Appendix A

- SITE ACCESS
- STUBCROFT LANE
- SPINE ROAD
- PUBLIC OPEN SPACE
- SECONDARY ROUTE / PRIVATE DRIVE
- EXISTING GAS MAIN & FOUL 6M EASEMENT (3M EITHER SIDE)
- STUBCROFT LANE
- EMPLOYMENT
- SKATE PARK
- CYCLE ROUTE UTILISING EXISTING / PROPOSED CROSSING POINTS
- SINGLE 3M CYCLE LINK

OPTION 1 - 298 UNITS

PRELIMINARY

Scale @ A0:
0 20 40 60 80 100m
Scale 1:2000
NORTH

Rev	Date	Drawn	Checked

REV D

Date: OCTOBER 2017
Drawn by : MBC
Checked by : BB
Drg No: CB_15_075_A101
Rev:

Project: STUBCROFT FARM MASTERPLAN
Title: ILLUSTRATIVE MASTERPLAN 298 UNITS
Client: BARRATT HOMES

COOPERBAILLIE

Cooper Baillie Limited - Connaught House, 24 Guildford Road, Bagshot, Surrey GU19 5JN - Telephone 01276 450039 - www.cooperbaillie.co.uk

SITE ACCESS

STUBCROFT LANE

SPINE ROAD

PUBLIC OPEN SPACE

SECONDARY ROUTE / PRIVATE DRIVE

EXISTING GAS MAIN & FOUL 6M EASEMENT (3M EITHER SIDE)

STUBCROFT LANE

EMPLOYMENT

SKATE PARK

CYCLE ROUTE UTILISING EXISTING / PROPOSED CROSSING POINTS

SINGLE 3M CYCLE LINK

POTENTIAL RESIDENTIAL / COMMERCIAL LEISURE OR SCHOOL

OPTION 2 - 602 UNITS

PRELIMINARY

Scale @ A0:
0 20 40 60 80 100m
Scale 1:2000
NORTH

Rev	Date	Drawn	Checked

REV D

Date: JANUARY 2019

Drawn by : MC Checked by : BB

Drg No: CB_15_075_AI20 Rev:

Project:
STUBCROFT FARM
MASTERPLAN

Title:
ILLUSTRATIVE MASTERPLAN
602 UNITS

Client:
BARRATT HOMES

COOPERBAILLIE

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- SITE ACCESS
- STUBCROFT LANE
- SPINE ROAD
- PUBLIC OPEN SPACE
- SECONDARY ROUTE / PRIVATE DRIVE
- EXISTING GAS MAIN & FOUL 6M EASEMENT (3M EITHER SIDE)
- STUBCROFT LANE
- EMPLOYMENT
- SKATE PARK
- CYCLE ROUTE UTILISING EXISTING / PROPOSED CROSSING POINTS
- SINGLE 3M CYCLE LINK
- COMMERCIAL
- POTENTIAL RESIDENTIAL / COMMERCIAL LEISURE OR SCHOOL

OPTION 3 - 875 UNITS

PRELIMINARY

Scale @ A0:
0 20 40 60 80 100m
Scale 1:2000
NORTH

Rev | Date | Drawn | Checked

REV D

Date: OCTOBER 2017
Drawn by : MBC | Checked by : BB
Drg No: CB_15_075_AI01 | Rev:

Project: STUBCROFT FARM MASTERPLAN
Title: ILLUSTRATIVE MASTERPLAN 875 UNITS
Client: BARRATT HOMES

COOPERBAILLIE

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Appendix B

Site No: 00000595 Site Reference: 00000595

BRACKLESHAM LANE E WITTERINGS NORTHERN SITE

From 16/10/2016 To 23/10/2016 Channel: SOUTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	13	54.9	46.9	8.7	0	0	0	0	0	0	1	2	5	2	1	0	1
01:00	6	-	45.5	6.5	0	0	0	0	0	0	0	1	1	0	1	0	0
02:00	4	-	44.9	9.6	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	2	-	44.4	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	42.6	6.7	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	6	-	45.8	5.8	0	0	0	0	0	0	0	0	2	1	0	0	0
06:00	28	48.4	41.6	7.1	0	0	0	0	0	2	2	8	8	5	0	1	0
07:00	122	45.7	40.5	5.6	0	0	0	0	0	4	15	52	32	12	3	1	0
08:00	151	44.9	39.2	5.9	0	0	0	0	0	7	34	58	35	11	5	0	0
09:00	179	44.4	38.6	6.2	0	0	0	0	1	9	44	70	37	9	3	0	1
10:00	207	44.1	38.5	5.7	0	0	0	1	1	10	49	89	40	12	3	1	0
11:00	235	44.1	38.4	6.1	0	1	0	1	2	9	52	101	49	12	4	0	0
12:00	254	44	38.4	5.8	0	0	0	0	4	11	58	108	56	12	3	0	0
13:00	261	44.3	38.8	5.4	0	0	0	0	1	14	56	114	58	16	4	0	0
14:00	273	43.8	38.4	5.6	0	0	0	1	3	12	68	116	58	11	3	2	0
15:00	296	44	38.6	5.6	0	0	0	0	2	18	63	130	62	15	5	0	0
16:00	313	44.7	39.3	5.5	0	0	0	0	1	11	62	138	72	22	4	1	0
17:00	298	44.6	39.2	5.7	0	0	0	1	3	12	60	122	76	18	4	0	0
18:00	228	44.8	39.2	6.1	0	0	0	0	4	13	42	94	57	14	6	2	1
19:00	162	47.2	41.2	6.5	0	0	0	0	0	5	24	58	47	19	6	3	2
20:00	106	48.9	42.7	6.4	0	0	0	0	0	0	10	33	37	17	5	3	0
21:00	76	49.9	43.3	6.8	0	0	0	0	0	0	8	22	25	11	6	2	2
22:00	60	51.3	44.7	7.4	0	0	0	0	0	0	4	16	18	12	5	4	3
23:00	26	51.9	45	7.8	0	0	0	0	0	0	1	6	8	5	3	2	1
12H,7-19	2816	44.4	38.8	5.6	0	1	0	4	22	130	602	1192	631	164	46	6	3
16H,6-22	3188	44.8	39.2	5.8	0	1	0	4	22	137	646	1313	748	217	62	14	7
18H,6-24	3274	45	39.4	5.9	0	1	0	4	22	137	651	1336	774	234	70	20	10
24H,0-24	3309	45	39.4	5.9	0	1	0	4	22	137	653	1340	782	237	72	20	11
Am	11:00	-	00:15	02:15	11:00	11:00	10:30	10:45	10:45	10:45	11:00	11:00	10:45	10:45	07:15	06:15	00:00
Peak	234	-	47.4	10.7	0	1	0	2	4	12	52	102	49	13	5	2	1
Pm	16:15	23:00	23:00	22:15	-	17:30	12:00	12:15	17:30	15:00	14:15	16:15	17:00	15:45	20:30	20:15	21:45
Peak	312	51.9	45	7.8	-	0	1	1	4	17	70	138	77	23	7	3	3

Collated from 15 minute interval data

Created at 20:00:38 on 25 Oct 2016

Site No: 00000595 Site Reference: 00000595

BRACKLESHAM LANE E WITTERINGS NORTHERN SITE

From 16/10/2016 To 23/10/2016 Channel: NORTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	6	-	44.3	8.4	0	0	0	0	0	0	0	2	1	1	0	0	0
01:00	4	-	46.4	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	-	45.5	5.6	0	0	0	0	0	0	0	1	1	0	0	0	0
03:00	7	-	43.9	13	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	19	54.3	46.6	7.7	0	0	0	0	0	0	0	1	4	3	4	1	0
05:00	48	56.8	47.7	8.3	0	0	0	0	0	0	0	7	10	11	8	5	5
06:00	140	51.1	44.6	7.2	0	0	0	0	0	2	7	32	43	33	13	5	3
07:00	278	47.8	42	6	0	0	0	0	0	6	23	93	98	43	11	3	1
08:00	253	47	40.4	6.9	0	0	1	0	2	11	34	87	69	35	8	2	0
09:00	246	44.6	38.1	7.2	0	2	0	0	5	20	59	89	46	17	4	2	0
10:00	260	44.1	38	5.9	0	0	0	0	4	24	61	97	55	14	4	0	0
11:00	276	44	37.9	6.1	0	0	0	1	8	20	63	111	54	14	5	0	0
12:00	264	44.3	38.3	6.5	0	1	1	2	4	16	59	105	58	16	4	0	0
13:00	256	44.7	38.8	5.9	0	0	0	0	3	14	58	98	60	18	5	1	0
14:00	260	44.7	38.6	6.3	0	0	0	0	4	14	60	106	50	18	4	1	0
15:00	240	44.7	38.7	5.9	0	0	0	0	4	16	51	95	50	18	5	0	0
16:00	218	45.5	39.5	6.4	0	0	0	0	3	12	41	82	53	18	5	1	1
17:00	192	45.9	40.1	6.5	0	0	0	0	2	8	29	74	50	19	6	3	0
18:00	163	46.6	40.8	6.3	0	0	0	0	0	6	21	62	46	18	6	0	0
19:00	97	48.2	41.9	6.5	0	0	0	0	0	2	12	30	30	14	4	1	1
20:00	51	50.5	43.2	7.5	0	0	0	0	0	0	5	14	14	10	4	1	0
21:00	37	49.3	42.6	6	0	0	0	0	0	0	5	10	11	7	4	0	0
22:00	29	50.3	42.9	7.9	0	0	0	0	0	0	6	6	8	5	1	1	0
23:00	13	49.7	42.3	8.7	0	0	0	0	0	0	0	3	4	2	1	0	0
12H,7-19	2907	45.2	39.2	6.3	0	3	2	4	40	168	561	1098	689	247	67	13	2
16H,6-22	3231	45.7	39.6	6.4	0	3	2	4	40	172	590	1184	787	311	92	20	6
18H,6-24	3273	45.7	39.6	6.4	0	3	2	4	40	172	596	1193	798	318	94	21	6
24H,0-24	3362	45.9	39.8	6.6	0	3	2	4	41	172	596	1204	814	333	106	27	11
Am	07:15	-	05:00	-	09:30	09:00	08:15	10:45	11:00	09:45	09:45	11:00	07:00	07:15	05:45	05:45	05:30
Peak	282	-	47.7	-	0	2	2	1	7	24	65	111	98	43	15	6	4
Pm	13:30	22:30	22:30	23:00	12:30	12:00	12:00	12:00	13:45	12:30	13:45	13:30	13:00	17:30	17:45	17:00	19:30
Peak	266	51.1	43.6	8.7	0	1	1	1	5	17	61	106	59	21	7	2	2

Collated from 15 minute interval data

Created at 20:00:38 on 25 Oct 2016

Site No: 00000345 Site Reference: 00000345

BRACKLESHAM LANE E WITTERING SOUTHERN SITE

From 16/10/2016 To 23+D29/10/2016 Channel: NORTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	7	-	36.8	9.3	0	0	0	0	2	2	1	0	0	0	0	0	0
01:00	4	-	40.7	8.3	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	-	39	4.1	0	0	0	0	1	1	0	0	0	0	0	0	0
03:00	5	-	42.4	8	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	19	48.6	42.1	6.3	0	0	0	0	4	2	6	5	1	0	0	0	0
05:00	48	50.6	43.1	7.9	0	0	1	0	5	13	12	8	4	2	0	0	0
06:00	145	47	40.3	6.9	0	0	0	7	31	43	36	18	6	2	0	0	0
07:00	265	43.1	37.3	5.6	0	0	1	26	78	99	43	13	3	0	0	0	0
08:00	248	42.1	36.1	6.2	0	2	7	34	80	79	32	9	2	0	0	0	0
09:00	248	39.8	33.7	6.3	1	5	15	56	86	62	17	5	0	0	0	0	0
10:00	239	39.2	33.2	6.1	1	4	14	62	89	51	15	2	0	0	0	0	0
11:00	242	39.1	33.5	5.4	0	2	9	62	97	53	11	4	0	0	0	0	0
12:00	235	39.3	33.6	5.7	0	2	11	57	93	54	14	2	0	0	0	0	0
13:00	226	39.9	34.3	5.5	0	1	7	50	90	56	19	2	0	0	0	0	0
14:00	236	39.4	33.6	5.8	0	2	12	58	90	56	13	4	0	0	0	0	0
15:00	225	39.7	33.8	5.8	0	0	14	53	86	51	16	3	0	0	0	0	0
16:00	208	40.4	34.8	5.7	0	0	6	44	79	52	20	4	1	0	0	0	0
17:00	186	40.7	35	6	0	0	7	37	69	48	18	5	1	0	0	0	0
18:00	163	41.3	35.3	6.5	0	1	8	28	58	43	19	5	0	0	0	0	0
19:00	103	43.5	36.7	6.6	0	0	3	15	29	31	15	5	1	0	0	0	0
20:00	61	44.6	37.2	7	0	0	1	8	18	16	8	5	2	0	0	0	0
21:00	43	44.2	37.1	7.1	0	0	2	7	10	12	8	3	0	0	0	0	0
22:00	31	44.8	36.8	8.3	0	0	2	6	5	9	6	3	0	0	0	0	0
23:00	17	44.9	37.1	8.4	0	0	1	2	2	5	3	1	0	0	0	0	0
12H,7-19	2721	40.3	34.5	5.8	2	19	111	567	994	704	237	59	7	0	0	0	0
16H,6-22	3073	40.7	34.9	6	2	19	117	604	1082	806	304	91	16	2	0	0	0
18H,6-24	3121	40.8	34.9	6.1	2	19	120	612	1090	820	313	94	16	2	0	0	0
24H,0-24	3208	40.9	35.1	6.2	2	19	121	612	1102	838	332	107	21	4	0	0	0
Am	07:00	-	02:45	-	09:30	09:15	09:15	10:15	11:00	07:00	07:00	06:00	05:45	05:30	05:30	05:30	08:30
Peak	265	-	44.3	-	3	6	17	66	96	100	42	17	6	4	1	0	0
Pm	14:00	22:30	22:30	22:15	14:00	12:00	15:00	14:00	13:30	13:00	17:45	19:00	19:30	18:00	19:45	-	-
Peak	237	45.5	37.9	8.8	1	2	14	58	94	56	20	6	2	1	0	-	-

Collated from 15 minute interval data

Created at 19:43:56 on 25 Oct 2016

Site No: 00000345 Site Reference: 00000345

BRACKLESHAM LANE E WITTERING SOUTHERN SITE

From 16/10/2016 To 23/10/2016 Channel: SOUTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	14	46.4	38.9	10.8	0	0	0	2	4	3	2	1	0	0	1	0	0
01:00	5	-	36.8	8.6	0	0	0	0	1	1	0	0	0	0	0	0	0
02:00	4	-	38.3	8.6	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	37.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	5	-	33.5	7.1	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	6	-	38.1	6.5	0	0	0	0	2	1	1	0	0	0	0	0	0
06:00	30	40.3	34	7	0	1	4	6	9	7	3	0	0	0	0	0	0
07:00	121	39.6	33.8	5.6	0	1	6	31	47	27	8	3	0	0	0	0	0
08:00	155	38.5	32.7	5.8	0	0	10	50	54	30	6	3	0	0	0	0	0
09:00	182	37.1	31	6.3	4	6	18	63	58	25	8	0	0	0	0	0	0
10:00	212	37	31.6	5.7	1	3	23	69	79	30	7	0	0	0	0	0	0
11:00	240	36.5	31.2	6	4	6	23	82	86	29	8	0	0	0	0	0	0
12:00	248	37	31.4	5.9	2	7	25	82	89	36	8	1	0	0	0	0	0
13:00	263	37.4	31.8	5.7	1	7	23	80	100	39	9	2	0	0	0	0	0
14:00	270	37.2	31.5	6	3	8	23	88	98	38	9	3	0	0	0	0	0
15:00	290	37.6	31.9	5.9	2	8	24	85	110	47	10	3	0	0	0	0	0
16:00	303	38.8	33.1	5.6	0	5	16	77	125	58	17	3	0	0	0	0	0
17:00	308	38.6	32.9	5.6	1	3	18	89	119	60	13	4	0	0	0	0	0
18:00	238	38.3	32.9	5.3	0	1	15	68	97	42	9	2	0	0	0	0	0
19:00	166	40.1	34.1	6	0	0	9	43	58	38	13	4	1	0	0	0	0
20:00	114	41.1	35.3	6.2	0	0	5	24	38	31	13	4	0	0	0	0	0
21:00	81	43	36.2	6.8	0	0	3	13	27	20	10	5	0	0	0	0	0
22:00	62	44.4	37.4	7.4	0	0	1	9	15	19	8	4	2	0	0	0	0
23:00	28	43.9	37.2	6.9	0	0	1	4	7	8	4	0	0	0	0	0	0
12H,7-19	2830	37.9	32.1	5.7	17	55	225	864	1063	460	111	24	0	0	0	0	0
16H,6-22	3221	38.4	32.4	5.8	17	56	247	950	1195	557	150	37	1	0	0	0	0
18H,6-24	3310	38.5	32.5	5.9	17	56	249	963	1217	584	162	40	4	0	0	0	0
24H,0-24	3346	38.6	32.5	5.9	17	56	249	966	1224	589	166	41	4	0	1	0	0
Am	11:00	-	02:15	-	08:45	09:15	10:45	11:00	10:45	11:00	07:30	07:15	00:00	10:00	00:00	-	07:30
Peak	240	-	39.3	-	4	7	24	82	90	30	9	3	1	0	1	-	0
Pm	16:30	22:30	22:45	22:15	14:15	15:15	13:15	17:00	16:00	16:30	16:00	20:30	22:15	21:30	22:30	19:45	-
Peak	312	44.6	37.5	7.4	4	9	26	89	125	64	17	5	2	1	0	0	-

