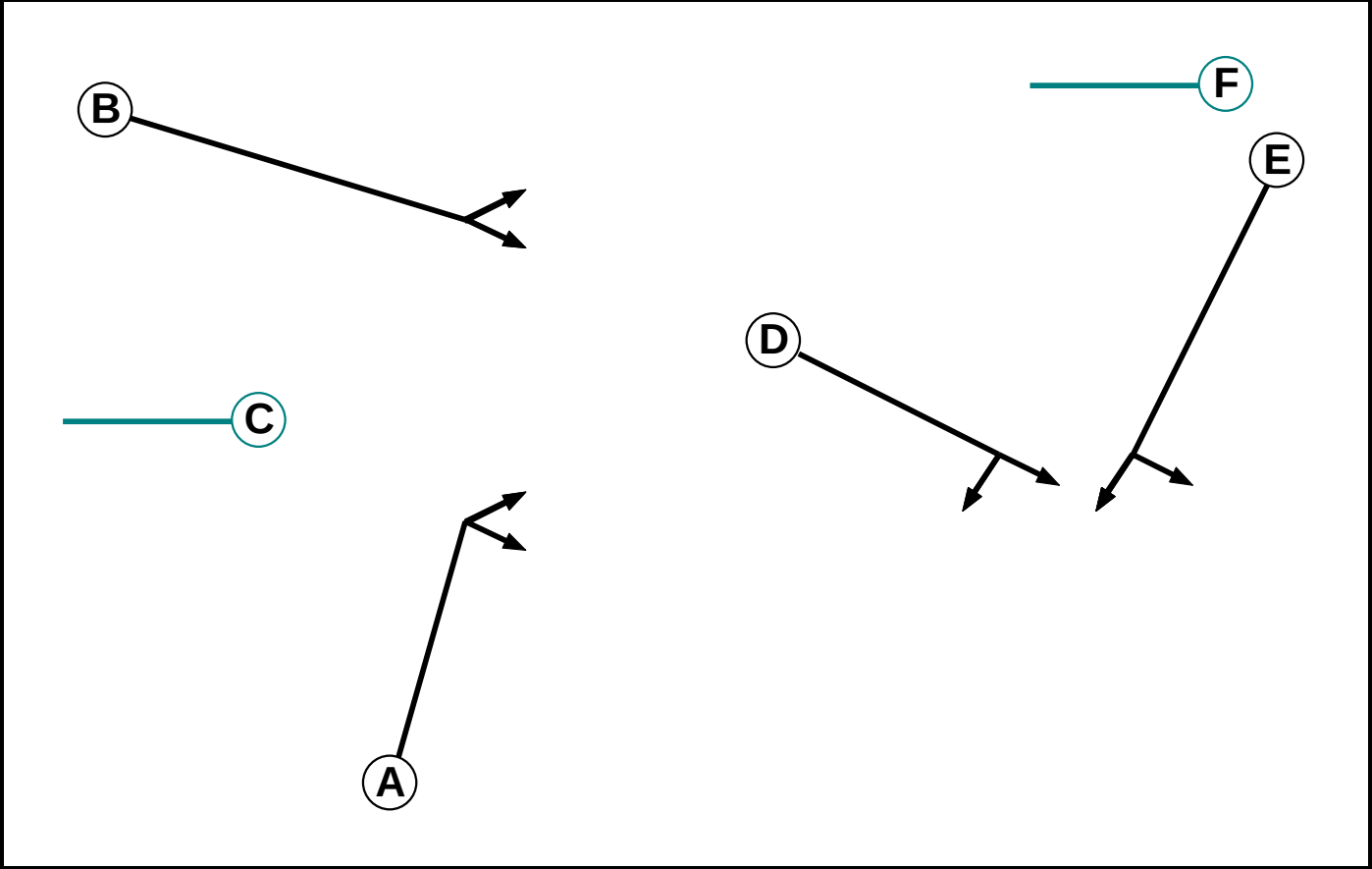
### User and Project Details

|                    |                                                           |
|--------------------|-----------------------------------------------------------|
| Project:           | Land at Bayards, Eastergate                               |
| Title:             | A27_A29 Fontwell West Roundabout                          |
| Location:          | Fontwell                                                  |
| Additional detail: |                                                           |
| File name:         | A27_A29 Fontell West Rbt (With Linden Improvements).lsg3x |
| Author:            | AF                                                        |
| Company:           | Paul Basham Associates                                    |
| Address:           |                                                           |

### Network Layout Diagram



Phase Diagram



Phase Input Data

| Phase Name | Phase Type | Stage Stream | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|--------------|------------|----------|
| A          | Traffic    | 1            |              | 7          | 7        |
| B          | Traffic    | 1            |              | 7          | 7        |
| C          | Dummy      | 1            |              | 2          | 2        |
| D          | Traffic    | 2            |              | 7          | 7        |
| E          | Traffic    | 2            |              | 7          | 7        |
| F          | Dummy      | 2            |              | 2          | 2        |

Full Input Data And Results

Phase Intergreens Matrix

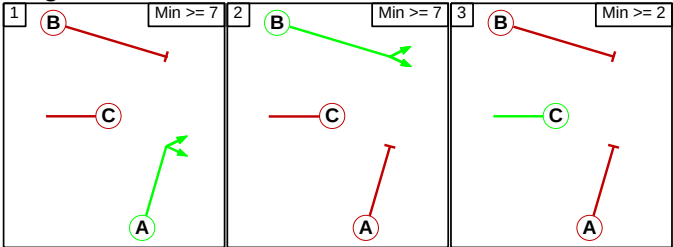
| Terminating Phase | Starting Phase |   |   |   |   |   |   |
|-------------------|----------------|---|---|---|---|---|---|
|                   |                | A | B | C | D | E | F |
|                   | A              |   | 5 | 3 | - | - | - |
|                   | B              | 6 |   | 3 | - | - | - |
|                   | C              | 2 | 2 |   | - | - | - |
|                   | D              | - | - | - |   | 7 | 3 |
|                   | E              | - | - | - | 7 |   | 3 |
|                   | F              | - | - | - | 2 | 2 |   |

Phases in Stage

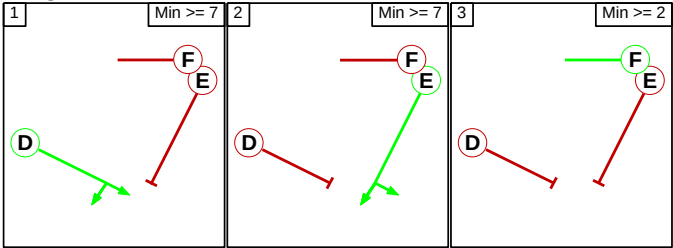
| Stream | Stage No. | Phases in Stage |
|--------|-----------|-----------------|
| 1      | 1         | A               |
| 1      | 2         | B               |
| 1      | 3         | C               |
| 2      | 1         | D               |
| 2      | 2         | E               |
| 2      | 3         | F               |

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change  
Stage Stream: 1

|            | To Stage |   |   |   |
|------------|----------|---|---|---|
| From Stage |          | 1 | 2 | 3 |
|            | 1        |   | 5 | 3 |
|            | 2        | 6 |   | 3 |
|            | 3        | 2 | 2 |   |

Stage Stream: 2

|            | To Stage |   |   |   |
|------------|----------|---|---|---|
| From Stage |          | 1 | 2 | 3 |
|            | 1        |   | 7 | 3 |
|            | 2        | 7 |   | 3 |
|            | 3        | 2 | 2 |   |

## Full Input Data And Results

**Give-Way Lane Input Data**

| Junction: Unnamed Junction |              |                                            |                                            |                  |                     |                 |                             |                                  |     |                           |                                     |
|----------------------------|--------------|--------------------------------------------|--------------------------------------------|------------------|---------------------|-----------------|-----------------------------|----------------------------------|-----|---------------------------|-------------------------------------|
| Lane                       | Movement     | Max Flow<br>when<br>Giving Way<br>(PCU/Hr) | Min Flow<br>when<br>Giving Way<br>(PCU/Hr) | Opposing<br>Lane | Opp. Lane<br>Coeff. | Opp.<br>Mvmnts. | Right Turn<br>Storage (PCU) | Non-Blocking<br>Storage<br>(PCU) | RTF | Right Turn<br>Move up (s) | Max Turns<br>in Intergreen<br>(PCU) |
| 3/1<br>(Arundell Rd)       | 8/1 (Ahead)  | 925                                        | 0                                          | 7/1              | 1.00                | All             | -                           | -                                | -   | -                         | -                                   |
|                            |              |                                            |                                            | 7/2              | 1.00                | All             |                             |                                  |     |                           |                                     |
|                            |              |                                            |                                            | 7/3              | 1.00                | All             |                             |                                  |     |                           |                                     |
|                            | 12/1 (Ahead) | 925                                        | 0                                          | 7/1              | 1.00                | All             |                             |                                  |     |                           |                                     |
| 3/2<br>(Arundell Rd)       | 8/2 (Ahead)  | 925                                        | 0                                          | 7/1              | 1.00                | All             | -                           | -                                | -   | -                         | -                                   |
|                            |              |                                            |                                            | 7/2              | 1.00                | All             |                             |                                  |     |                           |                                     |
|                            |              |                                            |                                            | 7/3              | 1.00                | All             |                             |                                  |     |                           |                                     |
| 4/1<br>(A29 Fontwell Ave)  | 5/1 (Ahead)  | 1020                                       | 0                                          | 8/1              | 0.75                | All             | -                           | -                                | -   | -                         | -                                   |
|                            |              |                                            |                                            | 8/2              | 0.75                | All             |                             |                                  |     |                           |                                     |
|                            | 9/1 (Left)   | 1020                                       | 0                                          | 8/1              | 0.75                | All             | -                           | -                                | -   | -                         | -                                   |
|                            | 5/2 (Ahead)  | 1020                                       | 0                                          | 8/1              | 0.75                | All             |                             |                                  |     |                           |                                     |
| 4/2<br>(A29 Fontwell Ave)  |              |                                            |                                            | 8/2              | 0.75                | All             | -                           | -                                | -   | -                         | -                                   |

## Full Input Data And Results

**Lane Input Data**

| Junction: Unnamed 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<br>(A27(W))            | U         | B      | 2           | 3         | 10.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 1/2<br>(A27(W))            | U         | B      | 2           | 3         | 60.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 1/3<br>(A27(W))            | U         | B      | 2           | 3         | 60.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 2/1<br>(A27(E))            | U         | E      | 2           | 3         | 13.3                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 2/2<br>(A27(E))            | U         | E      | 2           | 3         | 60.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 2/3<br>(A27(E))            | U         | E      | 2           | 3         | 60.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 3/1<br>(Arundell Rd)       | O         |        | 2           | 3         | 60.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 3/2<br>(Arundell Rd)       | O         |        | 2           | 3         | 5.0                   | User          | 1900                              | -              | -        | -             | -     | -                  |
| 4/1<br>(A29 Fontwell Ave)  | O         |        | 2           | 3         | 60.0                  | User          | 1900                              | -              | -        | -             | -     | -                  |
| 4/2<br>(A29 Fontwell Ave)  | O         |        | 2           | 3         | 5.0                   | User          | 1900                              | -              | -        | -             | -     | -                  |
| 5/1<br>(Circ1)             | U         | A      | 2           | 3         | 5.0                   | User          | 1900                              | -              | -        | -             | -     | -                  |
| 5/2<br>(Circ1)             | U         | A      | 2           | 3         | 5.0                   | User          | 1900                              | -              | -        | -             | -     | -                  |
| 6/1<br>(Circ2)             | U         | D      | 2           | 3         | 7.5                   | User          | 1900                              | -              | -        | -             | -     | -                  |
| 6/2<br>(Circ2)             | U         | D      | 2           | 3         | 7.5                   | User          | 1900                              | -              | -        | -             | -     | -                  |
| 7/1<br>(Circ3)             | U         |        | 2           | 3         | 7.5                   | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 7/2<br>(Circ3)             | U         |        | 2           | 3         | 7.5                   | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 7/3<br>(Circ3)             | U         |        | 2           | 3         | 7.5                   | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 8/1<br>(Circ4)             | U         |        | 2           | 3         | 5.0                   | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 8/2<br>(Circ4)             | U         |        | 2           | 3         | 5.0                   | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 9/1<br>(A27(W) Exit)       | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 9/2<br>(A27(W) Exit)       | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 10/1<br>(A27 Exit)         | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -     | -                  |
| 10/2<br>(A27 Exit)         | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -     | -                  |

Full Input Data And Results

|                   |   |  |   |   |      |     |   |   |   |   |   |   |
|-------------------|---|--|---|---|------|-----|---|---|---|---|---|---|
| 11/1<br>(AR Exit) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 12/1<br>(AF Exit) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Traffic Flow Groups

| Flow Group                       | Start Time | End Time | Duration | Formula |
|----------------------------------|------------|----------|----------|---------|
| 1: '2031 With Mit + CD AM'       | 08:15      | 09:15    | 01:00    |         |
| 2: '2031 With Mit + CD PM'       | 16:45      | 17:45    | 01:00    |         |
| 3: '2031 With Mit + CD + Dev AM' | 08:15      | 09:15    | 01:00    |         |
| 4: '2031 With Mit + CD + Dev PM' | 16:45      | 17:45    | 01:00    |         |

Scenario 1: '2031 With Mit + CD AM' (FG1: '2031 With Mit + CD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| Origin | Destination |      |      |     |     |      |
|--------|-------------|------|------|-----|-----|------|
|        |             | A    | B    | C   | D   | Tot. |
|        | A           | 41   | 1453 | 67  | 152 | 1713 |
|        | B           | 2068 | 2    | 75  | 225 | 2370 |
|        | C           | 160  | 42   | 0   | 49  | 251  |
|        | D           | 250  | 498  | 17  | 0   | 765  |
|        | Tot.        | 2519 | 1995 | 159 | 426 | 5099 |

Traffic Lane Flows

| Lane                       | Scenario 1:<br>2031 With Mit +<br>CD AM |
|----------------------------|-----------------------------------------|
| Junction: Unnamed Junction |                                         |
| 1/1<br>(short)             | 606                                     |
| 1/2<br>(with short)        | 1211(In)<br>605(Out)                    |
| 1/3                        | 436                                     |
| 2/1<br>(short)             | 219                                     |
| 2/2<br>(with short)        | 955(In)<br>736(Out)                     |
| 2/3                        | 736                                     |
| 3/1<br>(with short)        | 455(In)<br>228(Out)                     |
| 3/2<br>(short)             | 227                                     |
| 4/1<br>(with short)        | 468(In)<br>234(Out)                     |
| 4/2<br>(short)             | 234                                     |
| 5/1                        | 196                                     |
| 5/2                        | 234                                     |
| 6/1                        | 144                                     |
| 6/2                        | 292                                     |
| 7/1                        | 511                                     |
| 7/2                        | 736                                     |
| 7/3                        | 736                                     |
| 8/1                        | 962                                     |
| 8/2                        | 963                                     |
| 9/1                        | 1000                                    |
| 9/2                        | 963                                     |
| 10/1                       | 802                                     |
| 10/2                       | 839                                     |
| 11/1                       | 144                                     |
| 12/1                       | 513                                     |

**Lane Saturation Flows**

| Junction: Unnamed 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<br>(A27(W) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/2<br>(A27(W) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/3<br>(A27(W) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/1<br>(A27(E) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/2<br>(A27(E) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/3<br>(A27(E) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/1<br>(Arundell Rd Lane 1)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/2<br>(Arundell Rd Lane 2)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/1<br>(A29 Fontwell Ave Lane 1) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/2<br>(A29 Fontwell Ave Lane 2) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/1<br>(Circ1 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/2<br>(Circ1 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/1<br>(Circ2 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/2<br>(Circ2 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 7/1<br>(Circ3 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Circ3 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/3<br>(Circ3 Lane 3)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Circ4 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Circ4 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/1<br>(A27(W) Exit Lane 1)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/2<br>(A27(W) Exit Lane 2)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/1<br>(A27 Exit Lane 1)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/2<br>(A27 Exit Lane 2)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |

# Full Input Data And Results

|                          |                          |     |     |
|--------------------------|--------------------------|-----|-----|
| 11/1<br>(AR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 12/1<br>(AF Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Scenario 2: '2031 With Mit + CD PM' (FG2: '2031 With Mit + CD PM', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

#### Desired Flow :

|        | Destination |      |      |     |     |      |
|--------|-------------|------|------|-----|-----|------|
| Origin |             | A    | B    | C   | D   | Tot. |
|        | A           | 35   | 1870 | 170 | 361 | 2436 |
|        | B           | 1439 | 1    | 41  | 483 | 1964 |
|        | C           | 82   | 47   | 0   | 68  | 197  |
|        | D           | 193  | 260  | 28  | 0   | 481  |
|        | Tot.        | 1749 | 2178 | 239 | 912 | 5078 |

## Full Input Data And Results

### Traffic Lane Flows

| Lane                              | Scenario 2:<br>2031 With Mit +<br>CD PM |
|-----------------------------------|-----------------------------------------|
| <b>Junction: Unnamed Junction</b> |                                         |
| 1/1<br>(short)                    | 787                                     |
| 1/2<br>(with short)               | 1574(In)<br>787(Out)                    |
| 1/3                               | 1149                                    |
| 2/1<br>(short)                    | 637                                     |
| 2/2<br>(with short)               | 1093(In)<br>456(Out)                    |
| 2/3                               | 641                                     |
| 3/1<br>(with short)               | 299(In)<br>150(Out)                     |
| 3/2<br>(short)                    | 149                                     |
| 4/1<br>(with short)               | 439(In)<br>249(Out)                     |
| 4/2<br>(short)                    | 190                                     |
| 5/1                               | 190                                     |
| 5/2                               | 190                                     |
| 6/1                               | 362                                     |
| 6/2                               | 787                                     |
| 7/1                               | 1424                                    |
| 7/2                               | 456                                     |
| 7/3                               | 641                                     |
| 8/1                               | 599                                     |
| 8/2                               | 790                                     |
| 9/1                               | 658                                     |
| 9/2                               | 790                                     |
| 10/1                              | 977                                     |
| 10/2                              | 977                                     |
| 11/1                              | 362                                     |
| 12/1                              | 1431                                    |

**Lane Saturation Flows**

| Junction: Unnamed 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<br>(A27(W) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/2<br>(A27(W) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/3<br>(A27(W) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/1<br>(A27(E) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/2<br>(A27(E) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/3<br>(A27(E) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/1<br>(Arundell Rd Lane 1)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/2<br>(Arundell Rd Lane 2)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/1<br>(A29 Fontwell Ave Lane 1) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/2<br>(A29 Fontwell Ave Lane 2) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/1<br>(Circ1 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/2<br>(Circ1 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/1<br>(Circ2 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/2<br>(Circ2 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 7/1<br>(Circ3 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Circ3 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/3<br>(Circ3 Lane 3)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Circ4 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Circ4 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/1<br>(A27(W) Exit Lane 1)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/2<br>(A27(W) Exit Lane 2)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/1<br>(A27 Exit Lane 1)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/2<br>(A27 Exit Lane 2)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |

### Full Input Data And Results

|                          |                          |     |     |
|--------------------------|--------------------------|-----|-----|
| 11/1<br>(AR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 12/1<br>(AF Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

**Scenario 3: '2031 With Mit + CD + Dev AM'** (FG3: '2031 With Mit + CD + Dev AM', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

#### Desired Flow :

| Origin | Destination |      |      |     |     |      |
|--------|-------------|------|------|-----|-----|------|
|        |             | A    | B    | C   | D   | Tot. |
|        | A           | 41   | 1453 | 67  | 156 | 1717 |
|        | B           | 2068 | 1    | 75  | 227 | 2371 |
|        | C           | 160  | 42   | 0   | 49  | 251  |
|        | D           | 261  | 503  | 17  | 0   | 781  |
|        | Tot.        | 2530 | 1999 | 159 | 432 | 5120 |

## Full Input Data And Results

### Traffic Lane Flows

| Lane                              | Scenario 3:<br>2031 With Mit +<br>CD + Dev AM |
|-----------------------------------|-----------------------------------------------|
| <b>Junction: Unnamed Junction</b> |                                               |
| 1/1<br>(short)                    | 606                                           |
| 1/2<br>(with short)               | 1211(In)<br>605(Out)                          |
| 1/3                               | 446                                           |
| 2/1<br>(short)                    | 222                                           |
| 2/2<br>(with short)               | 972(In)<br>750(Out)                           |
| 2/3                               | 749                                           |
| 3/1<br>(with short)               | 455(In)<br>228(Out)                           |
| 3/2<br>(short)                    | 227                                           |
| 4/1<br>(with short)               | 468(In)<br>234(Out)                           |
| 4/2<br>(short)                    | 234                                           |
| 5/1                               | 196                                           |
| 5/2                               | 234                                           |
| 6/1                               | 154                                           |
| 6/2                               | 292                                           |
| 7/1                               | 514                                           |
| 7/2                               | 750                                           |
| 7/3                               | 749                                           |
| 8/1                               | 976                                           |
| 8/2                               | 976                                           |
| 9/1                               | 1014                                          |
| 9/2                               | 976                                           |
| 10/1                              | 802                                           |
| 10/2                              | 839                                           |
| 11/1                              | 154                                           |
| 12/1                              | 516                                           |