Collated from 15 minute interval data

Created at 19:43:56 on 25 Oct 2016

Site No: 00000265 Site Reference: 00000265

CHURCH RD WITTERINGS

From 01/11/2016 To 08/11/2016 Channel: SOUTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	4	-	33.5	5	0	0	0	0	0	0	1	0	0	0	0	0	0
01:00	2	-	34.8	4	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	32.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	35.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	33.2	7.7	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	38.5	33.8	5.6	0	0	0	0	1	1	5	2	0	0	0	0	0
07:00	58	37.9	32.9	5.1	0	0	0	0	3	16	26	13	2	0	0	0	0
08:00	123	36.7	32	4.7	0	0	0	0	7	42	50	19	2	0	0	0	0
09:00	100	35.7	31.2	4.4	0	0	0	0	10	40	37	10	0	0	0	0	0
10:00	104	35.3	30.7	4.7	0	0	0	2	11	45	38	10	1	0	0	0	0
11:00	123	35.2	30.8	4.8	0	0	0	2	11	53	47	9	1	0	0	0	0
12:00	132	35.1	30.4	4.7	0	0	0	2	16	56	44	12	0	0	0	0	0
13:00	108	35.5	31	4.7	0	0	0	1	12	43	42	10	2	0	0	0	0
14:00	117	35.2	30.6	4.5	0	0	0	1	12	50	42	10	0	0	0	0	0
15:00	132	35.3	31.1	4.4	0	0	0	2	10	53	56	10	0	0	0	0	0
16:00	144	35.3	31.1	4.5	0	0	0	0	11	61	57	12	2	0	0	0	0
17:00	135	34.7	30.2	4.5	0	0	0	2	14	66	45	8	0	0	0	0	0
18:00	91	35.6	31.3	4.9	0	0	0	1	8	36	36	9	2	0	0	0	0
19:00	62	35.8	31.6	4.6	0	0	0	0	5	23	26	7	1	0	0	0	0
20:00	42	35.7	31.6	4.5	0	0	0	0	2	18	16	5	0	0	0	0	0
21:00	28	37.5	32.4	4.7	0	0	0	0	2	9	10	5	0	0	0	0	0
22:00	24	36.5	31.9	5.1	0	0	0	0	2	10	8	4	1	0	0	0	0
23:00	13	38.9	32.9	5.7	0	0	0	0	1	4	4	4	0	0	0	0	0
12H,7-19	1363	35.4	31	4.5	0	0	0	13	124	558	518	133	12	0	0	0	0
16H,6-22	1508	35.5	31	4.6	0	0	0	14	134	609	574	153	14	0	0	0	0
18H,6-24	1545	35.5	31.1	4.6	0	0	0	14	137	624	586	160	16	0	0	0	0
24H,0-24	1556	35.5	31.1	4.6	0	0	0	14	137	624	587	160	16	0	0	0	0
Am	08:15	-	02:15	-	-	09:30	11:00	09:30	10:30	11:00	08:30	08:00	07:45	08:45	-	-	-
Peak	124	-	38.5	-	-	0	1	2	11	52	53	19	2	1	-	-	-
Pm	16:15	23:00	23:00	23:00	-	23:00	12:00	17:00	12:15	16:45	15:45	15:45	18:00	19:15	14:30	-	-
Peak	150	38.9	32.9	5.7	-	0	0	2	18	68	57	14	3	0	0	-	-

Collated from 15 minute interval data

Created at 12:40:20 on 11 Nov 2016

Site No: 00000265 Site Reference: 00000265

CHURCH RD WITTERINGS

From 01/11/2016 To 08/11/2016 Channel: NORTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	2	-	30.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	34.3	4.2	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00	12	38.6	33.8	5.7	0	0	0	0	0	3	5	3	0	0	0	0	0
06:00	42	39.4	34	5	0	0	0	0	2	10	15	12	3	0	0	0	0
07:00	112	39.1	34	5	0	0	0	1	3	20	53	26	6	0	0	0	0
08:00	150	37.9	32.8	4.8	0	0	0	0	6	44	64	26	7	0	0	0	0
09:00	129	35.9	31.1	4.9	0	0	1	1	8	58	43	17	2	0	0	0	0
10:00	108	36	31.6	4.6	0	0	0	0	8	42	40	15	0	0	0	0	0
11:00	112	36.3	31.5	5	0	0	0	0	8	41	42	15	2	0	0	0	0
12:00	117	35.9	31.6	4.5	0	0	0	1	5	48	46	15	0	0	0	0	0
13:00	116	36.7	31.8	4.7	0	0	0	0	7	45	43	18	3	0	0	0	0
14:00	99	36.2	31.7	4.8	0	0	0	0	8	37	37	13	3	0	0	0	0
15:00	115	36	31.8	4.7	0	0	0	0	6	45	46	15	2	0	0	0	0
16:00	102	35.9	32	4.6	0	0	0	1	5	36	45	12	2	0	0	0	0
17:00	76	36	31.1	5	0	0	0	1	8	31	24	10	0	0	0	0	0
18:00	60	36.9	32.2	4.8	0	0	0	0	4	22	24	8	1	0	0	0	0
19:00	33	36.8	32.1	5.3	0	0	0	1	2	10	13	5	0	0	0	0	0
20:00	24	36	31.9	5	0	0	0	0	0	9	8	2	0	0	0	0	0
21:00	15	36.3	32.1	4.5	0	0	0	0	0	5	5	2	0	0	0	0	0
22:00	8	-	31	4.8	0	0	0	0	1	3	3	0	0	0	0	0	0
23:00	8	-	31.4	5.4	0	0	0	0	1	2	2	2	0	0	0	0	0
12H,7-19	1296	36.6	31.9	4.7	0	0	2	8	76	467	508	188	27	0	0	0	0
16H,6-22	1409	36.8	32	4.8	0	0	2	9	80	501	551	210	30	0	0	0	0
18H,6-24	1424	36.8	32	4.8	0	0	2	9	82	504	554	212	30	0	0	0	0
24H,0-24	1441	36.8	32	4.8	0	0	2	9	82	507	559	216	30	0	0	0	0
Am	08:30	-	02:30	-	-	11:00	08:30	09:15	10:15	08:30	08:00	07:15	07:15	07:00	08:30	-	-
Peak	158	-	36.8	-	-	0	1	2	8	60	64	30	7	1	0	-	-
Pm	12:15	-	19:30	22:15	-	13:45	15:00	12:15	13:15	13:15	12:15	13:00	13:15	15:30	18:15	17:45	-
Peak	119	-	32.8	5.8	-	0	1	1	9	48	48	18	4	1	0	0	-

Collated from 15 minute interval data

Created at 12:40:20 on 11 Nov 2016

Site No: 00000785 Site Reference: 00000785

CHURCH RD E WITTERING SOUTHERN SITE

From 16/10/2016 To 23/10/2016 Channel: SOUTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	4	-	32	5.3	0	0	0	1	0	0	0	0	0	0	0	0	0
01:00	1	-	31.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	26.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	32.2	3.9	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	22.3	-	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	33.9	8.7	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	10	35.2	30.9	4.6	0	0	1	5	3	1	0	0	0	0	0	0	0
07:00	48	35.9	31.8	5.3	0	0	1	19	20	6	0	0	0	0	0	0	0
08:00	100	34.9	30	5.2	2	2	11	44	33	7	1	0	0	0	0	0	0
09:00	90	34.7	29.7	5.2	1	1	11	42	25	7	0	0	0	0	0	0	0
10:00	108	34.4	29.6	4.8	0	2	16	52	33	5	0	0	0	0	0	0	0
11:00	127	35	30.5	4.7	1	1	12	54	45	9	0	0	0	0	0	0	0
12:00	130	34.9	30.4	4.7	0	0	11	62	45	8	1	0	0	0	0	0	0
13:00	112	34.8	30.4	4.6	0	1	9	53	39	6	1	0	0	0	0	0	0
14:00	113	34.8	30.5	4.5	0	0	7	54	43	6	1	0	0	0	0	0	0
15:00	121	34.9	30.4	4.6	0	3	10	52	45	9	0	0	0	0	0	0	0
16:00	137	35.2	31	4.1	0	0	7	68	50	12	1	0	0	0	0	0	0
17:00	131	35.7	31.7	4.4	0	1	8	49	56	14	3	0	0	0	0	0	0
18:00	102	35	30.5	4.7	0	1	7	50	33	9	1	0	0	0	0	0	0
19:00	57	35.2	30.5	5.3	0	0	6	23	20	5	0	0	0	0	0	0	0
20:00	39	35.7	31.3	4.6	0	0	3	18	14	5	0	0	0	0	0	0	0
21:00	28	35.5	31.1	4.9	0	0	4	12	9	2	0	0	0	0	0	0	0
22:00	18	35.3	31	4.5	0	0	1	9	7	1	0	0	0	0	0	0	0
23:00	11	35.2	32.2	4.5	0	0	0	4	6	0	0	0	0	0	0	0	0
12H,7-19	1319	35	30.6	4.4	4	13	111	599	468	97	9	0	0	0	0	0	0
16H,6-22	1453	35.1	30.6	4.4	4	13	125	658	514	110	10	0	0	0	0	0	0
18H,6-24	1482	35.1	30.6	4.4	4	13	126	670	526	111	10	0	0	0	0	0	0
24H,0-24	1495	35.1	30.6	4.4	5	13	126	671	527	111	10	0	0	0	0	0	0
Am	10:45	-	05:00	-	07:45	08:15	10:15	10:45	11:00	11:00	07:30	07:15	-	-	-	-	-
Peak	128	-	33.9	-	2	3	17	56	46	10	1	1	-	-	-	-	-
Pm	16:30	22:30	23:00	19:15	14:30	15:00	14:30	16:00	16:45	17:15	17:00	17:15	23:00	-	-	-	-
Peak	139	36.6	32.2	5.4	1	2	11	67	58	14	2	0	0	-	-	-	-

Collated from 15 minute interval data

Created at 20:16:56 on 25 Oct 2016

Site No: 00000785 Site Reference: 00000785

CHURCH RD E WITTERING SOUTHERN SITE

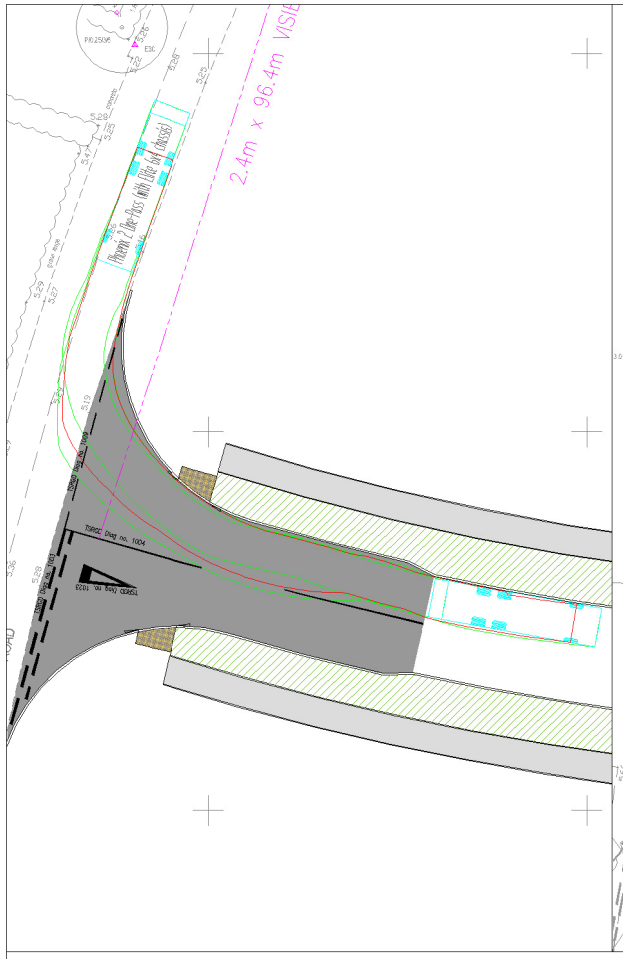
From 16/10/2016 To 23/10/2016 Channel: NORTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	3	-	34.6	4	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	34.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	37.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	34.9	3.8	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	11	40.1	35.6	4.8	0	0	0	2	3	3	0	0	0	0	0	0	0
06:00	36	39.6	34.2	5.2	0	0	0	9	12	11	2	0	0	0	0	0	0
07:00	88	39.8	34.5	5.3	0	0	2	14	39	24	7	0	0	0	0	0	0
08:00	120	38.3	32.5	6.2	3	1	8	29	51	22	5	1	0	0	0	0	0
09:00	121	37.8	32	6.4	4	4	5	32	50	21	4	0	0	0	0	0	0
10:00	113	37	31.6	5.8	2	3	7	37	45	17	3	0	0	0	0	0	0
11:00	117	37.3	31.9	5.7	1	3	6	36	47	20	4	0	0	0	0	0	0
12:00	121	37.6	31.9	6.3	4	1	7	33	49	21	4	0	0	0	0	0	0
13:00	106	38.2	32.8	5.4	0	0	5	30	43	19	4	0	0	0	0	0	0
14:00	104	37.2	31.7	6	3	2	5	33	42	16	4	0	0	0	0	0	0
15:00	103	36.7	31.8	5.2	0	0	8	32	41	16	3	0	0	0	0	0	0
16:00	97	38.7	33.4	5.7	0	0	3	22	42	21	4	1	0	0	0	0	0
17:00	92	39.4	33.7	5.9	0	0	4	20	36	23	5	0	0	0	0	0	0
18:00	72	39.1	33.3	6	0	1	3	19	27	17	4	0	0	0	0	0	0
19:00	42	38.2	32.2	6	0	0	3	11	16	8	1	0	0	0	0	0	0
20:00	26	38.5	32	7.2	1	1	1	6	8	6	1	0	0	0	0	0	0
21:00	16	36	32.1	4.5	0	0	0	4	7	1	0	0	0	0	0	0	0
22:00	10	-	33.8	4.5	0	0	0	2	3	3	0	0	0	0	0	0	0
23:00	6	-	33.2	4.2	0	0	0	1	2	1	0	0	0	0	0	0	0
12H,7-19	1254	38.2	32.6	5.6	17	15	63	337	514	237	51	2	0	0	0	0	0
16H,6-22	1374	38.2	32.6	5.6	19	16	68	367	557	263	55	2	0	0	0	0	0
18H,6-24	1390	38.2	32.6	5.6	19	16	68	370	562	267	55	2	0	0	0	0	0
24H,0-24	1408	38.3	32.6	5.6	19	16	68	372	565	271	55	2	0	0	0	0	0
Am	08:45	-	03:00	-	08:45	09:45	08:45	10:15	08:45	07:15	07:30	07:15	09:30	-	-	-	-
Peak	133	-	37.3	-	4	4	9	39	55	26	8	2	0	-	-	-	-
Pm	12:00	-	21:45	19:45	12:30	14:30	14:30	14:30	12:00	16:45	17:00	16:30	16:30	16:15	-	-	-
Peak	120	-	34.1	7.7	5	2	10	38	49	23	6	1	0	0	-	-	-

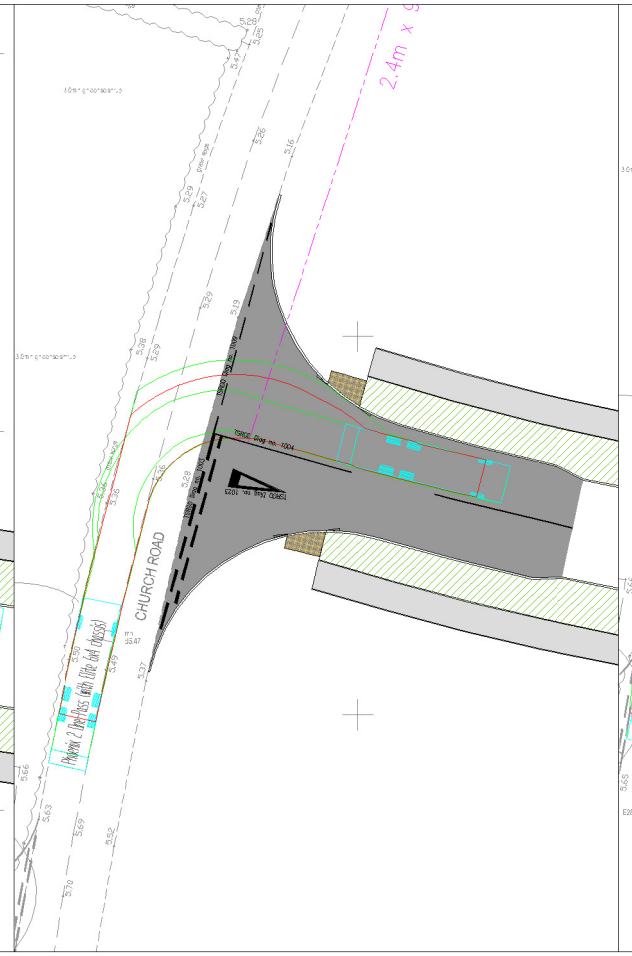
Collated from 15 minute interval data

Created at 20:16:56 on 25 Oct 2016

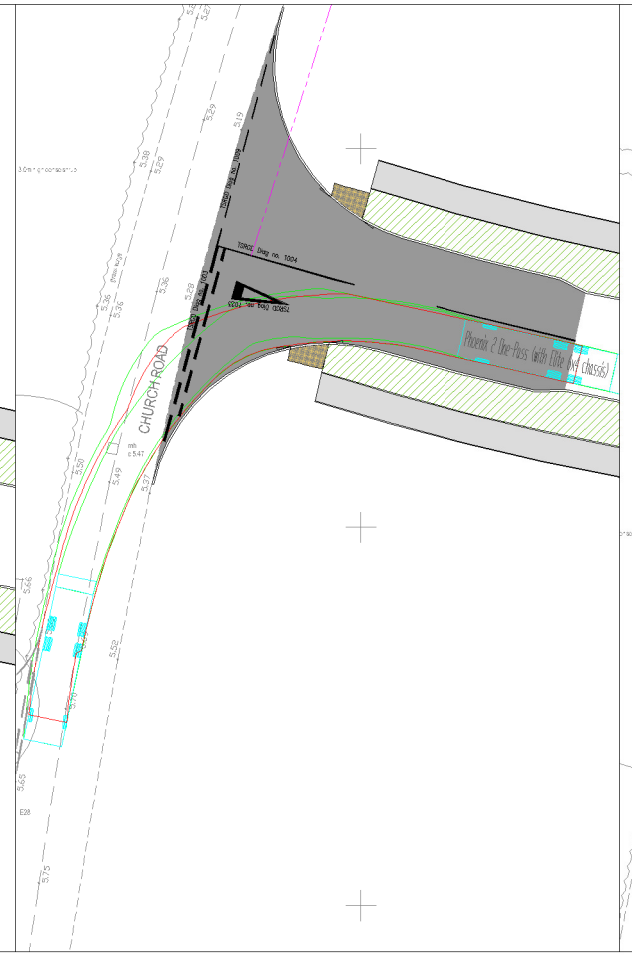
Appendix C



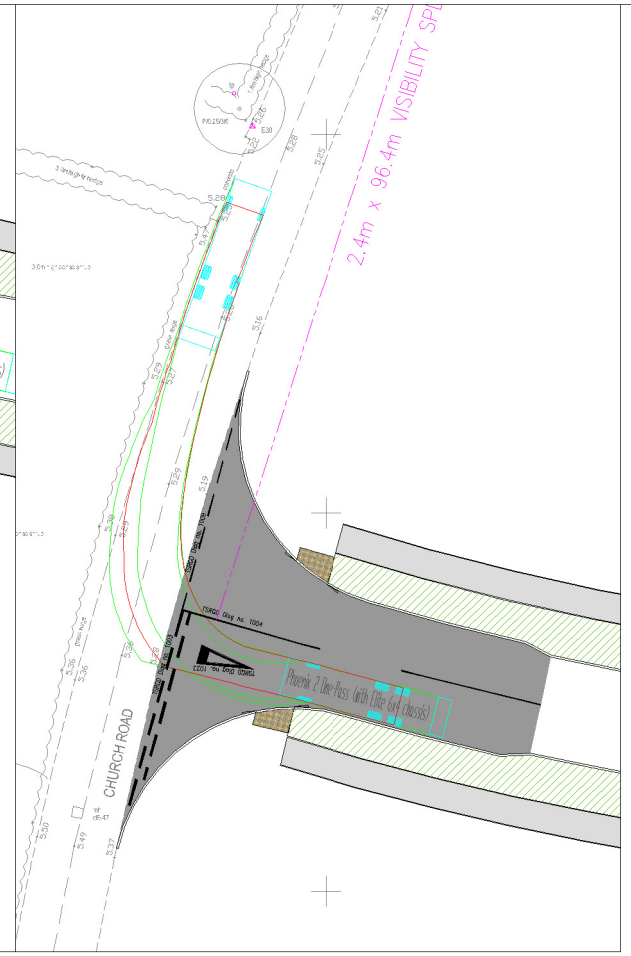
VEHICLE TURNING LEFT IN



VEHICLE TURNING RIGHT IN



VEHICLE TURNING LEFT OUT



VEHICLE TURNING RIGHT OUT

GENERAL NOTES

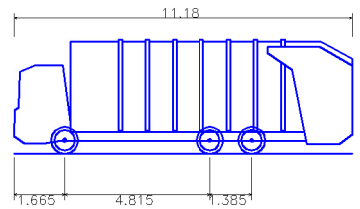
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE 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

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 38.3MPH ON CHURCH ROAD.

NORTH

VEHICLE PROFILE

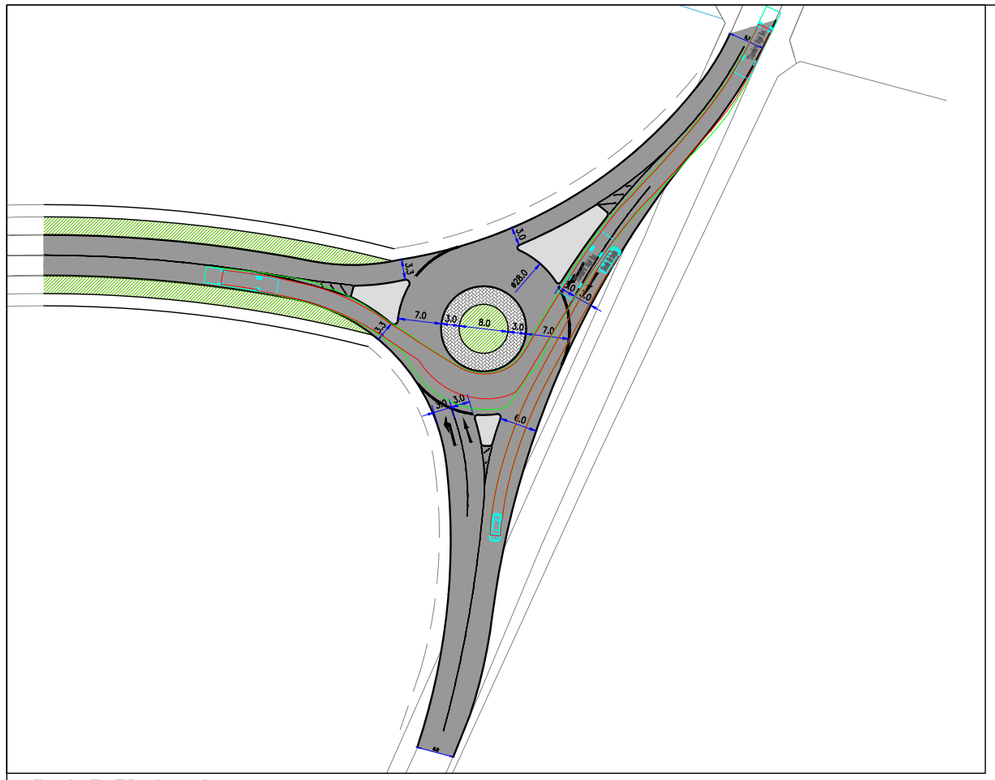


Phoenix 2 One-Pass (with Elite 6x4 chassis)	
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.150m

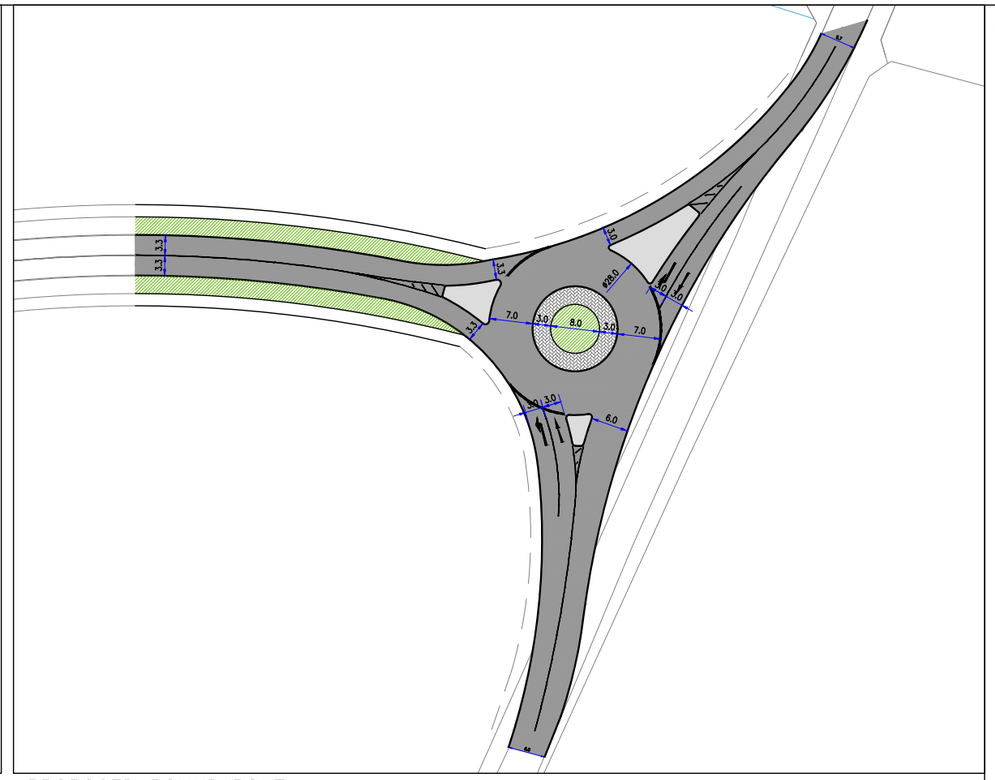
VISIBILITY SPLAY

Rev	Description	Date	By	Chkd
-	-	--.--.--	--	--

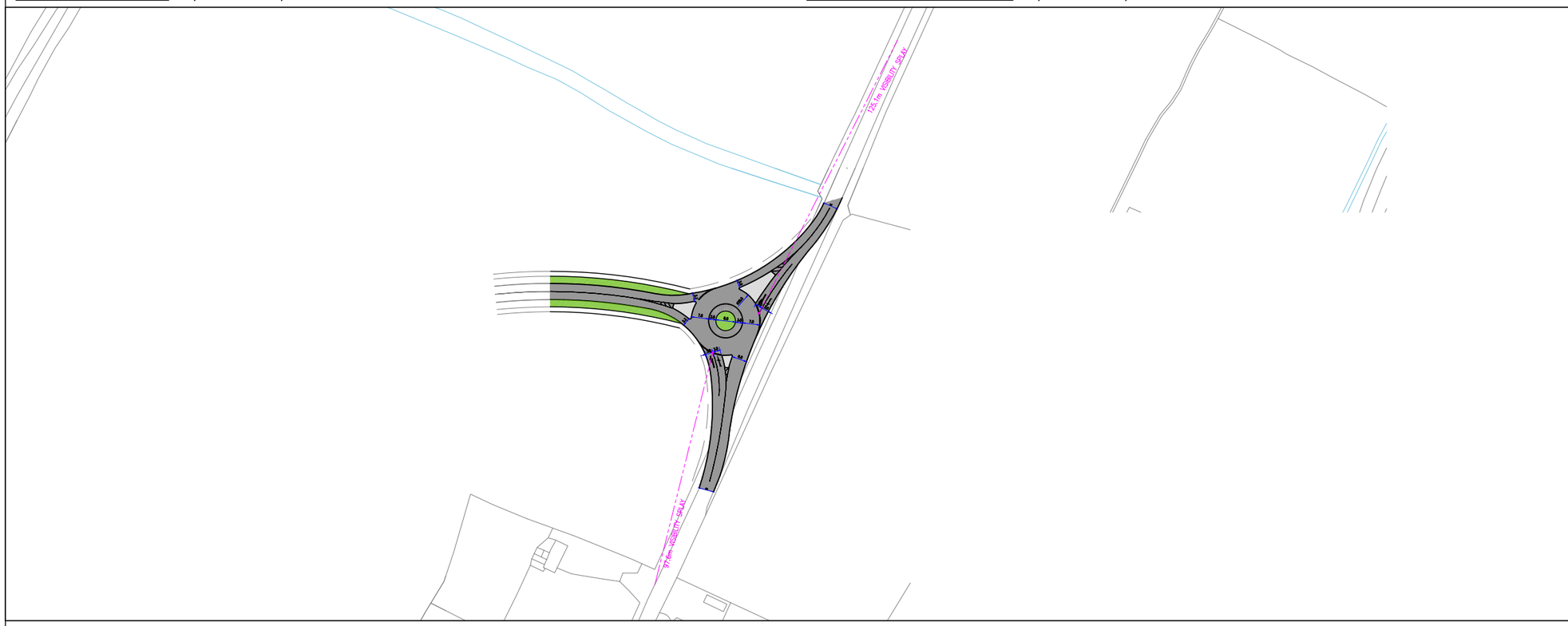
Project Name: STUBCROFT FARM, WITTERINGS	Title: SITE ACCESS VEHICLE TRACKING & VISIBILITY SPLAY	Paul Basham Associates Ltd, Lancaster Court, 8 Barnes Wallis Road, Fareham Hampshire PO15 5TU, T +44 (0) 1489 668134, E info@paulbashamassociates.com, W www.paulbashamassociates.com	Client: BARRATT HOMES	Checked By: SR; Checked Date: 19.10.16; Scale: 1:500 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: EK; Drawn Date: 18.10.16; Client Drawing No.: -; PBA Drawing No.: 041.0033.001; Revision: -



VEHICLE TRACKING (SCALE 1:1000)



PROPOSED ROUNDABOUT (SCALE 1:1000)



VISIBILITY SPLAY (SCALE 1:2000)

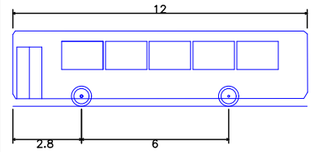
GENERAL NOTES

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

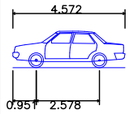
1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 45.0MPH SOUTHBOUND & 45.9MPH NORTHBOUND ON BRACKLESHAM LANE.

VEHICLE PROFILE



'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	10.771m



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
Curb to Curb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	Chkd
A	REVISED PROPOSAL	12.07.18	SR	JH

Project Name: STUBCROFT FARM, WITTERINGS	Title: PROPOSED ROUNDABOUT, VEHICLE TRACKING & VISIBILITY SPLAY	Checked By: SR	Checked Date: 19.10.16	Scale: AS SHOWN (AT A3 SIZE)
Project Phase: PRELIMINARY		Drawn By: EK	Drawn Date: 18.10.16	Client Drawing No.: -

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Client: BARRATT HOMES

PBA Drawing No.: 041.0033.002

Revision: A

Appendix D

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

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

Filename: Church Road access modelling.j9
Path: C:\Users\Cad PC\Desktop\Modelling
Report generation date: 06/02/2019 12:51:33

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed Church Road junction - 2029 Base + Option 1							
Stream B-C	0.0	6.23	0.04	A	0.0	6.08	0.02	A
Stream B-A	0.1	8.11	0.06	A	0.0	7.85	0.03	A
Stream C-AB	0.0	5.85	0.02	A	0.1	6.21	0.04	A
	Proposed Church Road junction - 2029 Base + Option 2							
Stream B-C	0.1	6.92	0.12	A	0.0	6.27	0.04	A
Stream B-A	0.2	9.62	0.16	A	0.1	8.35	0.06	A
Stream C-AB	0.2	6.31	0.11	A	0.1	6.59	0.09	A
	Proposed Church Road junction - 2029 Base + Option 3							
Stream B-C	0.2	7.43	0.15	A	0.1	6.43	0.05	A
Stream B-A	0.3	10.44	0.21	B	0.1	8.70	0.08	A
Stream C-AB	0.2	6.46	0.13	A	0.2	6.93	0.12	A

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

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

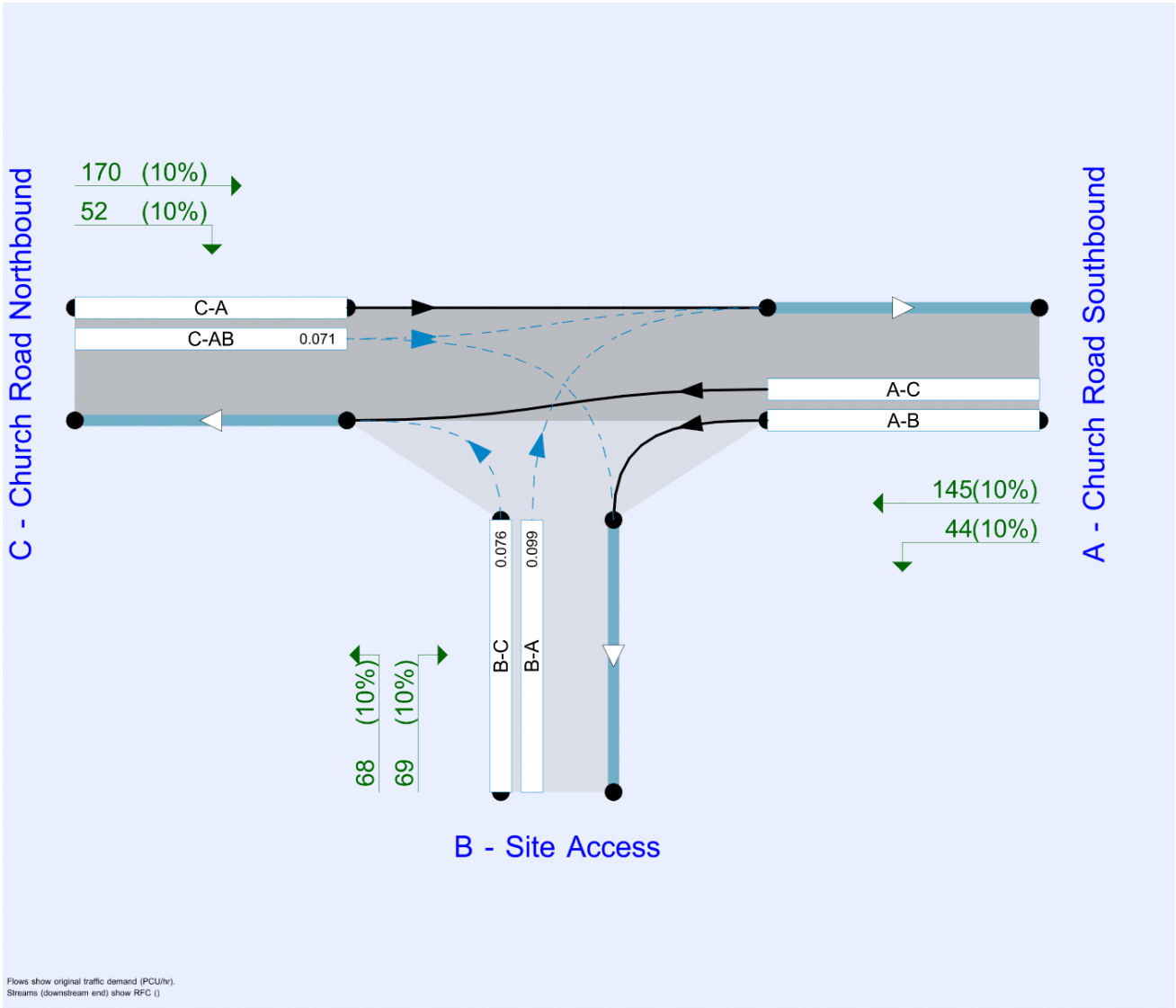
File summary

File Description

Title	Stubcroft Farm Church Road Access
Location	East Wittering
Site number	
Date	06/02/2019
Version	
Status	Preliminary
Identifier	
Client	Barratt Homes
Jobnumber	041.0033
Enumerator	Shaan Novitzki
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Base + Option 1	AM	Option 1 = 300 Dwellings + Employment, 2 accesses	ONE HOUR	07:45	09:15	15	✓
D2	2029 Base + Option 1	PM	Option 1 = 300 Dwellings + Employment, 2 accesses	ONE HOUR	16:45	18:15	15	✓
D3	2029 Base + Option 2	AM	Option 2 = 602 dwellings, employment and secondary school, local centre and care home, 2 accesses	ONE HOUR	07:45	09:15	15	✓
D4	2029 Base + Option 2	PM	Option 2 = 602 dwellings, employment and secondary school, local centre and care home, 2 accesses	ONE HOUR	16:45	18:15	15	✓
D5	2029 Base + Option 3	AM	Option 3 = 875 dwellings, employment, commerical and secondary school, local centre and care home, 2 accesses	ONE HOUR	07:45	09:15	15	✓
D6	2029 Base + Option 3	PM	Option 3 = 875 dwellings, employment, commerical and secondary school, local centre and care home, 2 accesses	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Church Road junction	✓	100.000	100.000