**Lane Saturation Flows**

| Junction: Unnamed 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<br>(A27(W) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/2<br>(A27(W) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/3<br>(A27(W) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/1<br>(A27(E) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/2<br>(A27(E) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/3<br>(A27(E) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/1<br>(Arundell Rd Lane 1)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/2<br>(Arundell Rd Lane 2)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/1<br>(A29 Fontwell Ave Lane 1) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/2<br>(A29 Fontwell Ave Lane 2) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/1<br>(Circ1 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/2<br>(Circ1 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/1<br>(Circ2 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/2<br>(Circ2 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 7/1<br>(Circ3 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Circ3 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/3<br>(Circ3 Lane 3)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Circ4 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Circ4 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/1<br>(A27(W) Exit Lane 1)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/2<br>(A27(W) Exit Lane 2)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/1<br>(A27 Exit Lane 1)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/2<br>(A27 Exit Lane 2)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |

#### Full Input Data And Results

|                          |                          |     |     |
|--------------------------|--------------------------|-----|-----|
| 11/1<br>(AR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 12/1<br>(AF Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

#### Scenario 4: '2031 With Mit + CD + Dev PM' (FG4: '2031 With Mit + CD + Dev PM', Plan 1: 'Network Control Plan 1')

#### Traffic Flows, Desired

##### Desired Flow :

|        | Destination |      |      |     |     |      |
|--------|-------------|------|------|-----|-----|------|
| Origin |             | A    | B    | C   | D   | Tot. |
|        | A           | 35   | 1870 | 170 | 372 | 2447 |
|        | B           | 1439 | 1    | 47  | 488 | 1975 |
|        | C           | 82   | 47   | 0   | 68  | 197  |
|        | D           | 197  | 262  | 28  | 0   | 487  |
|        | Tot.        | 1753 | 2180 | 245 | 928 | 5106 |

## Full Input Data And Results

### Traffic Lane Flows

| Lane                              | Scenario 4:<br>2031 With Mit +<br>CD + Dev PM |
|-----------------------------------|-----------------------------------------------|
| <b>Junction: Unnamed Junction</b> |                                               |
| 1/1<br>(short)                    | 787                                           |
| 1/2<br>(with short)               | 1574(In)<br>787(Out)                          |
| 1/3                               | 1173                                          |
| 2/1<br>(short)                    | 639                                           |
| 2/2<br>(with short)               | 1102(In)<br>463(Out)                          |
| 2/3                               | 648                                           |
| 3/1<br>(with short)               | 299(In)<br>150(Out)                           |
| 3/2<br>(short)                    | 149                                           |
| 4/1<br>(with short)               | 439(In)<br>249(Out)                           |
| 4/2<br>(short)                    | 190                                           |
| 5/1                               | 190                                           |
| 5/2                               | 190                                           |
| 6/1                               | 386                                           |
| 6/2                               | 787                                           |
| 7/1                               | 1426                                          |
| 7/2                               | 463                                           |
| 7/3                               | 648                                           |
| 8/1                               | 606                                           |
| 8/2                               | 797                                           |
| 9/1                               | 665                                           |
| 9/2                               | 797                                           |
| 10/1                              | 977                                           |
| 10/2                              | 977                                           |
| 11/1                              | 386                                           |
| 12/1                              | 1433                                          |

**Lane Saturation Flows**

| Junction: Unnamed 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<br>(A27(W) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/2<br>(A27(W) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 1/3<br>(A27(W) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/1<br>(A27(E) Lane 1)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/2<br>(A27(E) Lane 2)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 2/3<br>(A27(E) Lane 3)           | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/1<br>(Arundell Rd Lane 1)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 3/2<br>(Arundell Rd Lane 2)      | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/1<br>(A29 Fontwell Ave Lane 1) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 4/2<br>(A29 Fontwell Ave Lane 2) | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/1<br>(Circ1 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 5/2<br>(Circ1 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/1<br>(Circ2 Lane 1)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 6/2<br>(Circ2 Lane 2)            | This lane uses a directly entered Saturation Flow |          |               |               |                    |               | 1900              | 1900                     |
| 7/1<br>(Circ3 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Circ3 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 7/3<br>(Circ3 Lane 3)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Circ4 Lane 1)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Circ4 Lane 2)            | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/1<br>(A27(W) Exit Lane 1)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 9/2<br>(A27(W) Exit Lane 2)      | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/1<br>(A27 Exit Lane 1)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |
| 10/2<br>(A27 Exit Lane 2)        | Infinite Saturation Flow                          |          |               |               |                    |               | Inf               | Inf                      |

|                          |                          |     |     |
|--------------------------|--------------------------|-----|-----|
| 11/1<br>(AR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 12/1<br>(AF Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

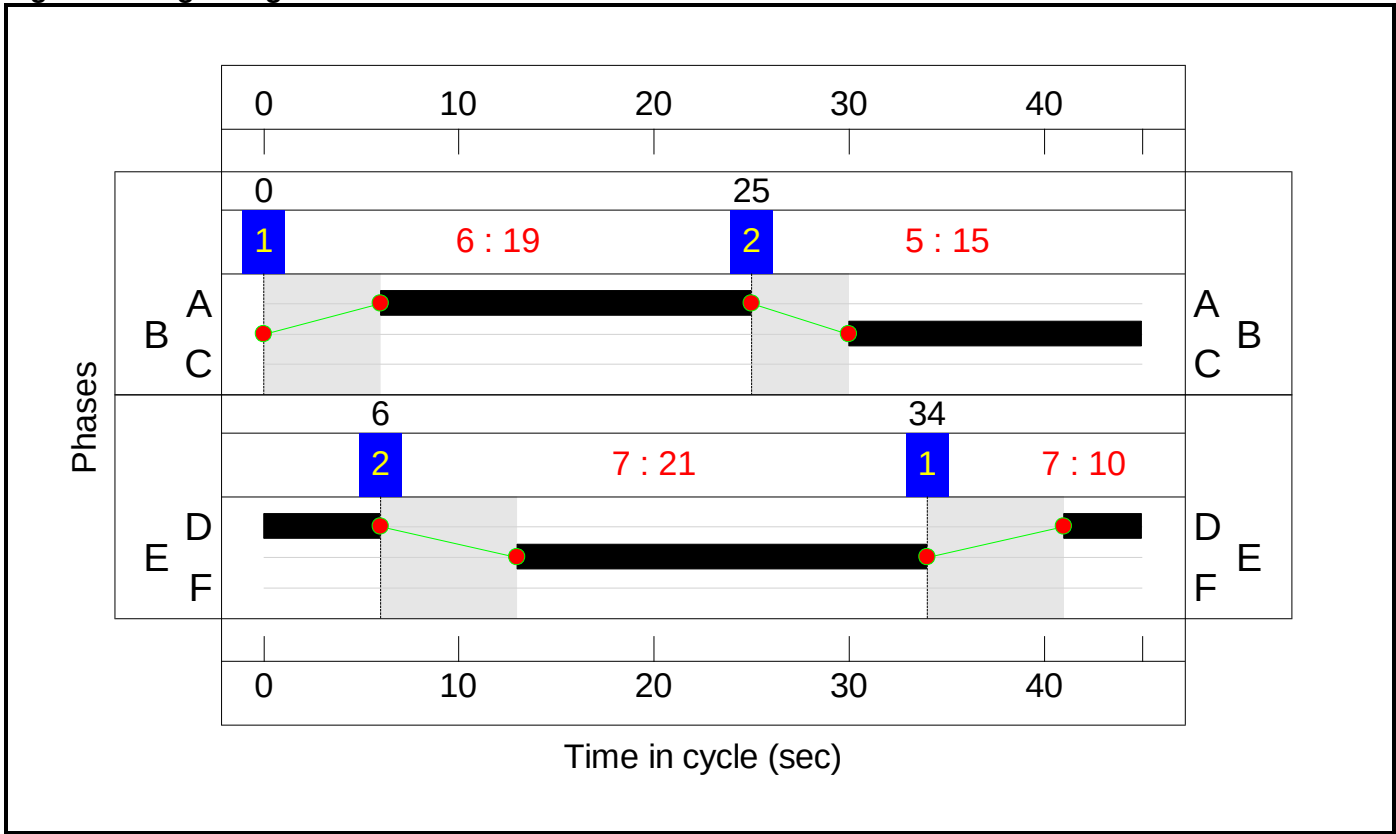
### Stage Sequence Diagram

### Stage Stream: 1

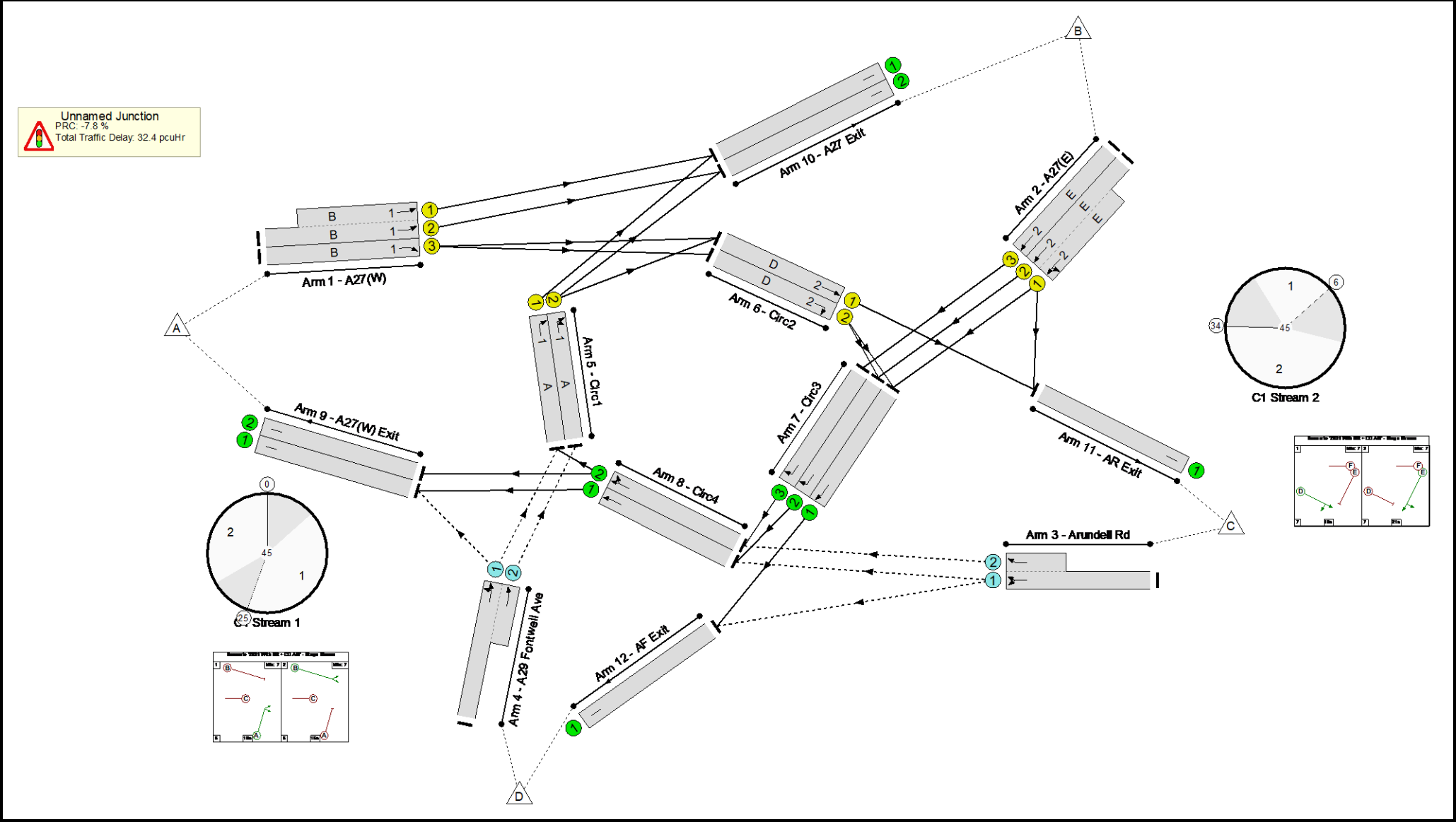
| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 19 | 15 |
| Change Point | 0  | 25 |

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 10 | 21 |
| Change Point | 34 | 6  |

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: A27_A29 Fontwell West Roundabout | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 97.0%        |
| Unnamed Junction                          | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 97.0%        |
| 1/2+1/1                                   | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 15              | -               | 1211              | 1900:1900         | 676+676        | 89.6 : 89.7% |
| 1/3                                       | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 15              | -               | 436               | 1900              | 676            | 64.5%        |
| 2/2+2/1                                   | A27(E) Ahead Left           | U         | 2                 | N/A                        | E          |             | 1          | 21              | -               | 955               | 1900:1900         | 929+276        | 79.2 : 79.2% |
| 2/3                                       | A27(E) Ahead                | U         | 2                 | N/A                        | E          |             | 1          | 21              | -               | 736               | 1900              | 929            | 79.2%        |
| 3/1+3/2                                   | Arundell Rd Ahead Ahead2    | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 455               | 1900:1900         | 311+311        | 73.4 : 73.1% |
| 4/1+4/2                                   | A29 Fontwell Ave Ahead Left | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 468               | 1900:1900         | 248+241        | 94.5 : 97.0% |
| 5/1                                       | Circ1 Right                 | U         | 1                 | N/A                        | A          |             | 1          | 19              | -               | 196               | 1900              | 844            | 23.2%        |
| 5/2                                       | Circ1 Right Right2          | U         | 1                 | N/A                        | A          |             | 1          | 19              | -               | 234               | 1900              | 844            | 27.7%        |
| 6/1                                       | Circ2 Ahead                 | U         | 2                 | N/A                        | D          |             | 1          | 10              | -               | 144               | 1900              | 464            | 31.0%        |
| 6/2                                       | Circ2 Right                 | U         | 2                 | N/A                        | D          |             | 1          | 10              | -               | 292               | 1900              | 464            | 62.9%        |
| 7/1                                       | Circ3 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 511               | Inf               | Inf            | 0.0%         |
| 7/2                                       | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 736               | Inf               | Inf            | 0.0%         |
| 7/3                                       | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 736               | Inf               | Inf            | 0.0%         |
| 8/1                                       | Circ4 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 962               | Inf               | Inf            | 0.0%         |
| 8/2                                       | Circ4 Right Ahead           | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 963               | Inf               | Inf            | 0.0%         |
| 9/1                                       | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1000              | Inf               | Inf            | 0.0%         |
| 9/2                                       | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 963               | Inf               | Inf            | 0.0%         |
| 10/1                                      | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 802               | Inf               | Inf            | 0.0%         |
| 10/2                                      | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 839               | Inf               | Inf            | 0.0%         |
| 11/1                                      | AR Exit                     | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 144               | Inf               | Inf            | 0.0%         |

# Full Input Data And Results

| 12/1                                      | AF Exit        | U             | N/A                   | N/A                          | -                           |                       | -                            | -                                  | -                   | 513                       | Inf                              | Inf                        | 0.0%                 |
|-------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| 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: A27_A29 Fontwell West Roundabout | -              | -             | 1846                  | 0                            | 0                           | 14.1                  | 18.3                         | 0.0                                | 32.4                | -                         | -                                | -                          | -                    |
| Unnamed Junction                          | -              | -             | 1846                  | 0                            | 0                           | 14.1                  | 18.3                         | 0.0                                | 32.4                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                   | 1211           | 1211          | -                     | -                            | -                           | 4.6                   | 4.1                          | -                                  | 8.7                 | 25.9                      | 7.1                              | 4.1                        | 11.2                 |
| 1/3                                       | 436            | 436           | -                     | -                            | -                           | 1.5                   | 0.9                          | -                                  | 2.4                 | 19.6                      | 4.5                              | 0.9                        | 5.4                  |
| 2/2+2/1                                   | 955            | 955           | -                     | -                            | -                           | 2.4                   | 1.9                          | -                                  | 4.2                 | 16.0                      | 7.6                              | 1.9                        | 9.4                  |
| 2/3                                       | 736            | 736           | -                     | -                            | -                           | 2.0                   | 1.9                          | -                                  | 3.8                 | 18.8                      | 7.6                              | 1.9                        | 9.4                  |
| 3/1+3/2                                   | 455            | 455           | 910                   | 0                            | 0                           | 1.0                   | 1.3                          | -                                  | 2.4                 | 18.7                      | 2.5                              | 1.3                        | 3.8                  |
| 4/1+4/2                                   | 468            | 468           | 936                   | 0                            | 0                           | 1.7                   | 6.8                          | -                                  | 8.5                 | 65.4                      | 2.9                              | 6.8                        | 9.7                  |
| 5/1                                       | 196            | 196           | -                     | -                            | -                           | 0.2                   | 0.2                          | -                                  | 0.4                 | 6.8                       | 0.4                              | 0.2                        | 0.6                  |
| 5/2                                       | 234            | 234           | -                     | -                            | -                           | 0.3                   | 0.2                          | -                                  | 0.5                 | 7.5                       | 0.6                              | 0.2                        | 0.8                  |
| 6/1                                       | 144            | 144           | -                     | -                            | -                           | 0.1                   | 0.2                          | -                                  | 0.3                 | 8.2                       | 1.4                              | 0.2                        | 1.6                  |
| 6/2                                       | 292            | 292           | -                     | -                            | -                           | 0.3                   | 0.8                          | -                                  | 1.2                 | 14.3                      | 3.3                              | 0.8                        | 4.2                  |
| 7/1                                       | 511            | 511           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                       | 736            | 736           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                       | 736            | 736           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                       | 962            | 962           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                       | 963            | 963           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/1                                       | 1000           | 1000          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/2                                       | 963            | 963           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/1                                      | 802            | 802           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/2                                      | 839            | 839           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 11/1                                      | 144            | 144           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 12/1                                      | 513            | 513           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results

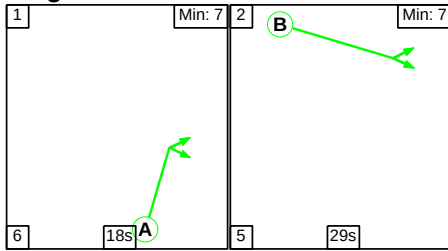
|    |           |                             |      |                                         |       |                |    |
|----|-----------|-----------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 0.3  | Total Delay for Signalled Lanes (pcuHr) | 11.93 | Cycle Time (s) | 45 |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 13.6 | Total Delay for Signalled Lanes (pcuHr) | 9.57  | Cycle Time (s) | 45 |
|    |           | PRC Over All Lanes (%)      | -7.8 | Total Delay Over All Lanes(pcuHr)       | 32.36 |                |    |

## Full Input Data And Results

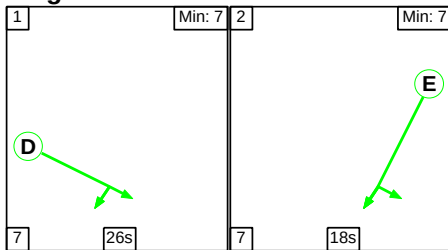
**Scenario 2: '2031 With Mit + CD PM'** (FG2: '2031 With Mit + CD PM', Plan 1: 'Network Control Plan 1')