Proposed Church Road junction - 2029 Base + Option 1, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Road/Site Access	T-Junction	Two-way	1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Church Road Southbound		Major
B	Site Access		Minor
C	Church Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Church Road Northbound	5.10			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	6.15	4.10	3.75	3.75		1.00	100	60

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	606	0.115	0.290	0.182	0.414
1	B-C	718	0.114	0.289	-	-
1	C-B	632	0.254	0.254	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Base + Option 1	AM	Option 1 = 300 Dwellings + Employment, 2 accesses	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road Southbound		ONE HOUR	✓	159	100.000
B - Site Access		ONE HOUR	✓	50	100.000
C - Church Road Northbound		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	0	14	145
	B - Site Access	28	0	22
	C - Church Road Northbound	170	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	10	10	10
	B - Site Access	10	10	10
	C - Church Road Northbound	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.23	0.0	A	20	30
B-A	0.06	8.11	0.1	A	26	39
C-AB	0.02	5.85	0.0	A	13	20
C-A					153	229
A-B					13	19
A-C					133	200

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	679	0.024	16	0.0	0.0	5.979	A
B-A	21	5	547	0.039	21	0.0	0.0	7.531	A
C-AB	10	3	687	0.015	10	0.0	0.0	5.853	A
C-A	126	32			126				
A-B	11	3			11				
A-C	109	27			109				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	671	0.029	20	0.0	0.0	6.081	A
B-A	25	6	535	0.047	25	0.0	0.1	7.766	A
C-AB	13	3	698	0.018	13	0.0	0.0	5.779	A
C-A	150	38			150				
A-B	13	3			13				
A-C	130	33			130				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	660	0.037	24	0.0	0.0	6.227	A
B-A	31	8	519	0.059	31	0.1	0.1	8.110	A
C-AB	16	4	713	0.023	16	0.0	0.0	5.680	A
C-A	183	46			183				
A-B	15	4			15				
A-C	160	40			160				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	660	0.037	24	0.0	0.0	6.228	A
B-A	31	8	519	0.059	31	0.1	0.1	8.111	A
C-AB	16	4	713	0.023	16	0.0	0.0	5.681	A
C-A	183	46			183				
A-B	15	4			15				
A-C	160	40			160				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	671	0.029	20	0.0	0.0	6.082	A
B-A	25	6	535	0.047	25	0.1	0.1	7.769	A
C-AB	13	3	698	0.018	13	0.0	0.0	5.780	A
C-A	150	38			150				
A-B	13	3			13				
A-C	130	33			130				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	679	0.024	17	0.0	0.0	5.981	A
B-A	21	5	547	0.039	21	0.1	0.0	7.534	A
C-AB	10	3	687	0.015	10	0.0	0.0	5.853	A
C-A	126	32			126				
A-B	11	3			11				
A-C	109	27			109				

Proposed Church Road junction - 2029 Base + Option 1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Road/Site Access	T-Junction	Two-way	0.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 Base + Option 1	PM	Option 1 = 300 Dwellings + Employment, 2 accesses	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road Southbound		ONE HOUR	✓	183	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Church Road Northbound		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	0	24	159
	B - Site Access	13	0	11
	C - Church Road Northbound	113	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	10	10	10
	B - Site Access	10	10	10
	C - Church Road Northbound	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.08	0.0	A	10	15
B-A	0.03	7.85	0.0	A	12	18
C-AB	0.04	6.21	0.1	A	21	31
C-A					100	150
A-B					22	33
A-C					146	219

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	682	0.012	8	0.0	0.0	5.877	A
B-A	10	2	545	0.018	10	0.0	0.0	7.394	A
C-AB	16	4	654	0.025	16	0.0	0.0	6.213	A
C-A	83	21			83				
A-B	18	5			18				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10	2	674	0.015	10	0.0	0.0	5.961	A
B-A	12	3	534	0.022	12	0.0	0.0	7.580	A
C-AB	20	5	658	0.031	20	0.0	0.0	6.205	A
C-A	98	25			98				
A-B	22	5			22				
A-C	143	36			143				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12	3	663	0.018	12	0.0	0.0	6.080	A
B-A	14	4	518	0.028	14	0.0	0.0	7.854	A
C-AB	26	6	665	0.039	26	0.0	0.1	6.195	A
C-A	120	30			120				
A-B	26	7			26				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12	3	663	0.018	12	0.0	0.0	6.080	A
B-A	14	4	518	0.028	14	0.0	0.0	7.854	A
C-AB	26	6	665	0.039	26	0.1	0.1	6.196	A
C-A	120	30			120				
A-B	26	7			26				
A-C	175	44			175				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10	2	674	0.015	10	0.0	0.0	5.962	A
B-A	12	3	534	0.022	12	0.0	0.0	7.580	A
C-AB	20	5	658	0.031	20	0.1	0.0	6.207	A
C-A	98	25			98				
A-B	22	5			22				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	682	0.012	8	0.0	0.0	5.878	A
B-A	10	2	545	0.018	10	0.0	0.0	7.394	A
C-AB	16	4	654	0.025	17	0.0	0.0	6.214	A
C-A	83	21			83				
A-B	18	5			18				
A-C	120	30			120				

Proposed Church Road junction - 2029 Base + Option 2, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Road/Site Access	T-Junction	Two-way	2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base + Option 2	AM	Option 2 = 602 dwellings, employment and secondary school, local centre and care home, 2 accesses	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road Southbound		ONE HOUR	✓	189	100.000
B - Site Access		ONE HOUR	✓	137	100.000
C - Church Road Northbound		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	0	44	145
	B - Site Access	69	0	68
	C - Church Road Northbound	170	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	10	10	10
	B - Site Access	10	10	10
	C - Church Road Northbound	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.92	0.1	A	62	94
B-A	0.16	9.62	0.2	A	63	95
C-AB	0.11	6.31	0.2	A	62	93
C-A					142	212
A-B					40	61
A-C					133	200

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	51	13	676	0.076	51	0.0	0.1	6.335	A
B-A	52	13	523	0.099	51	0.0	0.1	8.396	A
C-AB	48	12	681	0.071	48	0.0	0.1	6.249	A
C-A	119	30			119				
A-B	33	8			33				
A-C	109	27			109				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	61	15	664	0.092	61	0.1	0.1	6.567	A
B-A	62	16	508	0.122	62	0.1	0.2	8.877	A
C-AB	60	15	692	0.087	60	0.1	0.1	6.273	A
C-A	139	35			139				
A-B	40	10			40				
A-C	130	33			130				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	75	19	647	0.116	75	0.1	0.1	6.912	A
B-A	76	19	487	0.156	76	0.2	0.2	9.613	A
C-AB	78	20	706	0.111	78	0.1	0.2	6.308	A
C-A	166	42			166				
A-B	48	12			48				
A-C	160	40			160				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	75	19	647	0.116	75	0.1	0.1	6.916	A
B-A	76	19	487	0.156	76	0.2	0.2	9.624	A
C-AB	78	20	706	0.111	78	0.2	0.2	6.312	A
C-A	166	42			166				
A-B	48	12			48				
A-C	160	40			160				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	61	15	664	0.092	61	0.1	0.1	6.572	A
B-A	62	16	508	0.122	62	0.2	0.2	8.889	A
C-AB	60	15	692	0.087	60	0.2	0.1	6.279	A
C-A	139	35			139				
A-B	40	10			40				
A-C	130	33			130				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	51	13	675	0.076	51	0.1	0.1	6.345	A
B-A	52	13	523	0.099	52	0.2	0.1	8.419	A
C-AB	48	12	681	0.071	48	0.1	0.1	6.261	A
C-A	119	30			119				
A-B	33	8			33				
A-C	109	27			109				

Proposed Church Road junction - 2029 Base + Option 2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Road/Site Access	T-Junction	Two-way	1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base + Option 2	PM	Option 2 = 602 dwellings, employment and secondary school, local centre and care home, 2 accesses	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road Southbound		ONE HOUR	✓	209	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Church Road Northbound		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	0	50	159
	B - Site Access	26	0	23
	C - Church Road Northbound	113	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	10	10	10
	B - Site Access	10	10	10
	C - Church Road Northbound	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.27	0.0	A	21	32
B-A	0.06	8.35	0.1	A	24	36
C-AB	0.09	6.59	0.1	A	46	69
C-A					96	144
A-B					46	69
A-C					146	219

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	679	0.026	17	0.0	0.0	5.987	A
B-A	20	5	534	0.037	19	0.0	0.0	7.689	A
C-AB	36	9	649	0.056	36	0.0	0.1	6.458	A
C-A	80	20			80				
A-B	38	9			38				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	670	0.031	21	0.0	0.0	6.102	A
B-A	23	6	521	0.045	23	0.0	0.1	7.955	A
C-AB	45	11	653	0.069	45	0.1	0.1	6.512	A
C-A	95	24			95				
A-B	45	11			45				
A-C	143	36			143				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	657	0.039	25	0.0	0.0	6.268	A
B-A	29	7	503	0.057	29	0.1	0.1	8.344	A
C-AB	57	14	658	0.087	57	0.1	0.1	6.587	A
C-A	114	28			114				
A-B	55	14			55				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	657	0.039	25	0.0	0.0	6.268	A
B-A	29	7	503	0.057	29	0.1	0.1	8.346	A
C-AB	57	14	658	0.087	57	0.1	0.1	6.592	A
C-A	114	28			114				
A-B	55	14			55				
A-C	175	44			175				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	669	0.031	21	0.0	0.0	6.106	A
B-A	23	6	521	0.045	23	0.1	0.1	7.957	A
C-AB	45	11	653	0.069	45	0.1	0.1	6.519	A
C-A	95	24			95				
A-B	45	11			45				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	678	0.026	17	0.0	0.0	5.991	A
B-A	20	5	534	0.037	20	0.1	0.0	7.695	A
C-AB	36	9	649	0.056	37	0.1	0.1	6.469	A
C-A	80	20			80				
A-B	38	9			38				
A-C	120	30			120				

Proposed Church Road junction - 2029 Base + Option 3, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Road/Site Access	T-Junction	Two-way	3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Option 3	AM	Option 3 = 875 dwellings, employment, commerical and secondary school, local centre and care home, 2 accesses	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road Southbound		ONE HOUR	✓	199	100.000
B - Site Access		ONE HOUR	✓	182	100.000
C - Church Road Northbound		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	0	54	145
	B - Site Access	94	0	88
	C - Church Road Northbound	170	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	10	10	10
	B - Site Access	10	10	10
	C - Church Road Northbound	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.43	0.2	A	81	121
B-A	0.21	10.44	0.3	B	86	129
C-AB	0.13	6.46	0.2	A	72	108
C-A					139	209
A-B					50	74
A-C					133	200

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	66	17	665	0.100	66	0.0	0.1	6.603	A
B-A	71	18	521	0.136	70	0.0	0.2	8.775	A
C-AB	56	14	680	0.082	55	0.0	0.1	6.339	A
C-A	118	29			118				
A-B	41	10			41				
A-C	109	27			109				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	79	20	651	0.122	79	0.1	0.2	6.924	A
B-A	85	21	505	0.167	84	0.2	0.2	9.412	A
C-AB	69	17	689	0.101	69	0.1	0.2	6.385	A
C-A	137	34			137				
A-B	49	12			49				
A-C	130	33			130				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	97	24	630	0.154	97	0.2	0.2	7.427	A
B-A	103	26	483	0.214	103	0.2	0.3	10.427	B
C-AB	90	23	703	0.128	90	0.2	0.2	6.456	A
C-A	163	41			163				
A-B	59	15			59				
A-C	160	40			160				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	97	24	630	0.154	97	0.2	0.2	7.433	A
B-A	103	26	483	0.214	103	0.3	0.3	10.445	B
C-AB	90	23	704	0.128	90	0.2	0.2	6.463	A
C-A	163	41			163				
A-B	59	15			59				
A-C	160	40			160				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	79	20	650	0.122	79	0.2	0.2	6.935	A
B-A	85	21	505	0.167	85	0.3	0.2	9.436	A
C-AB	69	17	690	0.101	70	0.2	0.2	6.395	A
C-A	137	34			137				
A-B	49	12			49				
A-C	130	33			130				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	66	17	664	0.100	66	0.2	0.1	6.624	A
B-A	71	18	521	0.136	71	0.2	0.2	8.811	A
C-AB	56	14	680	0.082	56	0.2	0.1	6.352	A
C-A	117	29			117				
A-B	41	10			41				
A-C	109	27			109				

Proposed Church Road junction - 2029 Base + Option 3, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Road/Site Access	T-Junction	Two-way	2.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Option 3	PM	Option 3 = 875 dwellings, employment, commerical and secondary school, local centre and care home, 2 accesses	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road Southbound		ONE HOUR	✓	231	100.000
B - Site Access		ONE HOUR	✓	65	100.000
C - Church Road Northbound		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	0	72	159
	B - Site Access	35	0	30
	C - Church Road Northbound	113	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Road Southbound	B - Site Access	C - Church Road Northbound
From	A - Church Road Southbound	10	10	10
	B - Site Access	10	10	10
	C - Church Road Northbound	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.43	0.1	A	28	41
B-A	0.08	8.70	0.1	A	32	48
C-AB	0.12	6.93	0.2	A	65	97
C-A					93	139
A-B					66	99
A-C					146	219

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	673	0.034	22	0.0	0.0	6.085	A
B-A	26	7	528	0.050	26	0.0	0.1	7.883	A
C-AB	51	13	645	0.079	51	0.0	0.1	6.660	A
C-A	78	20			78				
A-B	54	14			54				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	27	7	663	0.041	27	0.0	0.0	6.226	A
B-A	31	8	514	0.061	31	0.1	0.1	8.210	A
C-AB	63	16	648	0.097	63	0.1	0.1	6.768	A
C-A	92	23			92				
A-B	65	16			65				
A-C	143	36			143				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	33	8	649	0.051	33	0.0	0.1	6.427	A
B-A	39	10	494	0.078	38	0.1	0.1	8.701	A
C-AB	80	20	652	0.123	80	0.1	0.2	6.921	A
C-A	109	27			109				
A-B	79	20			79				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	33	8	649	0.051	33	0.1	0.1	6.428	A
B-A	39	10	494	0.078	39	0.1	0.1	8.703	A
C-AB	80	20	652	0.123	80	0.2	0.2	6.927	A
C-A	109	27			109				
A-B	79	20			79				
A-C	175	44			175				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	27	7	663	0.041	27	0.1	0.0	6.230	A
B-A	31	8	514	0.061	32	0.1	0.1	8.216	A
C-AB	63	16	648	0.097	63	0.2	0.1	6.774	A
C-A	92	23			92				
A-B	65	16			65				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	673	0.034	23	0.0	0.0	6.093	A
B-A	26	7	528	0.050	26	0.1	0.1	7.895	A
C-AB	51	13	645	0.079	51	0.1	0.1	6.675	A
C-A	78	20			78				
A-B	54	14			54				
A-C	120	30			120				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

Filename: Bracklesham Lane access Roundabout North.j9
Path: C:\Users\Cad PC\Desktop\Modelling
Report generation date: 06/02/2019 12:50:31

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed roundabout - 2029 Base + Option 1								
1 - Bracklesham Southbound	0.3	3.49	0.19	A	0.6	4.31	0.35	A
2 - Bracklesham Northbound	0.4	3.48	0.26	A	0.2	3.15	0.17	A
3 - Development Access	0.2	6.46	0.14	A	0.1	5.43	0.06	A
Proposed roundabout - 2029 Base + Option 2								
1 - Bracklesham Southbound	0.3	3.77	0.24	A	0.7	4.69	0.40	A
2 - Bracklesham Northbound	0.4	3.69	0.28	A	0.3	3.33	0.19	A
3 - Development Access	0.4	7.82	0.29	A	0.1	5.73	0.11	A
Proposed roundabout - 2029 Base + Option 3								
1 - Bracklesham Southbound	0.4	3.92	0.26	A	0.9	5.05	0.44	A
2 - Bracklesham Northbound	0.4	3.78	0.29	A	0.3	3.49	0.21	A
3 - Development Access	0.7	9.39	0.41	A	0.2	6.02	0.15	A