### Stage Sequence Diagram

#### Stage Stream: 1



#### Stage Stream: 2



### Stage Timings

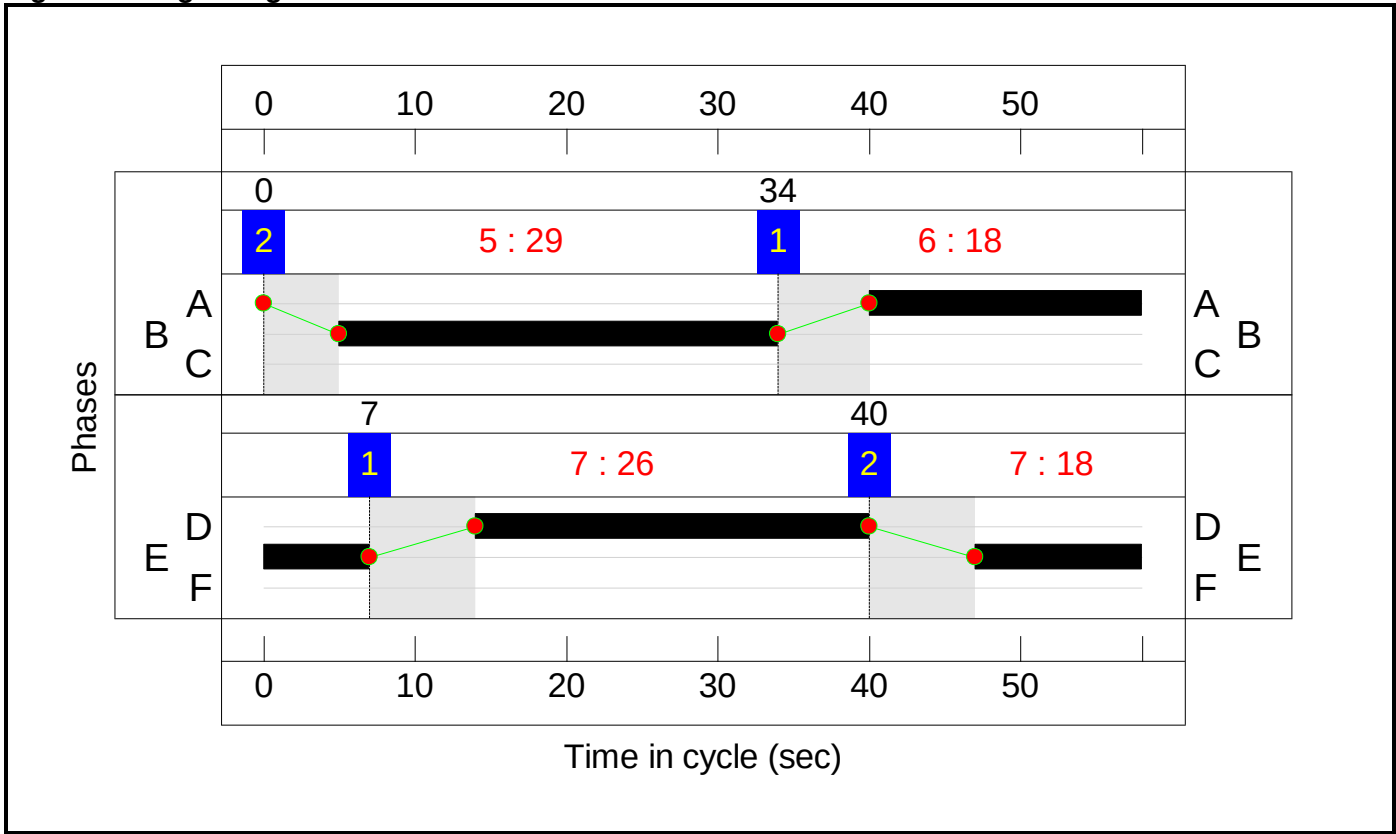
#### Stage Stream: 1

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 18 | 29 |
| Change Point | 34 | 0  |

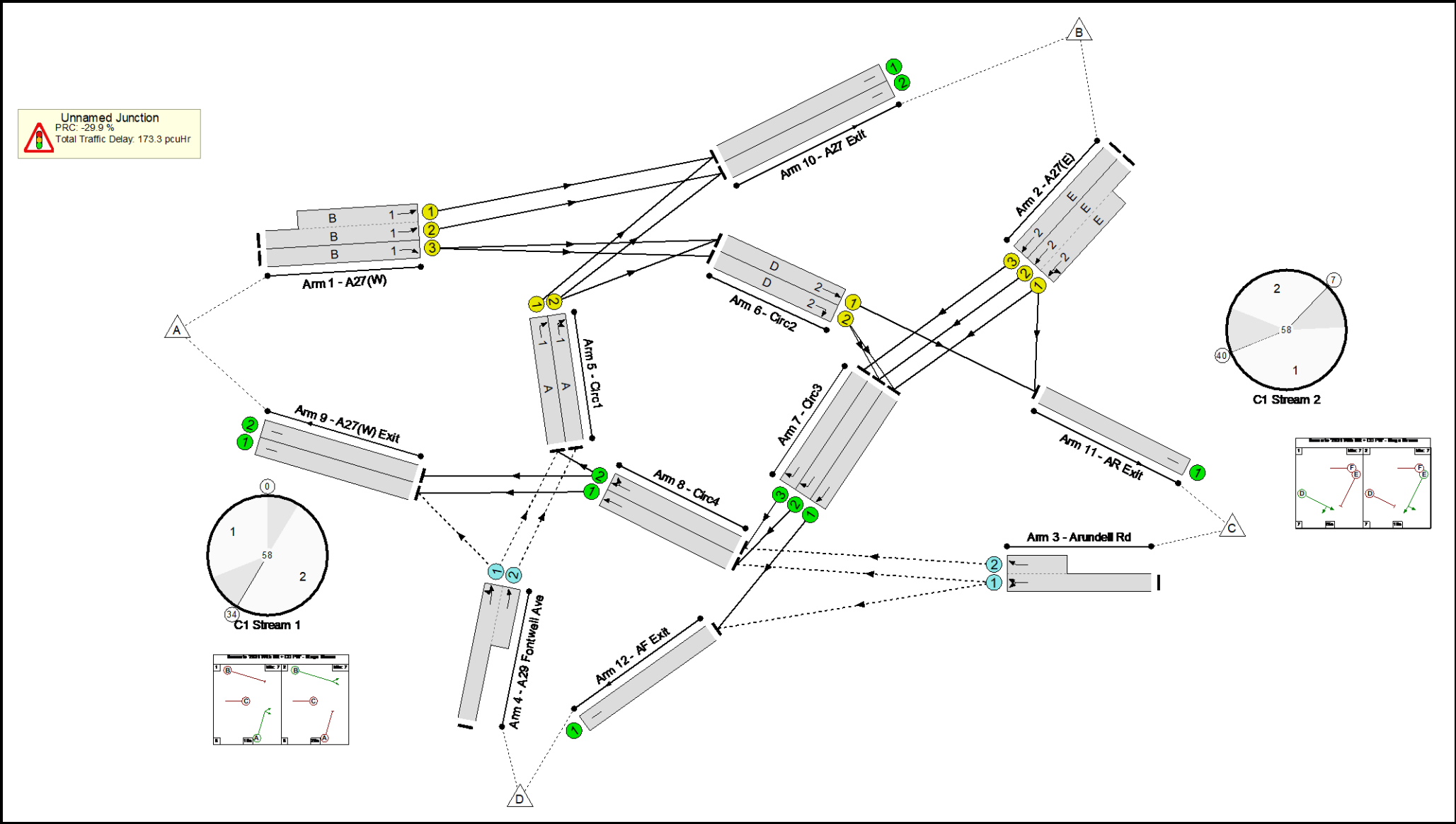
#### Stage Stream: 2

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 26 | 18 |
| Change Point | 7  | 40 |

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 (%)    |
|--------------------------------------------------|-----------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|----------------|
| <b>Network: A27_A29 Fontwell West Roundabout</b> | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>116.9%</b>  |
| <b>Unnamed Junction</b>                          | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>116.9%</b>  |
| 1/2+1/1                                          | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 29              | -               | 1574              | 1900:1900         | 801+801        | 98.3 : 98.3%   |
| 1/3                                              | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 29              | -               | 1149              | 1900              | 983            | 116.9%         |
| 2/2+2/1                                          | A27(E) Ahead Left           | U         | 2                 | N/A                        | E          |             | 1          | 18              | -               | 1093              | 1900:1900         | 446+622        | 102.3 : 102.3% |
| 2/3                                              | A27(E) Ahead                | U         | 2                 | N/A                        | E          |             | 1          | 18              | -               | 641               | 1900              | 622            | 103.0%         |
| 3/1+3/2                                          | Arundell Rd Ahead Ahead2    | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 299               | 1900:1900         | 207+207        | 72.4 : 71.9%   |
| 4/1+4/2                                          | A29 Fontwell Ave Ahead Left | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 439               | 1900:1900         | 512+391        | 48.6 : 48.6%   |
| 5/1                                              | Circ1 Right                 | U         | 1                 | N/A                        | A          |             | 1          | 18              | -               | 190               | 1900              | 622            | 30.5%          |
| 5/2                                              | Circ1 Right Right2          | U         | 1                 | N/A                        | A          |             | 1          | 18              | -               | 190               | 1900              | 622            | 30.5%          |
| 6/1                                              | Circ2 Ahead                 | U         | 2                 | N/A                        | D          |             | 1          | 26              | -               | 362               | 1900              | 884            | 35.0%          |
| 6/2                                              | Circ2 Right                 | U         | 2                 | N/A                        | D          |             | 1          | 26              | -               | 787               | 1900              | 884            | 76.1%          |
| 7/1                                              | Circ3 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1424              | Inf               | Inf            | 0.0%           |
| 7/2                                              | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 456               | Inf               | Inf            | 0.0%           |
| 7/3                                              | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 641               | Inf               | Inf            | 0.0%           |
| 8/1                                              | Circ4 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 599               | Inf               | Inf            | 0.0%           |
| 8/2                                              | Circ4 Right Ahead           | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 790               | Inf               | Inf            | 0.0%           |
| 9/1                                              | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 658               | Inf               | Inf            | 0.0%           |
| 9/2                                              | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 790               | Inf               | Inf            | 0.0%           |
| 10/1                                             | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 977               | Inf               | Inf            | 0.0%           |
| 10/2                                             | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 977               | Inf               | Inf            | 0.0%           |

## Full Input Data And Results

| 11/1                                      | AR Exit        | U             | N/A                   | N/A                          | -                           |                       | -                            | -                                  | -                   | 362                       | Inf                              | Inf                        | 0.0%                 |
|-------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| 12/1                                      | AF Exit        | U             | N/A                   | N/A                          | -                           |                       | -                            | -                                  | -                   | 1431                      | Inf                              | Inf                        | 0.0%                 |
| 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: A27_A29 Fontwell West Roundabout | -              | -             | 1476                  | 0                            | 0                           | 26.7                  | 146.6                        | 0.0                                | 173.3               | -                         | -                                | -                          | -                    |
| Unnamed Junction                          | -              | -             | 1476                  | 0                            | 0                           | 26.7                  | 146.6                        | 0.0                                | 173.3               | -                         | -                                | -                          | -                    |
| 1/2+1/1                                   | 1574           | 1574          | -                     | -                            | -                           | 5.1                   | 14.1                         | -                                  | 19.2                | 43.8                      | 13.9                             | 14.1                       | 28.0                 |
| 1/3                                       | 1149           | 983           | -                     | -                            | -                           | 8.8                   | 86.4                         | -                                  | 95.3                | 298.5                     | 21.2                             | 86.4                       | 107.6                |
| 2/2+2/1                                   | 1093           | 1078          | -                     | -                            | -                           | 5.9                   | 23.9                         | -                                  | 29.8                | 98.2                      | 10.3                             | 23.9                       | 34.2                 |
| 2/3                                       | 641            | 622           | -                     | -                            | -                           | 4.1                   | 18.1                         | -                                  | 22.2                | 124.7                     | 10.6                             | 18.1                       | 28.8                 |
| 3/1+3/2                                   | 299            | 299           | 598                   | 0                            | 0                           | 0.9                   | 1.3                          | -                                  | 2.2                 | 25.9                      | 1.3                              | 1.3                        | 2.6                  |
| 4/1+4/2                                   | 439            | 439           | 878                   | 0                            | 0                           | 0.8                   | 0.5                          | -                                  | 1.3                 | 10.5                      | 2.6                              | 0.5                        | 3.0                  |
| 5/1                                       | 190            | 190           | -                     | -                            | -                           | 0.5                   | 0.2                          | -                                  | 0.7                 | 13.1                      | 2.4                              | 0.2                        | 2.6                  |
| 5/2                                       | 190            | 190           | -                     | -                            | -                           | 0.5                   | 0.2                          | -                                  | 0.7                 | 14.1                      | 2.4                              | 0.2                        | 2.6                  |
| 6/1                                       | 310            | 310           | -                     | -                            | -                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 3.5                       | 0.8                              | 0.3                        | 1.1                  |
| 6/2                                       | 673            | 673           | -                     | -                            | -                           | 0.2                   | 1.6                          | -                                  | 1.7                 | 9.2                       | 4.3                              | 1.6                        | 5.9                  |
| 7/1                                       | 1296           | 1296          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                       | 456            | 456           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                       | 622            | 622           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                       | 599            | 599           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                       | 771            | 771           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/1                                       | 658            | 658           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/2                                       | 771            | 771           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/1                                      | 977            | 977           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/2                                      | 977            | 977           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 11/1                                      | 310            | 310           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 12/1                                      | 1303           | 1303          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

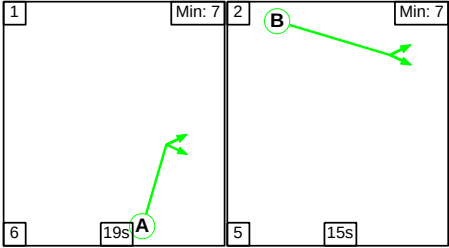
Full Input Data And Results

|    |           |                             |       |                                         |        |                |    |
|----|-----------|-----------------------------|-------|-----------------------------------------|--------|----------------|----|
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | -29.9 | Total Delay for Signalled Lanes (pcuHr) | 115.87 | Cycle Time (s) | 58 |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -14.4 | Total Delay for Signalled Lanes (pcuHr) | 54.04  | Cycle Time (s) | 58 |
|    |           | PRC Over All Lanes (%)      | -29.9 | Total Delay Over All Lanes(pcuHr)       | 173.34 |                |    |

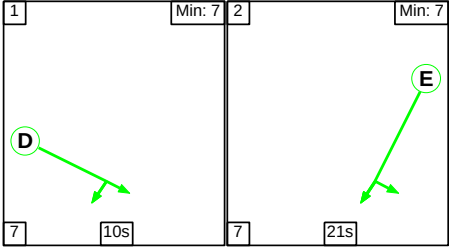
Full Input Data And Results  
**Scenario 3: '2031 With Mit + CD + Dev AM'** (FG3: '2031 With Mit + CD + Dev AM', Plan 1: 'Network Control Plan 1')

**Stage Sequence Diagram**

**Stage Stream: 1**



**Stage Stream: 2**



**Stage Timings**

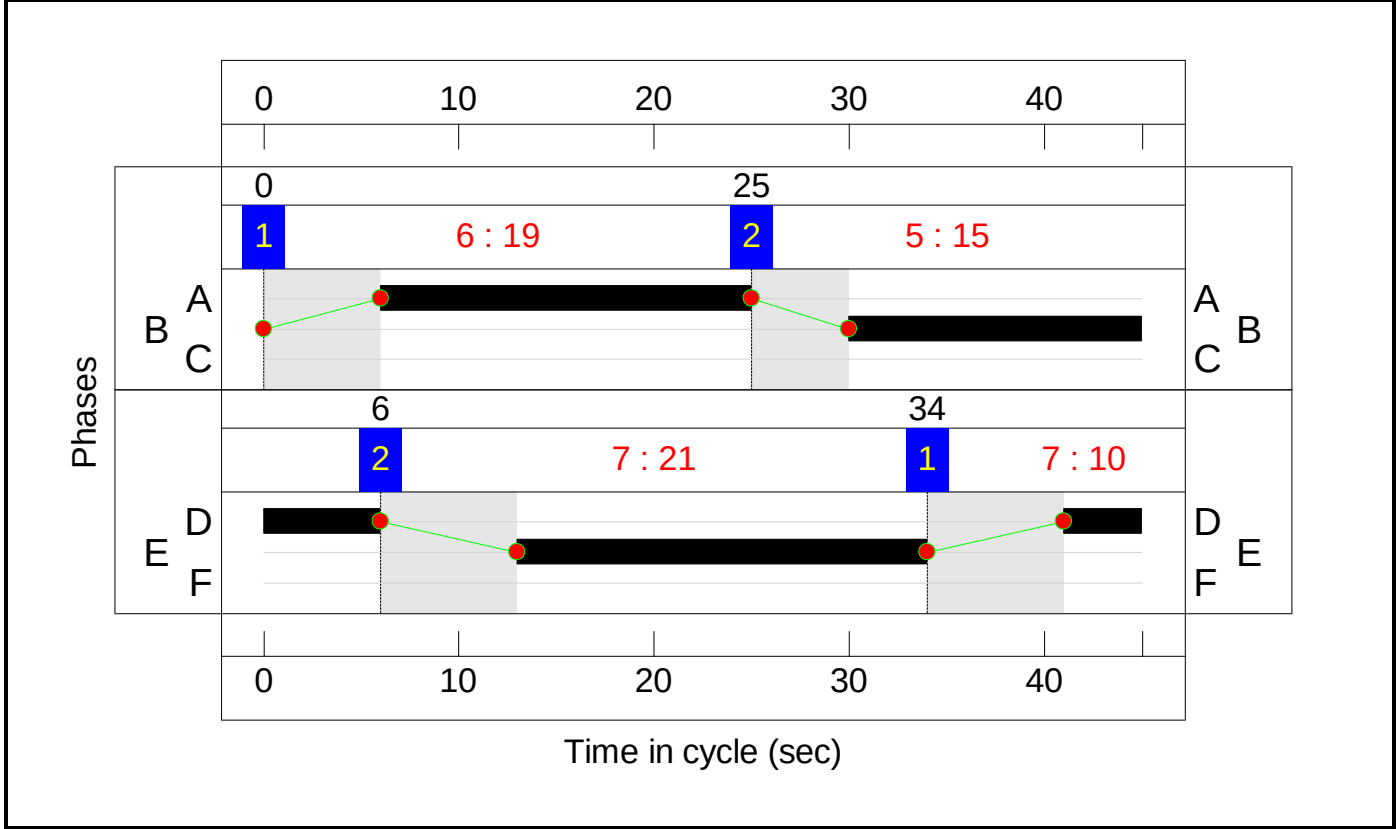
**Stage Stream: 1**

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 19 | 15 |
| Change Point | 0  | 25 |

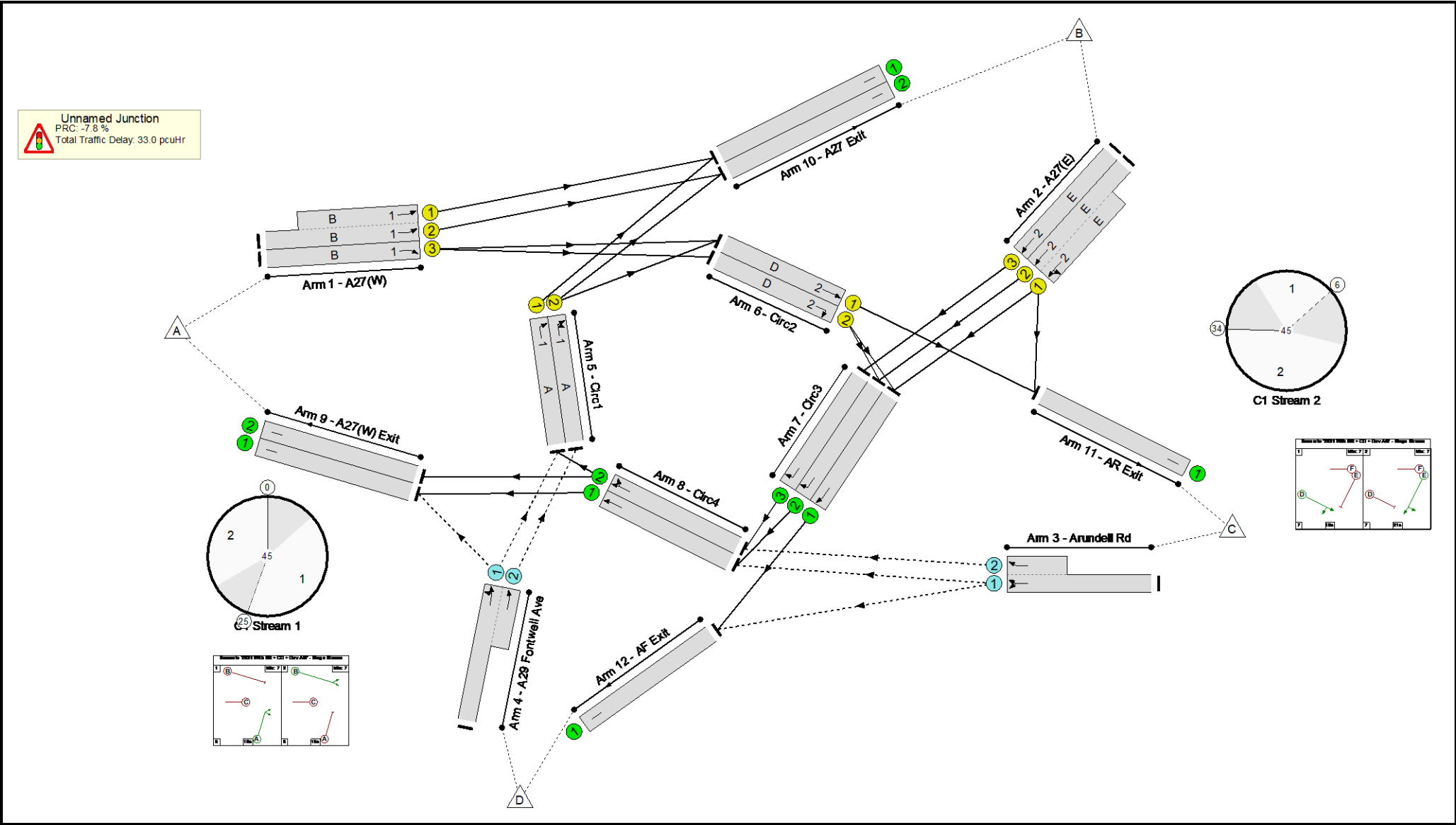
**Stage Stream: 2**

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 10 | 21 |
| Change Point | 34 | 6  |