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

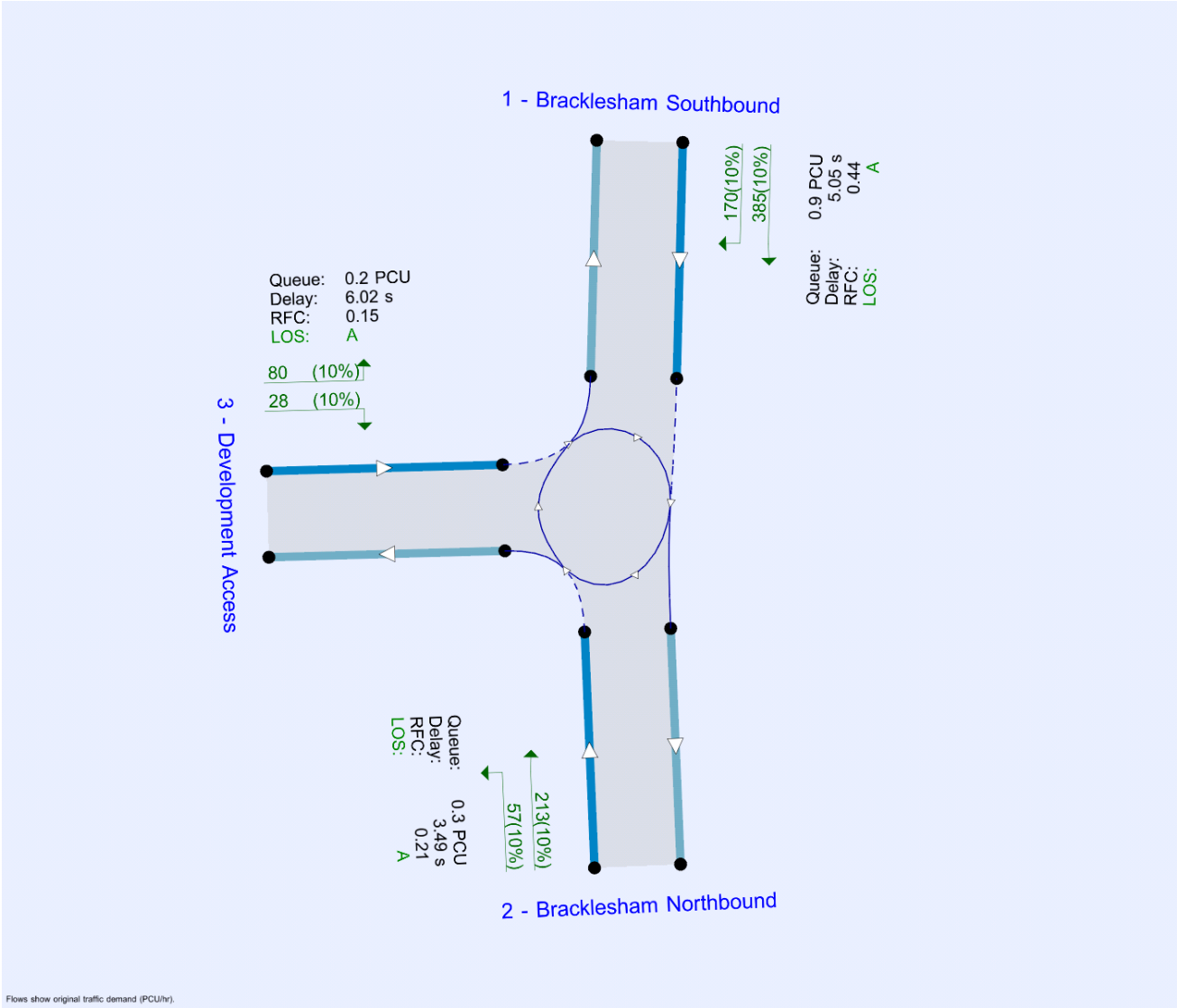
File summary

File Description

Title	Stubcroft Farm Bracklesham Access
Location	East Wittering
Site number	
Date	06/02/2019
Version	
Status	Preliminary
Identifier	2028 Base + Development
Client	Barratt Homes
Jobnumber	041.0033
Enumerator	Shaan Novitzki
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Base + Option 1	AM	Option 1= 298 dwellings and employment, 2 accesses	ONE HOUR	07:45	09:15	15	✓
D2	2029 Base + Option 1	PM	Option 1= 298 dwellings and employment, 2 accesses	ONE HOUR	16:45	18:15	15	✓
D3	2029 Base + Option 2	AM	Option 2 = 602 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	07:45	09:15	15	✓
D4	2029 Base + Option 2	PM	Option 2 = 602 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	16:45	18:15	15	✓
D5	2029 Base + Option 3	AM	Option 3 = 875 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	07:45	09:15	15	✓
D6	2029 Base + Option 3	PM	Option 3 = 875 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed roundabout	✓	100.000	100.000

Proposed roundabout - 2029 Base + Option 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Access roundabout	Standard Roundabout	1, 2, 3	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bracklesham Southbound	
2	Bracklesham Northbound	
3	Development Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Bracklesham Southbound	2.25	6.00	15.0	150.0	28.0	20.0	
2 - Bracklesham Northbound	3.50	6.00	13.0	31.0	28.0	31.0	
3 - Development Access	3.30	3.30	0.0	80.0	28.0	74.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Bracklesham Southbound	0.625	1414
2 - Bracklesham Northbound	0.633	1551
3 - Development Access	0.456	884

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Base + Option 1	AM	Option 1= 298 dwellings and employment, 2 accesses	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bracklesham Southbound		ONE HOUR	✓	240	100.000
2 - Bracklesham Northbound		ONE HOUR	✓	355	100.000
3 - Development Access		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	0	207	33
	2 - Bracklesham Northbound	344	0	11
	3 - Development Access	67	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	10	10	10
	2 - Bracklesham Northbound	10	10	10
	3 - Development Access	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Bracklesham Southbound	0.19	3.49	0.3	A	220	330
2 - Bracklesham Northbound	0.26	3.48	0.4	A	326	489
3 - Development Access	0.14	6.46	0.2	A	82	123

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	181	45	16	1404	0.129	180	308	0.0	0.2	3.234	A
2 - Bracklesham Northbound	267	67	25	1535	0.174	266	172	0.0	0.2	3.120	A
3 - Development Access	67	17	258	766	0.087	67	33	0.0	0.1	5.656	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	216	54	20	1402	0.154	216	369	0.2	0.2	3.337	A
2 - Bracklesham Northbound	319	80	30	1532	0.208	319	206	0.2	0.3	3.264	A
3 - Development Access	80	20	309	743	0.108	80	40	0.1	0.1	5.972	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	264	66	24	1399	0.189	264	452	0.2	0.3	3.488	A
2 - Bracklesham Northbound	391	98	36	1528	0.256	391	252	0.3	0.4	3.482	A
3 - Development Access	98	24	378	711	0.138	98	48	0.1	0.2	6.453	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	264	66	24	1399	0.189	264	453	0.3	0.3	3.488	A
2 - Bracklesham Northbound	391	98	36	1528	0.256	391	252	0.4	0.4	3.482	A
3 - Development Access	98	24	379	711	0.138	98	48	0.2	0.2	6.457	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	216	54	20	1402	0.154	216	370	0.3	0.2	3.341	A
2 - Bracklesham Northbound	319	80	30	1532	0.208	319	206	0.4	0.3	3.266	A
3 - Development Access	80	20	310	743	0.108	80	40	0.2	0.1	5.978	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	181	45	17	1404	0.129	181	310	0.2	0.2	3.240	A
2 - Bracklesham Northbound	267	67	25	1535	0.174	267	173	0.3	0.2	3.126	A
3 - Development Access	67	17	259	766	0.088	67	33	0.1	0.1	5.669	A

Proposed roundabout - 2029 Base + Option 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Access roundabout	Standard Roundabout	1, 2, 3	4.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 Base + Option 1	PM	Option 1= 298 dwellings and employment, 2 accesses	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bracklesham Southbound		ONE HOUR	✓	443	100.000
2 - Bracklesham Northbound		ONE HOUR	✓	232	100.000
3 - Development Access		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	0	385	58
	2 - Bracklesham Northbound	213	0	19
	3 - Development Access	32	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	10	10	10
	2 - Bracklesham Northbound	10	10	10
	3 - Development Access	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Bracklesham Southbound	0.35	4.31	0.6	A	407	610
2 - Bracklesham Northbound	0.17	3.15	0.2	A	213	319
3 - Development Access	0.06	5.43	0.1	A	39	59

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	334	83	8	1409	0.237	332	184	0.0	0.3	3.672	A
2 - Bracklesham Northbound	175	44	43	1523	0.115	174	297	0.0	0.1	2.933	A
3 - Development Access	32	8	160	811	0.040	32	58	0.0	0.0	5.083	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	398	100	10	1408	0.283	398	220	0.3	0.4	3.919	A
2 - Bracklesham Northbound	209	52	52	1518	0.137	208	356	0.1	0.2	3.024	A
3 - Development Access	39	10	191	797	0.049	39	69	0.0	0.1	5.224	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	488	122	12	1407	0.347	487	270	0.4	0.6	4.304	A
2 - Bracklesham Northbound	255	64	64	1510	0.169	255	435	0.2	0.2	3.155	A
3 - Development Access	47	12	234	777	0.061	47	85	0.1	0.1	5.426	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	488	122	12	1407	0.347	488	270	0.6	0.6	4.309	A
2 - Bracklesham Northbound	255	64	64	1510	0.169	255	436	0.2	0.2	3.155	A
3 - Development Access	47	12	235	777	0.061	47	85	0.1	0.1	5.427	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	398	100	10	1408	0.283	399	220	0.6	0.4	3.925	A
2 - Bracklesham Northbound	209	52	52	1518	0.137	209	357	0.2	0.2	3.025	A
3 - Development Access	39	10	192	796	0.049	39	69	0.1	0.1	5.227	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	334	83	8	1409	0.237	334	185	0.4	0.3	3.686	A
2 - Bracklesham Northbound	175	44	44	1523	0.115	175	298	0.2	0.1	2.936	A
3 - Development Access	32	8	160	811	0.040	32	58	0.1	0.0	5.089	A

Proposed roundabout - 2029 Base + Option 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Access roundabout	Standard Roundabout	1, 2, 3	4.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base + Option 2	AM	Option 2 = 602 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bracklesham Southbound		ONE HOUR	✓	297	100.000
2 - Bracklesham Northbound		ONE HOUR	✓	377	100.000
3 - Development Access		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	0	207	90
	2 - Bracklesham Northbound	344	0	33
	3 - Development Access	132	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	10	10	10
	2 - Bracklesham Northbound	10	10	10
	3 - Development Access	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Bracklesham Southbound	0.24	3.77	0.3	A	273	409
2 - Bracklesham Northbound	0.28	3.69	0.4	A	346	519
3 - Development Access	0.29	7.82	0.4	A	171	256

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	224	56	40	1389	0.161	223	357	0.0	0.2	3.394	A
2 - Bracklesham Northbound	284	71	68	1508	0.188	283	196	0.0	0.3	3.229	A
3 - Development Access	140	35	258	766	0.183	139	92	0.0	0.2	6.306	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	267	67	48	1384	0.193	267	427	0.2	0.3	3.544	A
2 - Bracklesham Northbound	339	85	81	1499	0.226	339	234	0.3	0.3	3.411	A
3 - Development Access	167	42	309	743	0.225	167	110	0.2	0.3	6.872	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	327	82	59	1377	0.237	327	523	0.3	0.3	3.769	A
2 - Bracklesham Northbound	415	104	99	1488	0.279	415	287	0.3	0.4	3.690	A
3 - Development Access	205	51	378	711	0.288	204	135	0.3	0.4	7.802	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	327	82	59	1377	0.237	327	524	0.3	0.3	3.770	A
2 - Bracklesham Northbound	415	104	99	1488	0.279	415	287	0.4	0.4	3.690	A
3 - Development Access	205	51	379	711	0.288	205	135	0.4	0.4	7.820	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	267	67	49	1384	0.193	267	429	0.3	0.3	3.547	A
2 - Bracklesham Northbound	339	85	81	1499	0.226	339	235	0.4	0.3	3.416	A
3 - Development Access	167	42	310	743	0.225	168	111	0.4	0.3	6.895	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	224	56	41	1389	0.161	224	359	0.3	0.2	3.401	A
2 - Bracklesham Northbound	284	71	68	1508	0.188	284	197	0.3	0.3	3.238	A
3 - Development Access	140	35	259	766	0.183	140	93	0.3	0.2	6.337	A

Proposed roundabout - 2029 Base + Option 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Access roundabout	Standard Roundabout	1, 2, 3	4.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base + Option 2	PM	Option 2 = 602 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bracklesham Southbound		ONE HOUR	✓	504	100.000
2 - Bracklesham Northbound		ONE HOUR	✓	253	100.000
3 - Development Access		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	0	385	119
	2 - Bracklesham Northbound	213	0	40
	3 - Development Access	57	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	10	10	10
	2 - Bracklesham Northbound	10	10	10
	3 - Development Access	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Bracklesham Southbound	0.40	4.69	0.7	A	462	694
2 - Bracklesham Northbound	0.19	3.33	0.3	A	232	348
3 - Development Access	0.11	5.73	0.1	A	72	107

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	379	95	16	1404	0.270	378	202	0.0	0.4	3.846	A
2 - Bracklesham Northbound	190	48	89	1494	0.127	190	304	0.0	0.2	3.034	A
3 - Development Access	59	15	160	811	0.072	58	119	0.0	0.1	5.259	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	453	113	19	1402	0.323	453	243	0.4	0.5	4.167	A
2 - Bracklesham Northbound	227	57	107	1483	0.153	227	365	0.2	0.2	3.153	A
3 - Development Access	70	18	191	797	0.088	70	143	0.1	0.1	5.450	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	555	139	23	1400	0.396	554	297	0.5	0.7	4.679	A
2 - Bracklesham Northbound	279	70	131	1468	0.190	278	446	0.2	0.3	3.329	A
3 - Development Access	86	21	234	777	0.111	86	175	0.1	0.1	5.729	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	555	139	23	1400	0.396	555	297	0.7	0.7	4.686	A
2 - Bracklesham Northbound	279	70	131	1468	0.190	279	447	0.3	0.3	3.329	A
3 - Development Access	86	21	235	777	0.111	86	175	0.1	0.1	5.729	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	453	113	19	1402	0.323	454	243	0.7	0.5	4.177	A
2 - Bracklesham Northbound	227	57	107	1483	0.153	228	366	0.3	0.2	3.154	A
3 - Development Access	70	18	192	796	0.088	70	143	0.1	0.1	5.453	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	379	95	16	1404	0.270	380	203	0.5	0.4	3.867	A
2 - Bracklesham Northbound	190	48	90	1494	0.128	191	306	0.2	0.2	3.038	A
3 - Development Access	59	15	160	811	0.072	59	120	0.1	0.1	5.268	A

Proposed roundabout - 2029 Base + Option 3, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Access roundabout	Standard Roundabout	1, 2, 3	5.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Option 3	AM	Option 3 = 875 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bracklesham Southbound		ONE HOUR	✓	321	100.000
2 - Bracklesham Northbound		ONE HOUR	✓	384	100.000
3 - Development Access		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	0	207	114
	2 - Bracklesham Northbound	344	0	40
	3 - Development Access	190	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	10	10	10
	2 - Bracklesham Northbound	10	10	10
	3 - Development Access	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Bracklesham Southbound	0.26	3.92	0.4	A	295	442
2 - Bracklesham Northbound	0.29	3.78	0.4	A	352	529
3 - Development Access	0.41	9.39	0.7	A	241	362

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	242	60	55	1380	0.175	241	400	0.0	0.2	3.472	A
2 - Bracklesham Northbound	289	72	85	1497	0.193	288	210	0.0	0.3	3.273	A
3 - Development Access	198	50	258	766	0.258	196	115	0.0	0.4	6.933	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	289	72	65	1373	0.210	288	479	0.2	0.3	3.649	A
2 - Bracklesham Northbound	345	86	102	1486	0.232	345	251	0.3	0.3	3.471	A
3 - Development Access	236	59	309	743	0.318	236	138	0.4	0.5	7.802	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	353	88	80	1364	0.259	353	587	0.3	0.4	3.916	A
2 - Bracklesham Northbound	423	106	125	1471	0.287	422	308	0.3	0.4	3.773	A
3 - Development Access	290	72	378	711	0.407	289	169	0.5	0.7	9.347	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	353	88	80	1364	0.259	353	588	0.4	0.4	3.918	A
2 - Bracklesham Northbound	423	106	126	1471	0.287	423	308	0.4	0.4	3.776	A
3 - Development Access	290	72	379	711	0.407	290	170	0.7	0.7	9.391	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	289	72	66	1373	0.210	289	481	0.4	0.3	3.653	A
2 - Bracklesham Northbound	345	86	103	1486	0.232	346	252	0.4	0.3	3.474	A
3 - Development Access	236	59	310	743	0.318	237	139	0.7	0.5	7.850	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	242	60	55	1380	0.175	242	403	0.3	0.2	3.480	A
2 - Bracklesham Northbound	289	72	86	1496	0.193	289	211	0.3	0.3	3.283	A
3 - Development Access	198	50	259	766	0.259	199	116	0.5	0.4	6.988	A

Proposed roundabout - 2029 Base + Option 3, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Access roundabout	Standard Roundabout	1, 2, 3	4.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Option 3	PM	Option 3 = 875 Dwellings + Local Centre + employment/commercial + Secondary School + Care Home	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bracklesham Southbound		ONE HOUR	✓	555	100.000
2 - Bracklesham Northbound		ONE HOUR	✓	270	100.000
3 - Development Access		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	0	385	170
	2 - Bracklesham Northbound	213	0	57
	3 - Development Access	80	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Bracklesham Southbound	2 - Bracklesham Northbound	3 - Development Access
From	1 - Bracklesham Southbound	10	10	10
	2 - Bracklesham Northbound	10	10	10
	3 - Development Access	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Bracklesham Southbound	0.44	5.05	0.9	A	509	764
2 - Bracklesham Northbound	0.21	3.49	0.3	A	248	372
3 - Development Access	0.15	6.02	0.2	A	99	149