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: A27_A29 Fontwell West Roundabout | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 97.0%        |
| Unnamed Junction                          | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 97.0%        |
| 1/2+1/1                                   | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 15              | -               | 1211              | 1900:1900         | 676+676        | 89.6 : 89.7% |
| 1/3                                       | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 15              | -               | 446               | 1900              | 676            | 66.0%        |
| 2/2+2/1                                   | A27(E) Ahead Left           | U         | 2                 | N/A                        | E          |             | 1          | 21              | -               | 972               | 1900:1900         | 929+275        | 80.7 : 80.7% |
| 2/3                                       | A27(E) Ahead                | U         | 2                 | N/A                        | E          |             | 1          | 21              | -               | 749               | 1900              | 929            | 80.6%        |
| 3/1+3/2                                   | Arundell Rd Ahead Ahead2    | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 455               | 1900:1900         | 311+311        | 73.4 : 73.1% |
| 4/1+4/2                                   | A29 Fontwell Ave Ahead Left | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 468               | 1900:1900         | 248+241        | 94.5 : 97.0% |
| 5/1                                       | Circ1 Right                 | U         | 1                 | N/A                        | A          |             | 1          | 19              | -               | 196               | 1900              | 844            | 23.2%        |
| 5/2                                       | Circ1 Right Right2          | U         | 1                 | N/A                        | A          |             | 1          | 19              | -               | 234               | 1900              | 844            | 27.7%        |
| 6/1                                       | Circ2 Ahead                 | U         | 2                 | N/A                        | D          |             | 1          | 10              | -               | 154               | 1900              | 464            | 33.2%        |
| 6/2                                       | Circ2 Right                 | U         | 2                 | N/A                        | D          |             | 1          | 10              | -               | 292               | 1900              | 464            | 62.9%        |
| 7/1                                       | Circ3 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 514               | Inf               | Inf            | 0.0%         |
| 7/2                                       | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 750               | Inf               | Inf            | 0.0%         |
| 7/3                                       | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 749               | Inf               | Inf            | 0.0%         |
| 8/1                                       | Circ4 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 976               | Inf               | Inf            | 0.0%         |
| 8/2                                       | Circ4 Right Ahead           | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 976               | Inf               | Inf            | 0.0%         |
| 9/1                                       | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1014              | Inf               | Inf            | 0.0%         |
| 9/2                                       | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 976               | Inf               | Inf            | 0.0%         |
| 10/1                                      | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 802               | Inf               | Inf            | 0.0%         |
| 10/2                                      | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 839               | Inf               | Inf            | 0.0%         |
| 11/1                                      | AR Exit                     | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 154               | Inf               | Inf            | 0.0%         |

# Full Input Data And Results

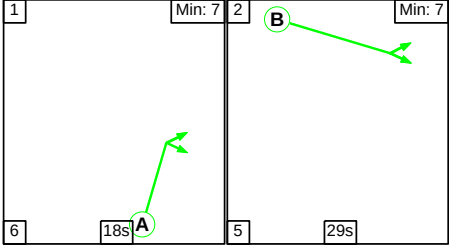
| 12/1                                      | AF Exit        | U             | N/A                   | N/A                          | -                           |                       | -                            | -                                  | -                   | 516                       | Inf                              | Inf                        | 0.0%                 |
|-------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| 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: A27_A29 Fontwell West Roundabout | -              | -             | 1846                  | 0                            | 0                           | 14.2                  | 18.7                         | 0.0                                | 33.0                | -                         | -                                | -                          | -                    |
| Unnamed Junction                          | -              | -             | 1846                  | 0                            | 0                           | 14.2                  | 18.7                         | 0.0                                | 33.0                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                   | 1211           | 1211          | -                     | -                            | -                           | 4.6                   | 4.1                          | -                                  | 8.7                 | 25.9                      | 7.1                              | 4.1                        | 11.2                 |
| 1/3                                       | 446            | 446           | -                     | -                            | -                           | 1.5                   | 1.0                          | -                                  | 2.5                 | 20.0                      | 4.6                              | 1.0                        | 5.5                  |
| 2/2+2/1                                   | 972            | 972           | -                     | -                            | -                           | 2.4                   | 2.1                          | -                                  | 4.5                 | 16.6                      | 7.7                              | 2.1                        | 9.8                  |
| 2/3                                       | 749            | 749           | -                     | -                            | -                           | 2.0                   | 2.0                          | -                                  | 4.1                 | 19.5                      | 7.7                              | 2.0                        | 9.7                  |
| 3/1+3/2                                   | 455            | 455           | 910                   | 0                            | 0                           | 1.0                   | 1.3                          | -                                  | 2.4                 | 18.7                      | 2.5                              | 1.3                        | 3.8                  |
| 4/1+4/2                                   | 468            | 468           | 936                   | 0                            | 0                           | 1.7                   | 6.8                          | -                                  | 8.5                 | 65.4                      | 2.9                              | 6.8                        | 9.7                  |
| 5/1                                       | 196            | 196           | -                     | -                            | -                           | 0.2                   | 0.2                          | -                                  | 0.4                 | 6.8                       | 0.4                              | 0.2                        | 0.6                  |
| 5/2                                       | 234            | 234           | -                     | -                            | -                           | 0.3                   | 0.2                          | -                                  | 0.5                 | 7.5                       | 0.6                              | 0.2                        | 0.8                  |
| 6/1                                       | 154            | 154           | -                     | -                            | -                           | 0.1                   | 0.2                          | -                                  | 0.4                 | 8.4                       | 1.6                              | 0.2                        | 1.9                  |
| 6/2                                       | 292            | 292           | -                     | -                            | -                           | 0.3                   | 0.8                          | -                                  | 1.2                 | 14.2                      | 3.3                              | 0.8                        | 4.2                  |
| 7/1                                       | 514            | 514           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                       | 750            | 750           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                       | 749            | 749           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                       | 976            | 976           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                       | 976            | 976           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/1                                       | 1014           | 1014          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/2                                       | 976            | 976           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/1                                      | 802            | 802           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/2                                      | 839            | 839           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 11/1                                      | 154            | 154           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 12/1                                      | 516            | 516           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results

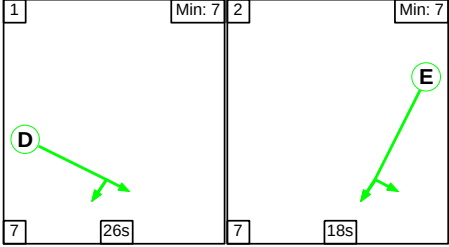
|    |           |                             |      |                                         |       |                |    |
|----|-----------|-----------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 0.3  | Total Delay for Signalled Lanes (pcuHr) | 12.03 | Cycle Time (s) | 45 |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 11.5 | Total Delay for Signalled Lanes (pcuHr) | 10.06 | Cycle Time (s) | 45 |
|    |           | PRC Over All Lanes (%)      | -7.8 | Total Delay Over All Lanes(pcuHr)       | 32.96 |                |    |

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

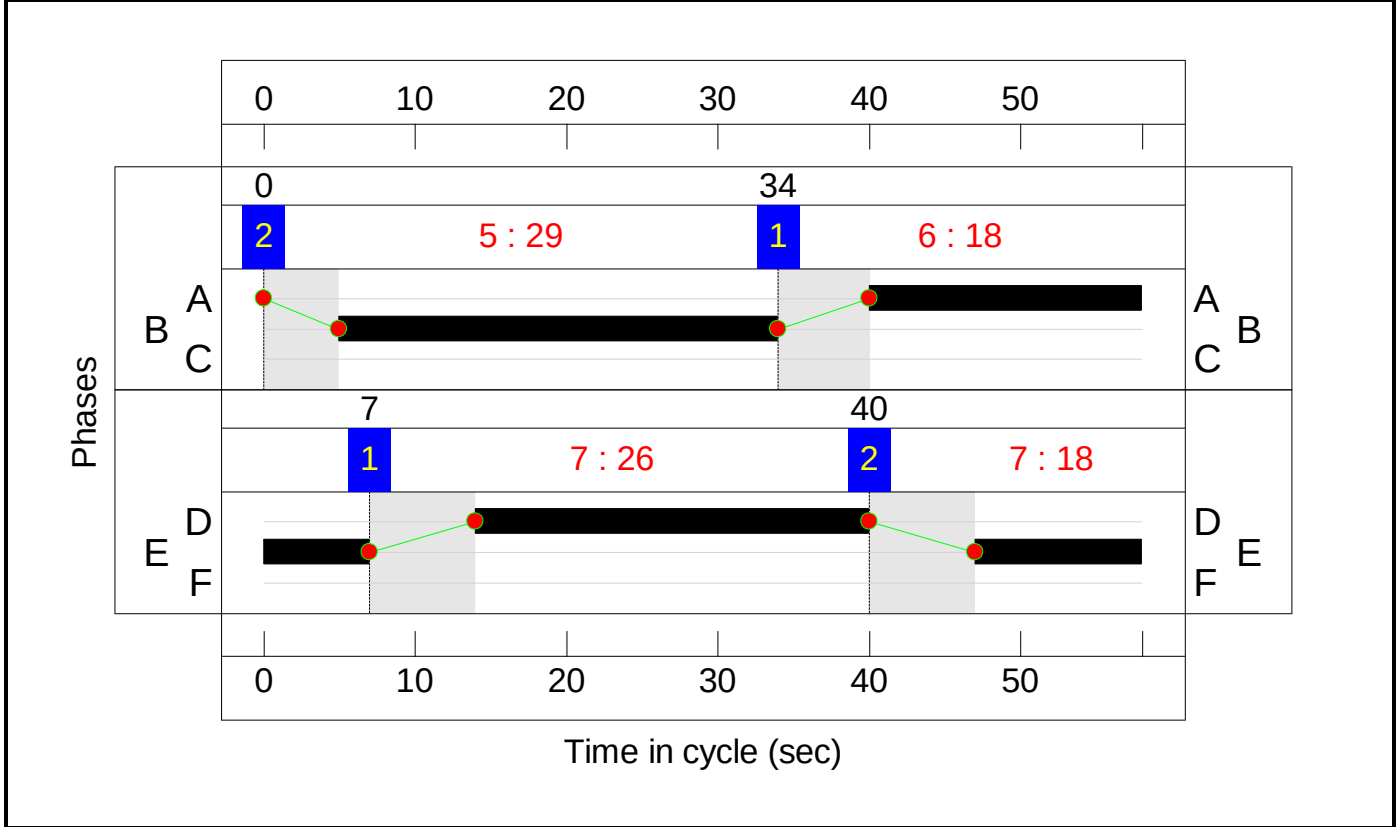
Stage Stream: 1

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 18 | 29 |
| Change Point | 34 | 0  |

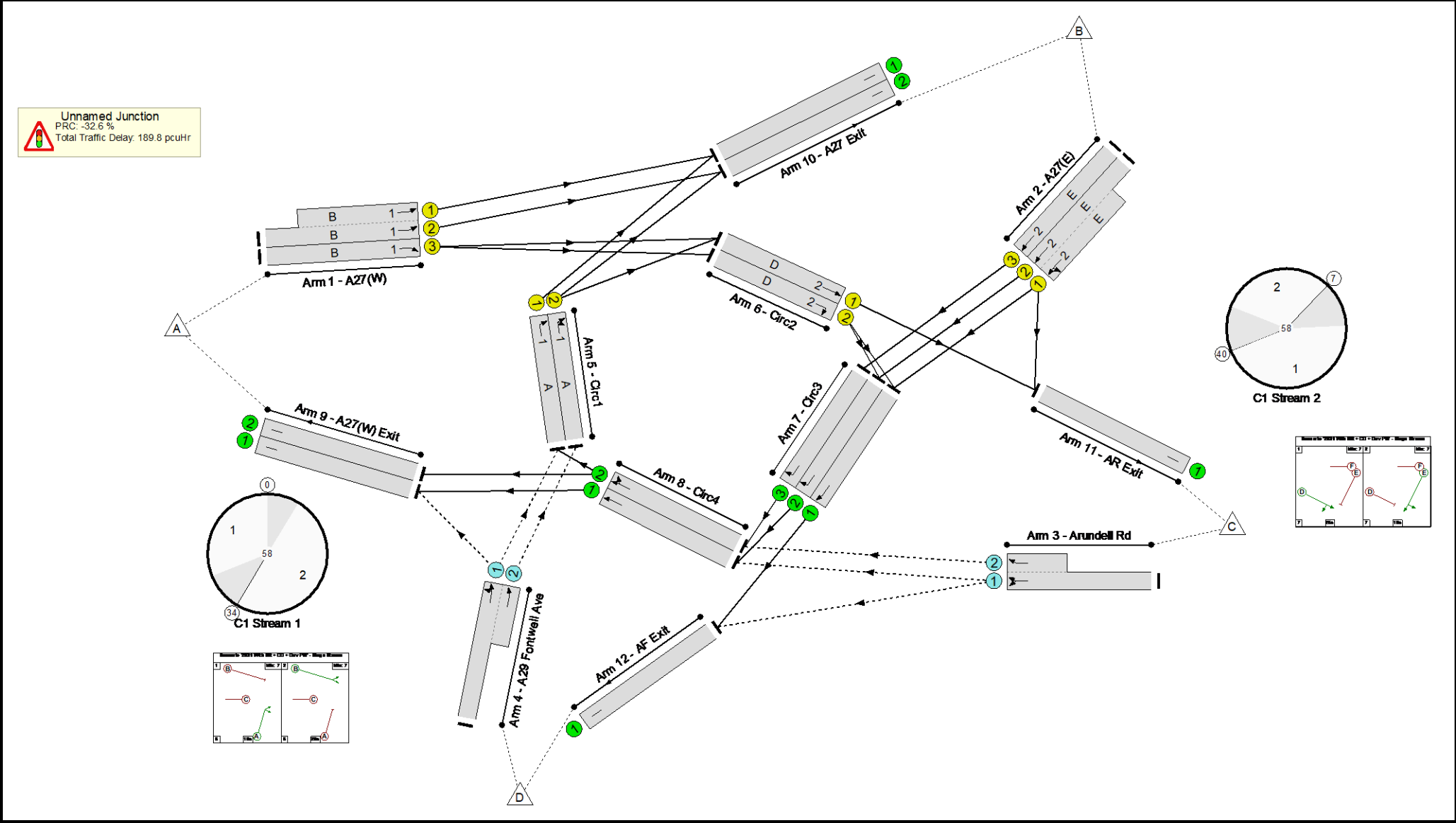
Stage Stream: 2

| Stage        | 1  | 2  |
|--------------|----|----|
| Duration     | 26 | 18 |
| Change Point | 7  | 40 |

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 (%)    |
|--------------------------------------------------|-----------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|----------------|
| <b>Network: A27_A29 Fontwell West Roundabout</b> | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>119.4%</b>  |
| <b>Unnamed Junction</b>                          | -                           | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>119.4%</b>  |
| 1/2+1/1                                          | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 29              | -               | 1574              | 1900:1900         | 801+801        | 98.3 : 98.3%   |
| 1/3                                              | A27(W) Ahead                | U         | 1                 | N/A                        | B          |             | 1          | 29              | -               | 1173              | 1900              | 983            | 119.4%         |
| 2/2+2/1                                          | A27(E) Ahead Left           | U         | 2                 | N/A                        | E          |             | 1          | 18              | -               | 1102              | 1900:1900         | 451+622        | 102.7 : 102.7% |
| 2/3                                              | A27(E) Ahead                | U         | 2                 | N/A                        | E          |             | 1          | 18              | -               | 648               | 1900              | 622            | 104.1%         |
| 3/1+3/2                                          | Arundell Rd Ahead Ahead2    | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 299               | 1900:1900         | 207+207        | 72.4 : 71.9%   |
| 4/1+4/2                                          | A29 Fontwell Ave Ahead Left | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 439               | 1900:1900         | 512+391        | 48.6 : 48.6%   |
| 5/1                                              | Circ1 Right                 | U         | 1                 | N/A                        | A          |             | 1          | 18              | -               | 190               | 1900              | 622            | 30.5%          |
| 5/2                                              | Circ1 Right Right2          | U         | 1                 | N/A                        | A          |             | 1          | 18              | -               | 190               | 1900              | 622            | 30.5%          |
| 6/1                                              | Circ2 Ahead                 | U         | 2                 | N/A                        | D          |             | 1          | 26              | -               | 386               | 1900              | 884            | 36.6%          |
| 6/2                                              | Circ2 Right                 | U         | 2                 | N/A                        | D          |             | 1          | 26              | -               | 787               | 1900              | 884            | 74.5%          |
| 7/1                                              | Circ3 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1426              | Inf               | Inf            | 0.0%           |
| 7/2                                              | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 463               | Inf               | Inf            | 0.0%           |
| 7/3                                              | Circ3 Right                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 648               | Inf               | Inf            | 0.0%           |
| 8/1                                              | Circ4 Ahead                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 606               | Inf               | Inf            | 0.0%           |
| 8/2                                              | Circ4 Right Ahead           | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 797               | Inf               | Inf            | 0.0%           |
| 9/1                                              | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 665               | Inf               | Inf            | 0.0%           |
| 9/2                                              | A27(W) Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 797               | Inf               | Inf            | 0.0%           |
| 10/1                                             | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 977               | Inf               | Inf            | 0.0%           |
| 10/2                                             | A27 Exit                    | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 977               | Inf               | Inf            | 0.0%           |

## Full Input Data And Results

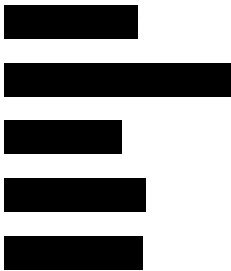
| 11/1                                      | AR Exit        | U             | N/A                   | N/A                          | -                           |                       | -                            | -                                  | -                   | 386                       | Inf                              | Inf                        | 0.0%                 |
|-------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| 12/1                                      | AF Exit        | U             | N/A                   | N/A                          | -                           |                       | -                            | -                                  | -                   | 1433                      | Inf                              | Inf                        | 0.0%                 |
| 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: A27_A29 Fontwell West Roundabout | -              | -             | 1476                  | 0                            | 0                           | 27.8                  | 162.0                        | 0.0                                | 189.8               | -                         | -                                | -                          | -                    |
| Unnamed Junction                          | -              | -             | 1476                  | 0                            | 0                           | 27.8                  | 162.0                        | 0.0                                | 189.8               | -                         | -                                | -                          | -                    |
| 1/2+1/1                                   | 1574           | 1574          | -                     | -                            | -                           | 5.1                   | 14.1                         | -                                  | 19.2                | 43.8                      | 13.9                             | 14.1                       | 28.0                 |
| 1/3                                       | 1173           | 983           | -                     | -                            | -                           | 9.6                   | 98.1                         | -                                  | 107.7               | 330.4                     | 22.0                             | 98.1                       | 120.1                |
| 2/2+2/1                                   | 1102           | 1085          | -                     | -                            | -                           | 6.0                   | 25.2                         | -                                  | 31.2                | 101.9                     | 10.3                             | 25.2                       | 35.5                 |
| 2/3                                       | 648            | 622           | -                     | -                            | -                           | 4.3                   | 20.6                         | -                                  | 25.0                | 138.8                     | 10.9                             | 20.6                       | 31.5                 |
| 3/1+3/2                                   | 299            | 299           | 598                   | 0                            | 0                           | 0.9                   | 1.3                          | -                                  | 2.2                 | 25.9                      | 1.3                              | 1.3                        | 2.6                  |
| 4/1+4/2                                   | 439            | 439           | 878                   | 0                            | 0                           | 0.8                   | 0.5                          | -                                  | 1.3                 | 10.5                      | 2.6                              | 0.5                        | 3.0                  |
| 5/1                                       | 190            | 190           | -                     | -                            | -                           | 0.5                   | 0.2                          | -                                  | 0.7                 | 13.1                      | 2.4                              | 0.2                        | 2.6                  |
| 5/2                                       | 190            | 190           | -                     | -                            | -                           | 0.5                   | 0.2                          | -                                  | 0.7                 | 14.1                      | 2.4                              | 0.2                        | 2.6                  |
| 6/1                                       | 323            | 323           | -                     | -                            | -                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 3.6                       | 0.9                              | 0.3                        | 1.2                  |
| 6/2                                       | 659            | 659           | -                     | -                            | -                           | 0.1                   | 1.4                          | -                                  | 1.6                 | 8.7                       | 4.2                              | 1.4                        | 5.7                  |
| 7/1                                       | 1282           | 1282          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                       | 463            | 463           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                       | 622            | 622           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                       | 606            | 606           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                       | 771            | 771           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/1                                       | 665            | 665           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/2                                       | 771            | 771           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/1                                      | 977            | 977           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/2                                      | 977            | 977           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 11/1                                      | 323            | 323           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 12/1                                      | 1289           | 1289          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results

|    |           |                             |       |                                         |        |                |    |
|----|-----------|-----------------------------|-------|-----------------------------------------|--------|----------------|----|
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | -32.6 | Total Delay for Signalled Lanes (pcuHr) | 128.26 | Cycle Time (s) | 58 |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | -15.7 | Total Delay for Signalled Lanes (pcuHr) | 58.08  | Cycle Time (s) | 58 |
|    |           | PRC Over All Lanes (%)      | -32.6 | Total Delay Over All Lanes(pcuHr)       | 189.77 |                |    |

Report Presented by:

Paul Basham Associates



Reside Developments Ltd



T: [REDACTED]