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	418	104	21	1401	0.298	416	220	0.0	0.5	4.012	A
2 - Bracklesham Northbound	203	51	127	1470	0.138	203	310	0.0	0.2	3.123	A
3 - Development Access	81	20	160	811	0.100	81	170	0.0	0.1	5.420	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	499	125	25	1398	0.357	498	263	0.5	0.6	4.396	A
2 - Bracklesham Northbound	243	61	153	1454	0.167	243	371	0.2	0.2	3.268	A
3 - Development Access	97	24	191	797	0.122	97	204	0.1	0.2	5.660	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	611	153	31	1395	0.438	610	322	0.6	0.8	5.039	A
2 - Bracklesham Northbound	297	74	187	1432	0.208	297	454	0.2	0.3	3.488	A
3 - Development Access	119	30	234	777	0.153	119	250	0.2	0.2	6.014	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	611	153	31	1395	0.438	611	323	0.8	0.9	5.051	A
2 - Bracklesham Northbound	297	74	187	1432	0.208	297	455	0.3	0.3	3.488	A
3 - Development Access	119	30	235	777	0.153	119	250	0.2	0.2	6.017	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	499	125	25	1398	0.357	500	264	0.9	0.6	4.411	A
2 - Bracklesham Northbound	243	61	153	1454	0.167	243	372	0.3	0.2	3.273	A
3 - Development Access	97	24	192	796	0.122	97	204	0.2	0.2	5.666	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Bracklesham Southbound	418	104	21	1401	0.298	418	221	0.6	0.5	4.033	A
2 - Bracklesham Northbound	203	51	128	1469	0.138	203	311	0.2	0.2	3.127	A
3 - Development Access	81	20	160	811	0.100	81	171	0.2	0.1	5.430	A

Appendix E

Calculation Reference: AUDIT-247601-180704-0734

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Secondary Filtering selection:

Parameter: Site area
Actual Range: 0.50 to 3.00 (units: hect)
Range Selected by User: 0.30 to 3 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/17

Selected survey days:

Monday	4 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	5

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4

Secondary Filtering selection:

Use Class:

B2	4 days
B8	1 days

Population within 1 mile:

1,000 or Less	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

Travel Plan:

No	5 days

PTAL Rating:

No PTAL Present	5 days

LIST OF SITES relevant to selection parameters

1 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD

EASTBOURNE
Edge of Town
Residential Zone
Total Site area: 2.30 hect
Survey date: MONDAY *21/10/13* *Survey Type: MANUAL*

2 NF-02-D-03 INDUSTRIAL ESTATE NORFOLK
BIDEWELL CLOSE

NORWICH
Edge of Town
Residential Zone
Total Site area: 1.60 hect
Survey date: MONDAY *08/10/12* *Survey Type: MANUAL*

3 TW-02-D-07 INDUSTRIAL ESTATE TYNE & WEAR
SWALWELL BANK
WHICKHAM
GATESHEAD
Edge of Town
Residential Zone
Total Site area: 2.10 hect
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

4 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE

WORCESTER
Edge of Town
Residential Zone
Total Site area: 3.00 hect
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

5 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD

CASTLEFORD
Edge of Town
Development Zone
Total Site area: 0.50 hect
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	5	1.90	11.474	5	1.90	3.158	5	1.90	14.632
08:00 - 09:00	5	1.90	16.947	5	1.90	8.000	5	1.90	24.947
09:00 - 10:00	5	1.90	13.263	5	1.90	10.000	5	1.90	23.263
10:00 - 11:00	5	1.90	11.684	5	1.90	10.737	5	1.90	22.421
11:00 - 12:00	5	1.90	13.789	5	1.90	13.368	5	1.90	27.157
12:00 - 13:00	5	1.90	14.211	5	1.90	16.211	5	1.90	30.422
13:00 - 14:00	5	1.90	13.368	5	1.90	14.316	5	1.90	27.684
14:00 - 15:00	5	1.90	14.000	5	1.90	13.368	5	1.90	27.368
15:00 - 16:00	5	1.90	12.947	5	1.90	12.526	5	1.90	25.473
16:00 - 17:00	5	1.90	9.474	5	1.90	16.316	5	1.90	25.790
17:00 - 18:00	5	1.90	5.053	5	1.90	18.842	5	1.90	23.895
18:00 - 19:00	5	1.90	3.158	5	1.90	6.421	5	1.90	9.579
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			139.368			143.263			282.631

Parameter summary

Trip rate parameter range selected:	0.50 to 3.00 (units: hect)
Survey date date range:	01/01/10 - 03/07/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-180702-0757

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	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days

Secondary Filtering selection:

Parameter:	Number of dwellings
Actual Range:	212 to 805 (units:)
Range Selected by User:	200 to 900 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 27/09/17

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	3

Selected Location Sub Categories:

Residential Zone	3

Secondary Filtering selection:

Use Class:

C3	3 days

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:

1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	2 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE

POLEGATE
Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

2 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD

HERNE BAY
Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

3 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
S BROADBRIDGE HEATH
WEST HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 805
Survey date: THURSDAY *02/03/17* *Survey Type: MANUAL*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	435	0.093	3	435	0.333	3	435	0.426
08:00 - 09:00	3	435	0.180	3	435	0.444	3	435	0.624
09:00 - 10:00	3	435	0.163	3	435	0.186	3	435	0.349
10:00 - 11:00	3	435	0.126	3	435	0.153	3	435	0.279
11:00 - 12:00	3	435	0.153	3	435	0.182	3	435	0.335
12:00 - 13:00	3	435	0.158	3	435	0.159	3	435	0.317
13:00 - 14:00	3	435	0.166	3	435	0.162	3	435	0.328
14:00 - 15:00	3	435	0.185	3	435	0.190	3	435	0.375
15:00 - 16:00	3	435	0.284	3	435	0.180	3	435	0.464
16:00 - 17:00	3	435	0.289	3	435	0.179	3	435	0.468
17:00 - 18:00	3	435	0.393	3	435	0.171	3	435	0.564
18:00 - 19:00	3	435	0.378	3	435	0.215	3	435	0.593
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.568			2.554			5.122

Parameter summary

Trip rate parameter range selected:	212 - 805 (units:)
Survey date date range:	01/01/10 - 27/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-180705-0709

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Secondary Filtering selection:

Parameter: Number of pupils
Actual Range: 435 to 1087 (units:)
Range Selected by User: 300 to 1200 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/17

Selected survey days:

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	7

Selected Location Sub Categories:

Residential Zone	7

Secondary Filtering selection:

Use Class:

D1	7 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	1 days
No	6 days

PTAL Rating:

No PTAL Present	7 days

LIST OF SITES relevant to selection parameters

1 BR-04-B-01 SECONDARY SCHOOL BRISTOL CITY
ST FRANCIS ROAD
KEYNSHAM
NEAR BRISTOL
Edge of Town
Residential Zone
Total Number of pupils: 435
Survey date: MONDAY *21/09/15* *Survey Type: MANUAL*

2 GM-04-B-03 SECONDARY SCHOOL GREATER MANCHESTER
MATTHEW MOSS LANE
MARLAND
ROCHDALE
Edge of Town
Residential Zone
Total Number of pupils: 780
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

3 HC-04-B-08 SECONDARY SCHOOL HAMPSHIRE
MINSTEAD AVENUE

SOUTHAMPTON
Edge of Town
Residential Zone
Total Number of pupils: 565
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

4 NE-04-B-01 SECONDARY SCHOOL NORTH EAST LINCOLNSHIRE
FOXHILLS ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 520
Survey date: MONDAY *19/05/14* *Survey Type: MANUAL*

5 SC-04-B-02 SECONDARY SCH. SURREY
SUMMERS ROAD
FARNCOMBE
GODALMING
Edge of Town
Residential Zone
Total Number of pupils: 456
Survey date: THURSDAY *21/10/10* *Survey Type: MANUAL*

6 TW-04-B-02 SECONDARY SCHOOL TYNE & WEAR
SALTWELL ROAD SOUTH
LOW FELL
GATESHEAD
Edge of Town
Residential Zone
Total Number of pupils: 1087
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

7 WM-04-B-05 SECONDARY SCHOOL WEST MIDLANDS
JEREMY ROAD
GOLDTHORN PARK
WOLVERHAMPTON
Edge of Town
Residential Zone
Total Number of pupils: 800
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	663	0.063	7	663	0.011	7	663	0.074
08:00 - 09:00	7	663	0.211	7	663	0.158	7	663	0.369
09:00 - 10:00	7	663	0.025	7	663	0.025	7	663	0.050
10:00 - 11:00	7	663	0.013	7	663	0.010	7	663	0.023
11:00 - 12:00	7	663	0.015	7	663	0.014	7	663	0.029
12:00 - 13:00	7	663	0.013	7	663	0.015	7	663	0.028
13:00 - 14:00	7	663	0.010	7	663	0.012	7	663	0.022
14:00 - 15:00	7	663	0.089	7	663	0.071	7	663	0.160
15:00 - 16:00	7	663	0.065	7	663	0.131	7	663	0.196
16:00 - 17:00	7	663	0.011	7	663	0.049	7	663	0.060
17:00 - 18:00	7	663	0.021	7	663	0.025	7	663	0.046
18:00 - 19:00	6	687	0.035	6	687	0.035	6	687	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			0.556			1.127

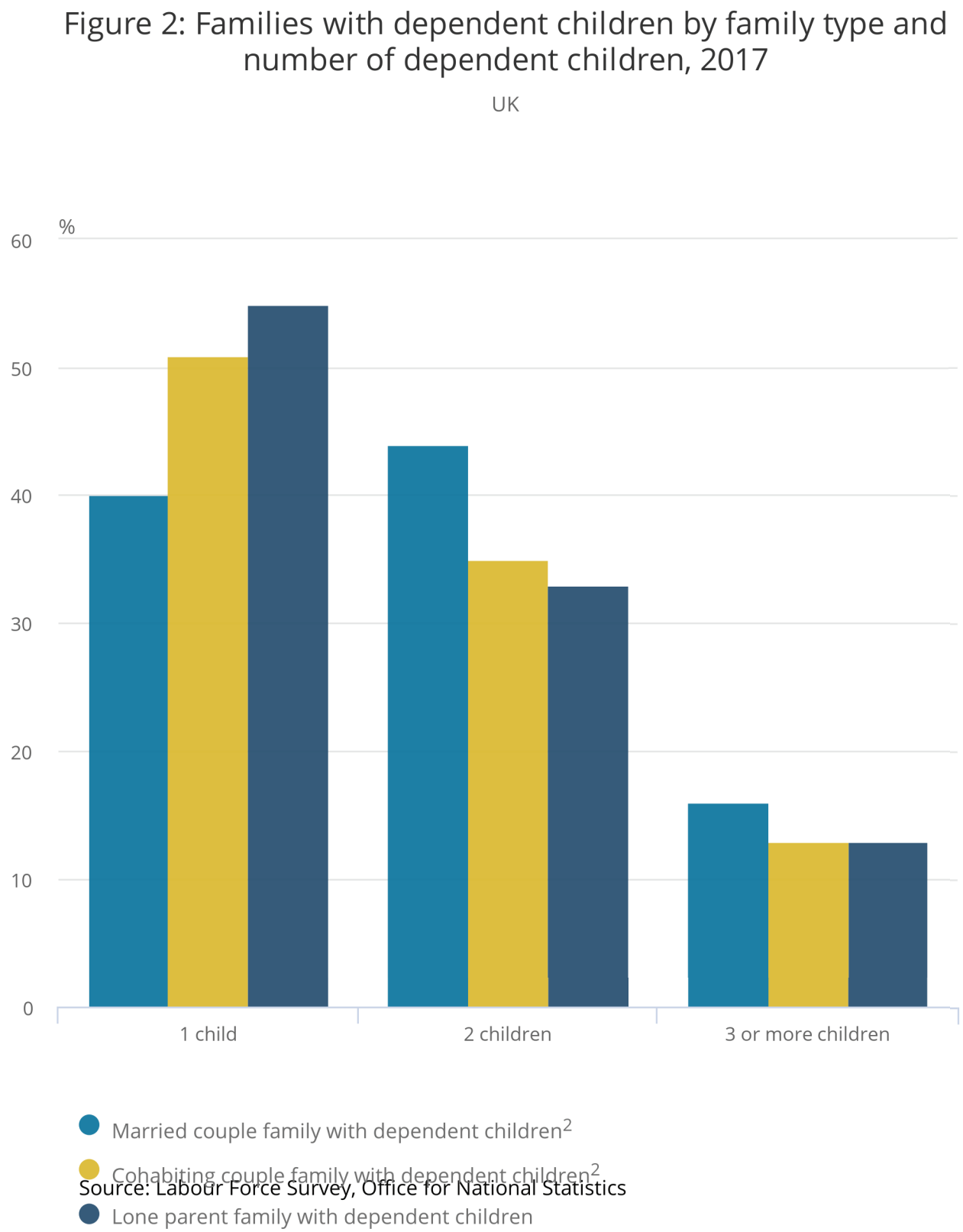
Parameter summary

Trip rate parameter range selected:	435 - 1087 (units:)
Survey date date range:	01/01/10 - 04/10/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix F

Figure 2: Families with dependent children by family type and number of dependent children, 2017

UK



Source: Labour Force Survey, Office for National Statistics

Notes:

1. Less than 1% of dependent children lived in civil partner couple families in 2017. Therefore the percentages are too small to be shown.

2. Married couple families include both opposite sex and same sex married couples. Cohabiting couple families include both opposite sex and same sex cohabiting couples.

In 2017, of all lone parents with dependent children, 55% had only one child, higher than both other family types (Figure 2). Further, only 13% of lone parents had three or more children. Conversely, married couples with dependent children had more children on average than other family types and only 40% had only one dependent child. These patterns are likely to reflect the stability of parental partnerships, as well as the fact that people often marry after having a child and then have further children within marriage; this is demonstrated in the registration status at birth statistics.

Notes for: Number of families in the UK continues to grow, with cohabiting couple families growing the fastest

1. If a change or a difference between estimates is described as “statistically significant”, it means that statistical tests have been carried out to reject the possibility that the change has occurred by chance. Therefore statistically significant changes are very likely to reflect real changes in families and household structures.

5 . Multi-family households have grown the fastest, but which household type is the most common in the UK?

There were 27.2 million households in the UK in 2017. The number of households has increased by 6% since 2007, similar to the growth in the UK population during this period. As a result, average household size has remained at 2.4 people over the decade.

Table 2 shows that the most common household type in 2017 contained one family consisting of a couple with or without children. There were 15.7 million such households, an increase from 14.6 million in 2007 and 13.9 million in 1996. Despite this increase in absolute numbers, there has been little change in the proportion of all households of this type, remaining at 58% of all households in 2017, the same as 1996.

The next most common household type was one-person households, of which there were 7.7 million in 2017. UK households containing one lone parent family increased from 2.3 million in 1996 to 2.7 million in 2017.

Appendix G

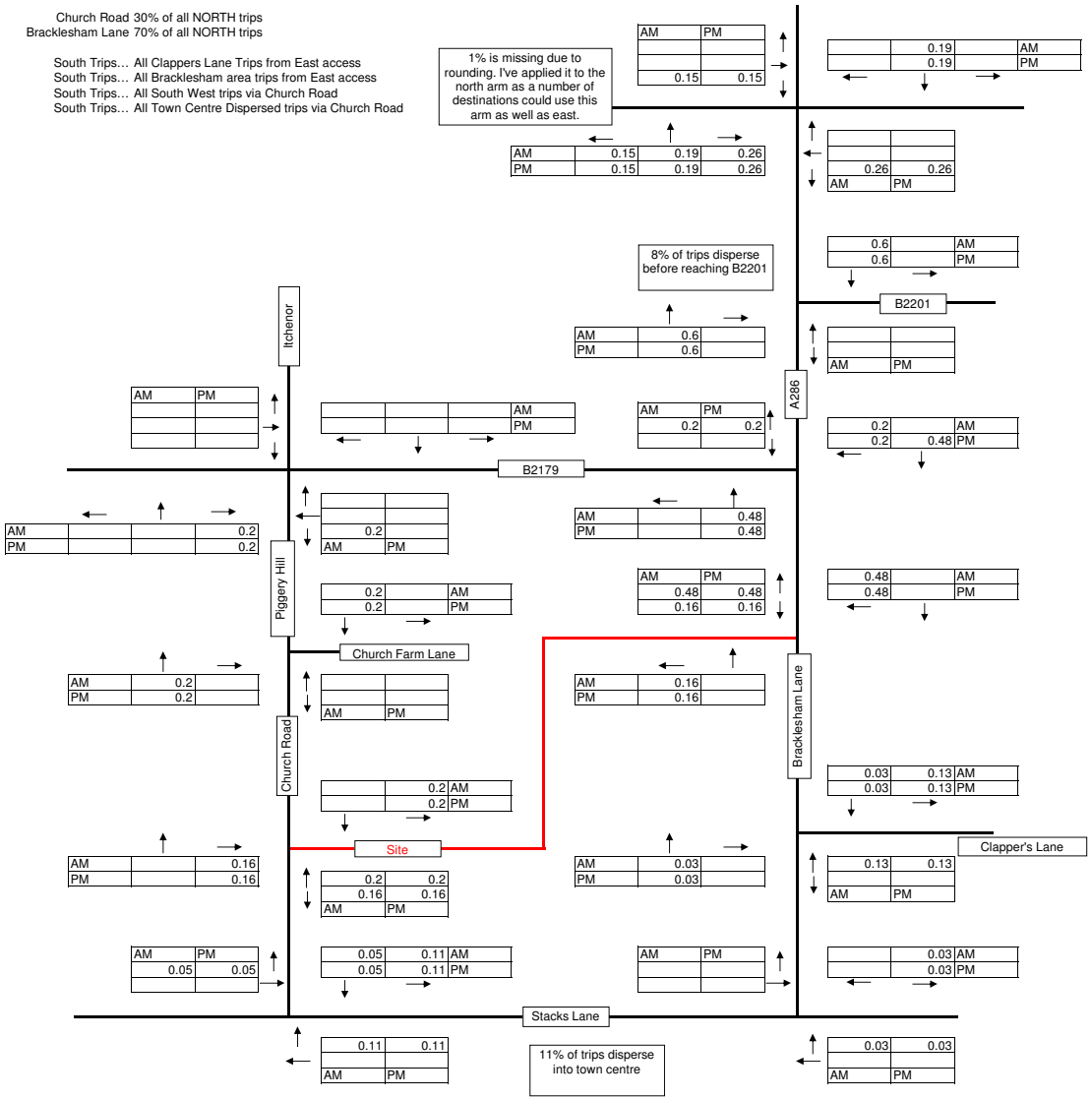
WF01BEW - Location of usual residence and place of work (OA level)

population	All usual residents ages 16 and over in employment the week before the census
units	Persons
date	2011

place of work	currently E01031501 : Chichester 013C
E01031490 : Chicheste	57
E01031501 : Chicheste	48
E01031500 : Chicheste	32
Arun	29
E01031542 : Chicheste	21
E01031540 : Chicheste	19
Portsmouth	18
E01031499 : Chicheste	13
E01031486 : Chicheste	12
E01031509 : Chicheste	10
E01031488 : Chicheste	10
E01031496 : Chicheste	9
E01031524 : Chicheste	9
E01031489 : Chicheste	8
E01031477 : Chicheste	7
E01031528 : Chicheste	7
East Hampshire	7
E01031508 : Chicheste	6
E01031476 : Chicheste	6
E01031513 : Chicheste	6
Horsham	6
Hillingdon	5
E01031493 : Chicheste	4
E01031492 : Chicheste	4
E01031529 : Chicheste	4
Havant	4
Worthing	4
E01031497 : Chicheste	3
E01031483 : Chicheste	3
E01031522 : Chicheste	3
E01031526 : Chicheste	3
Westminster,City of Lo	3
Guildford	3
Waverley	3
E01031481 : Chicheste	2
E01031484 : Chicheste	2
E01031474 : Chicheste	2
E01031541 : Chicheste	2
E01031523 : Chicheste	2
Ealing	2
Merton	2
Southwark	2
Basingstoke and Deane	2
E01031502 : Chicheste	1
E01031503 : Chicheste	1
E01031521 : Chicheste	1
E01031478 : Chicheste	1

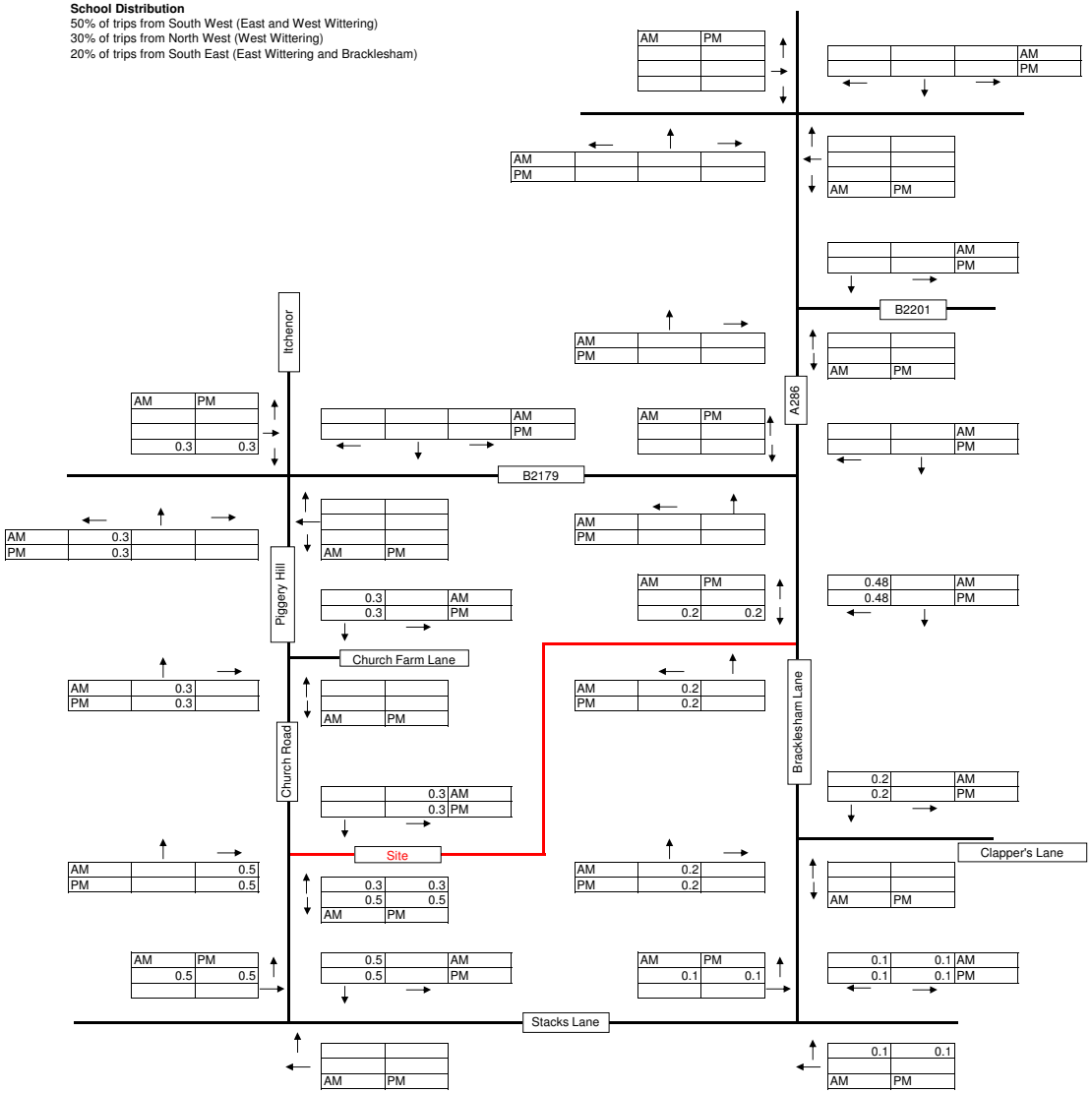
E01031498 : Chicheste	1
E01031515 : Chicheste	1
E01031485 : Chicheste	1
E01031487 : Chicheste	1
E01031533 : Chicheste	1
E01031543 : Chicheste	1
E01031482 : Chicheste	1
E01031494 : Chicheste	1
E01031495 : Chicheste	1
E01031475 : Chicheste	1
E01031480 : Chicheste	1
E01031530 : Chicheste	1
E01031527 : Chicheste	1
Cheshire West and Che	1
East Riding of Yorkshir	1
Colchester	1
Norwich	1
Camden	1
Harrow	1
Kensington and Chelse	1
Kingston upon Thames	1
Southampton	1
Chiltern	1
Lewes	1
Fareham	1
New Forest	1
Rushmoor	1
Test Valley	1
Winchester	1
Maidstone	1
Reigate and Banstead	1
Surrey Heath	1
Cotswold	1

Appendix H

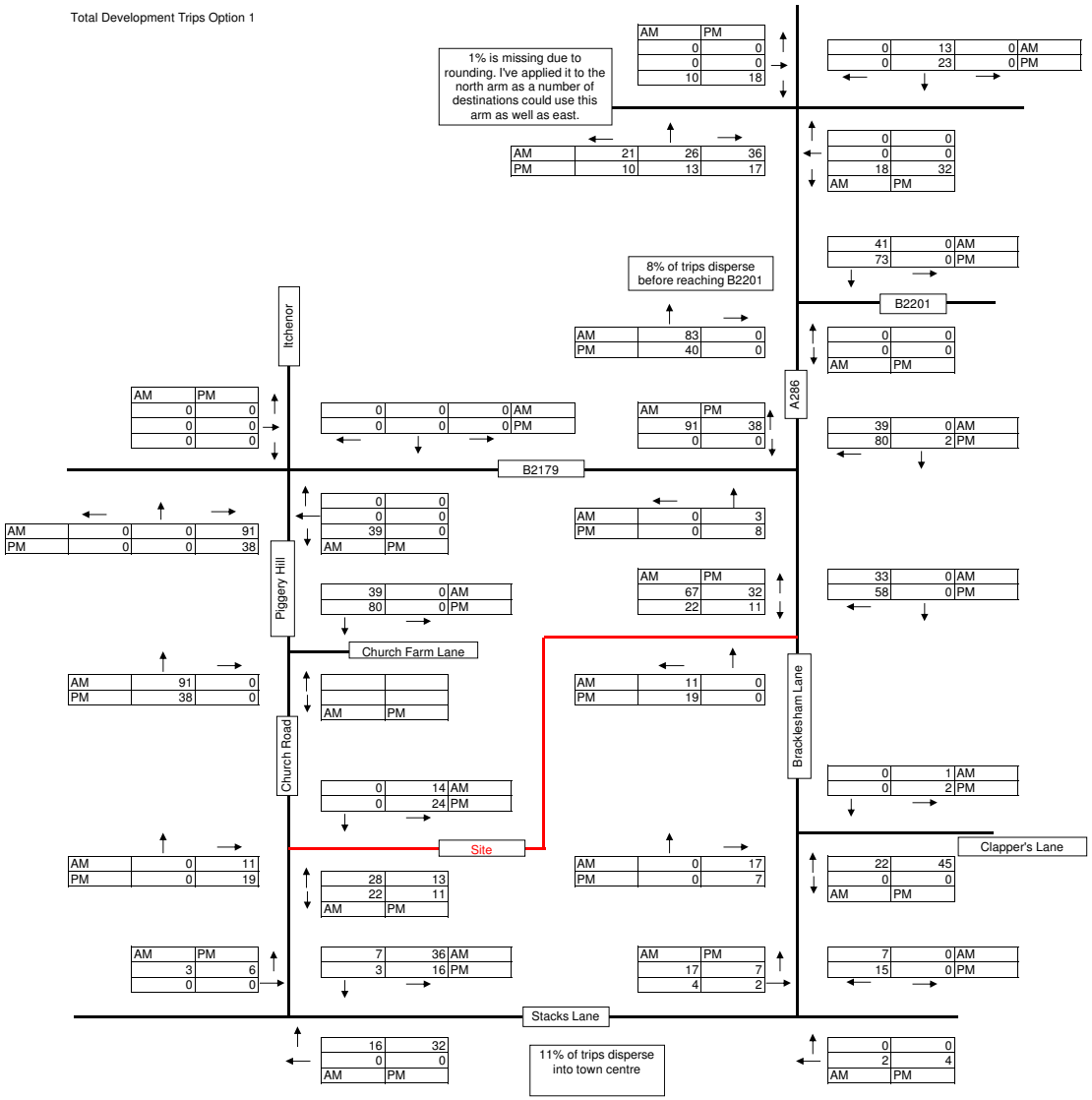

Church Road 30% of all NORTH trips
Bracklesham Lane 70% of all NORTH trips
South Trips… All Clappers Lane Trips from East access
South Trips… All Bracklesham area trips from East access
South Trips… All South West trips via Church Road
South Trips… All Town Centre Dispersed trips via Church Road
1% is missing due to rounding. I've applied it to the north arm as a number of destinations could use this arm as well as east.
8% of trips disperse before reaching B2201
11% of trips disperse into town centre
Itchenor
B2201
A286
B2179
Piggery Hill
Church Farm Lane
Church Road
Bracklesham Lane
Site
Clapper's Lane
Stacks Lane

P

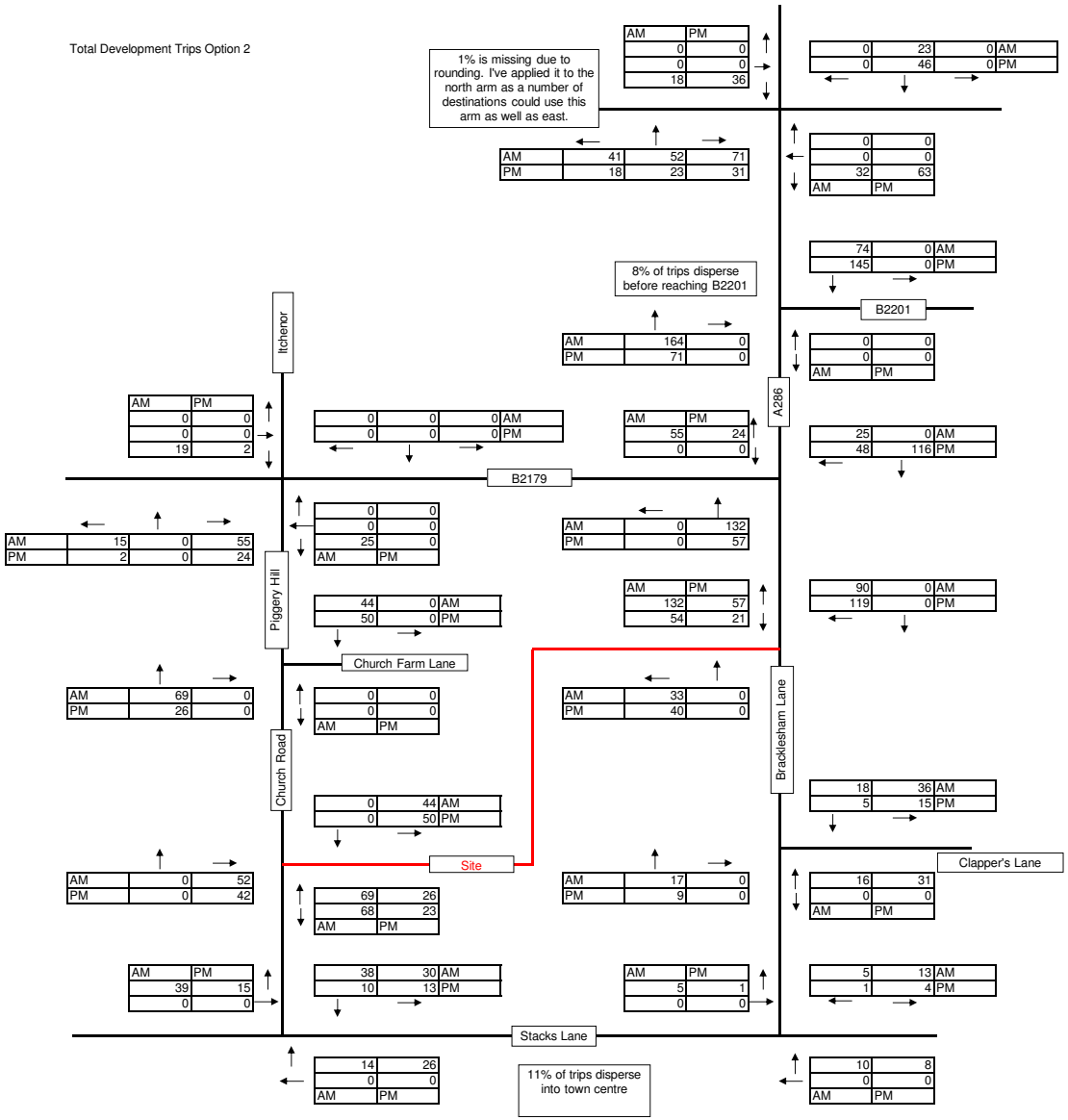
School Distribution
50% of trips from South West (East and West Wittering)
30% of trips from North West (West Wittering)
20% of trips from South East (East Wittering and Bracklesham)



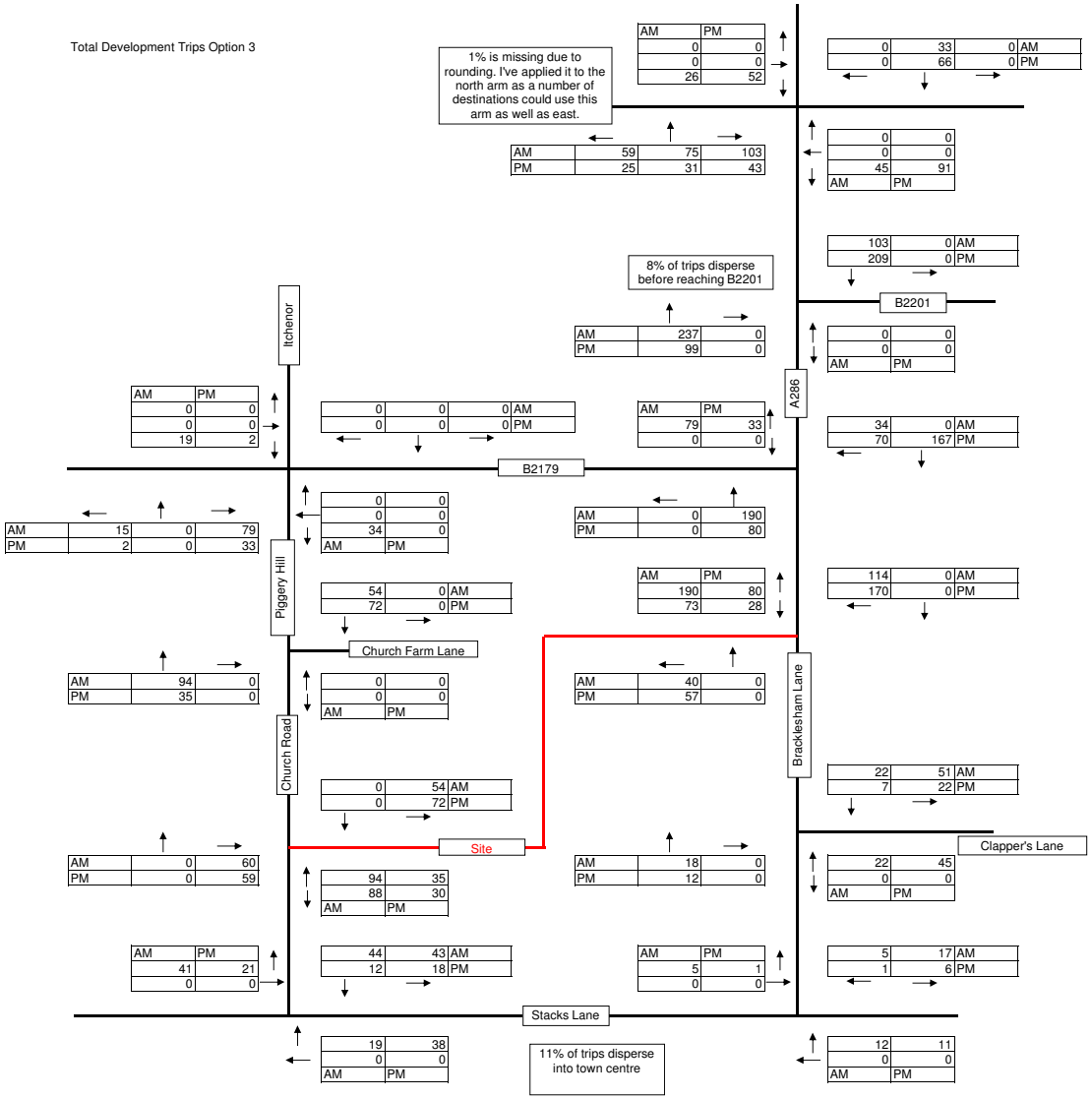
Total Development Trips Option 1



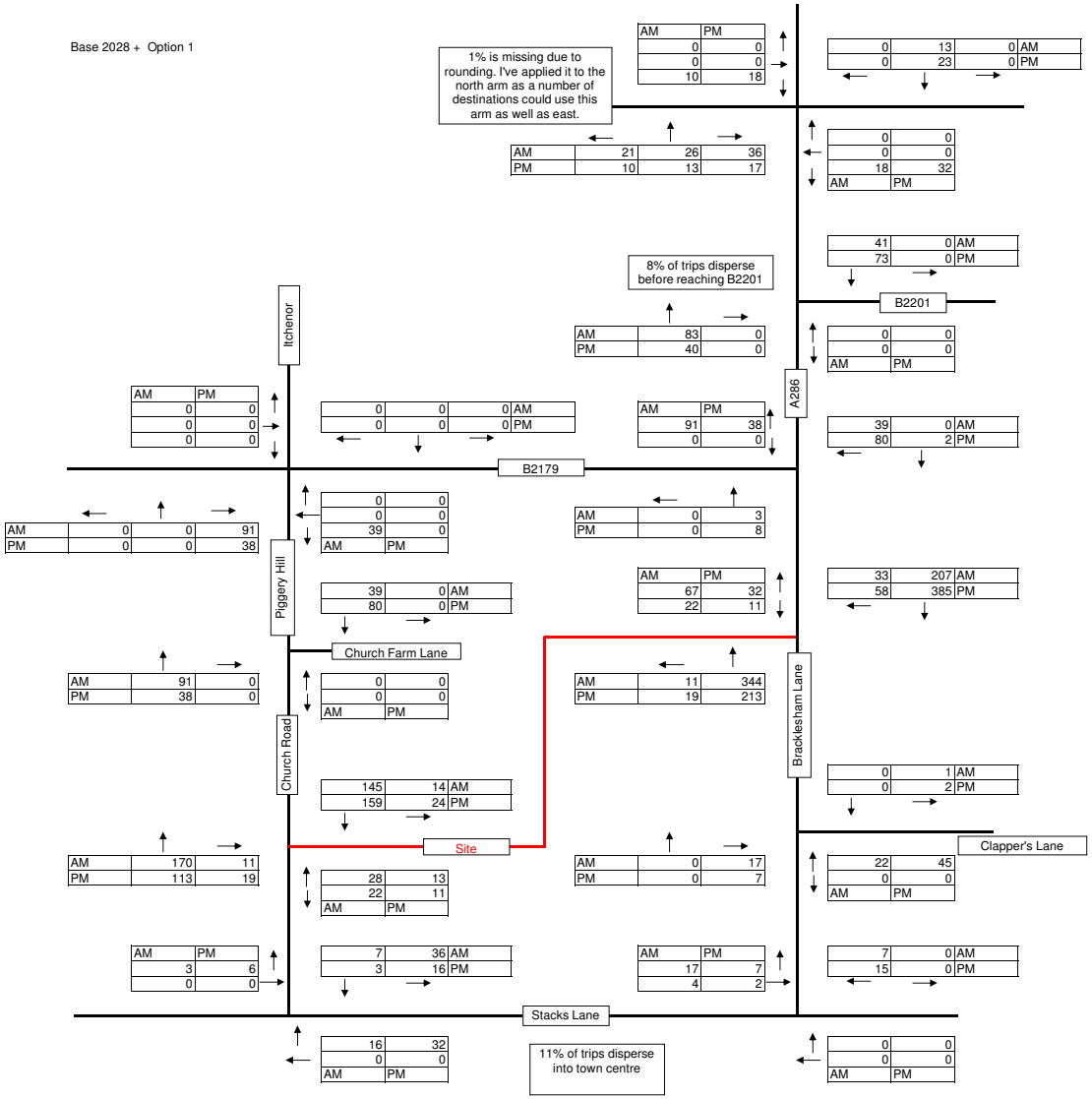
Total Development Trips Option 2



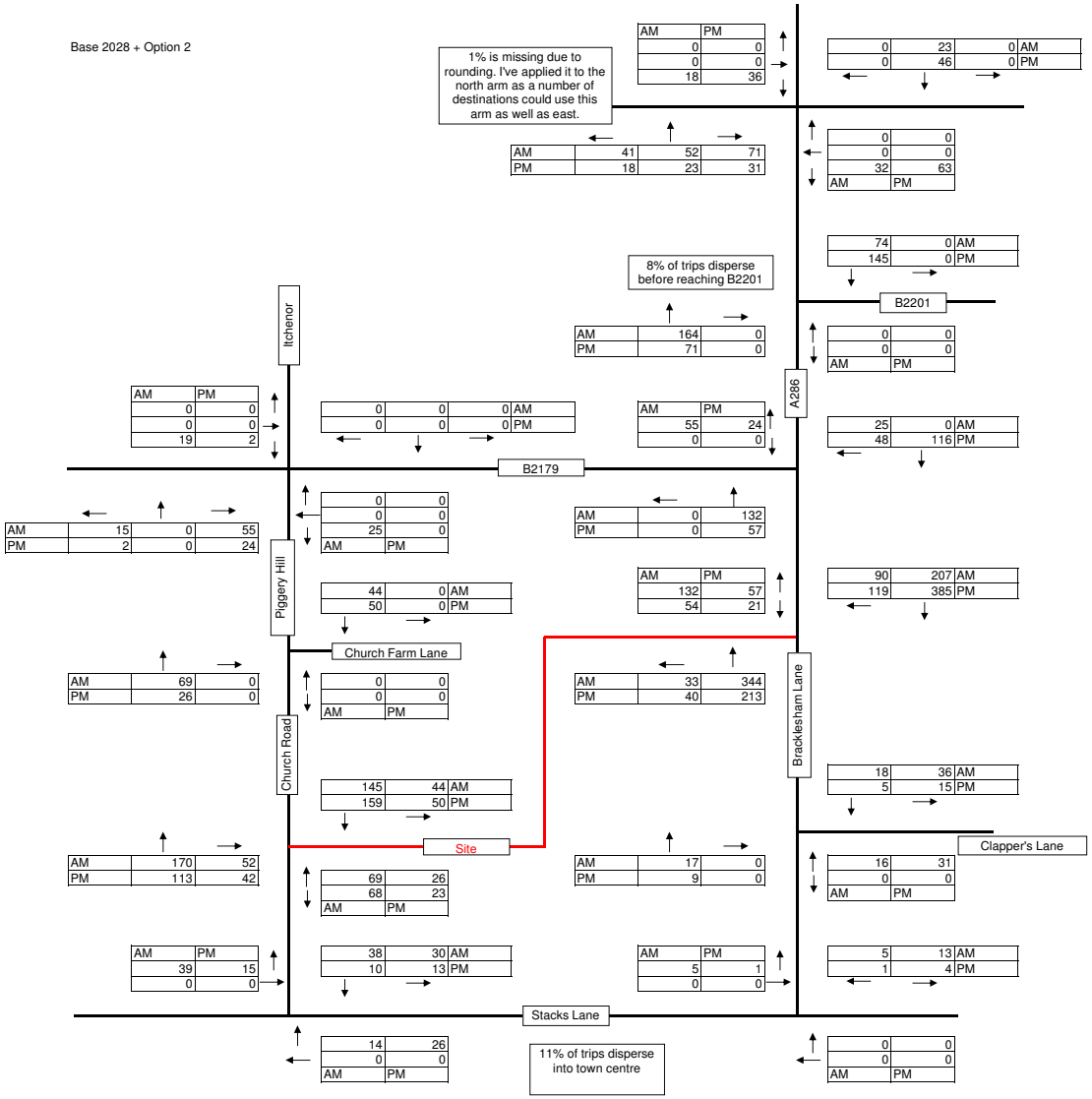
Total Development Trips Option 3



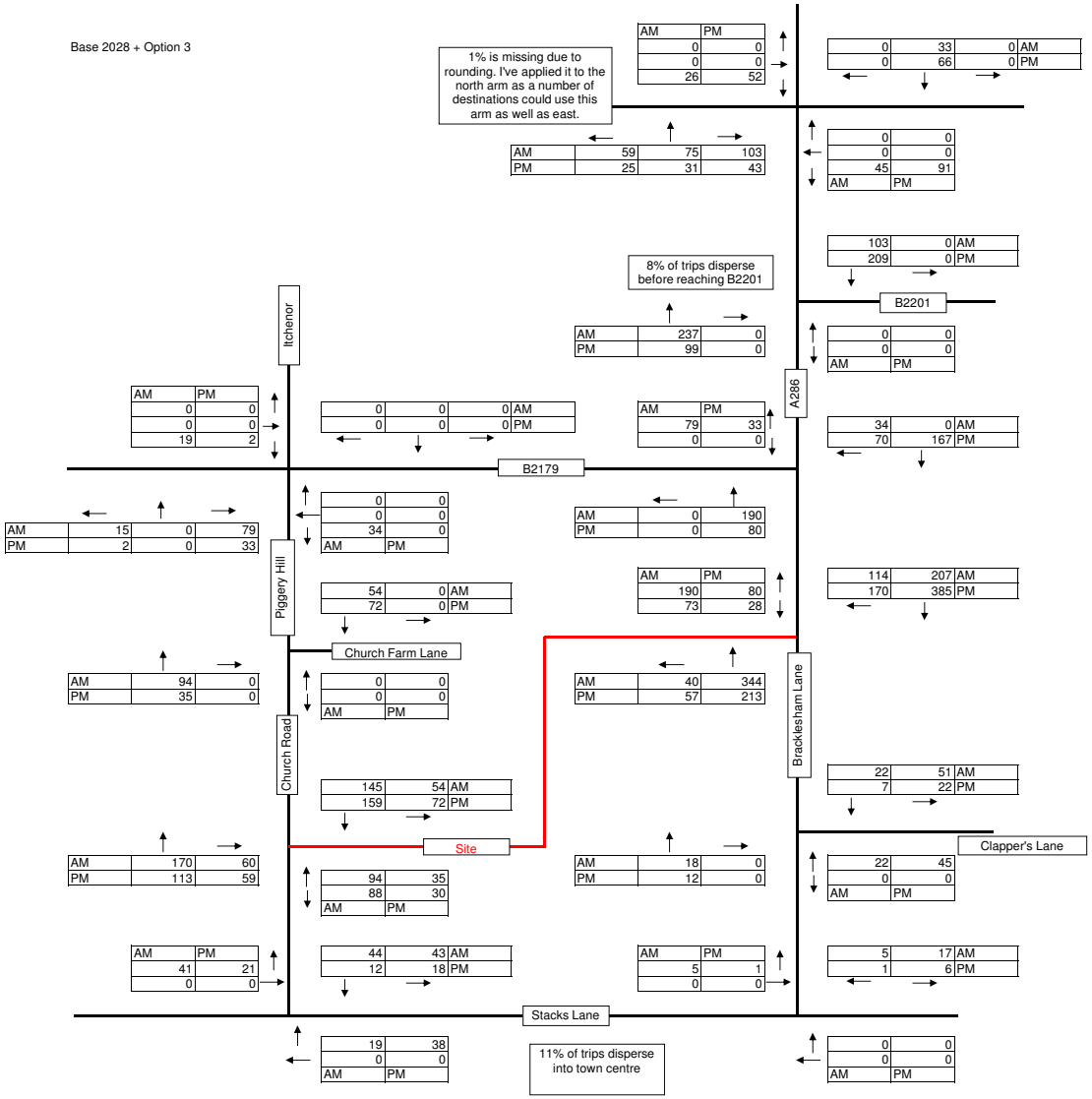
Base 2028 + Option 1



Base 2028 + Option 2



Base 2028 + Option 3



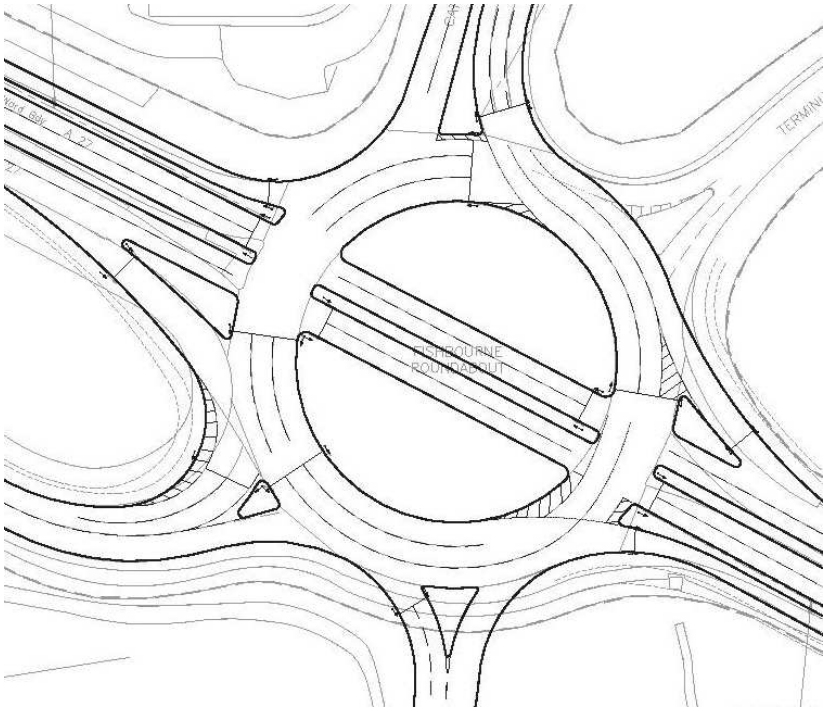
P

Appendix I

Jct 13 - A27 Fishbourne Roundabout - Mitigation

7.3.2 The mitigation proposed for the Fishbourne Roundabout is outlined in **Figure 7.4**.

Figure 7.4: Fishbourne Roundabout Proposed Mitigation



7.3.3 The mitigation scheme includes:

- Convert the existing Fishbourne roundabout to a 'Hamburger' Roundabout;
- Remove Terminus Road arm and relocate to a new junction on Cathedral Way (see **Jct 10**);
- Add a new arm onto Fishbourne Roundabout for the Stockbridge Link Road (see **Figure 7.18**); and
- Signalise all arms.

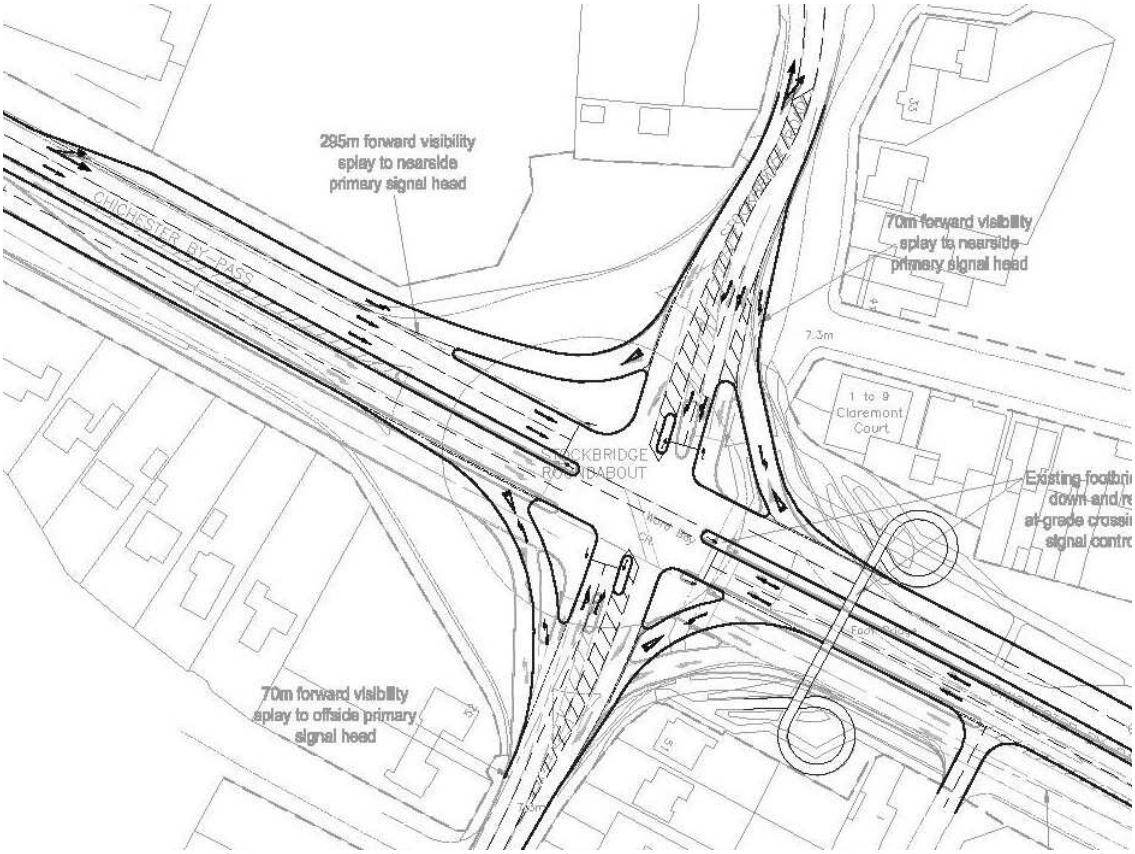
7.3.4 Key constraints of this mitigation scheme:

- Statutory utility apparatus;
- Existing street furniture;
- Highway boundary and land ownership;
- Construction phasing;
- Existing trees and vegetation; and
- Land drainage ditch along Southern side of roundabout.

Jct 14 - A27 Stockbridge Junction – Mitigation

7.3.5 The mitigation proposed for the Stockbridge Junction is outlined in **Figure 7.5**.

Figure 7.5: Stockbridge Junction Proposed Mitigation



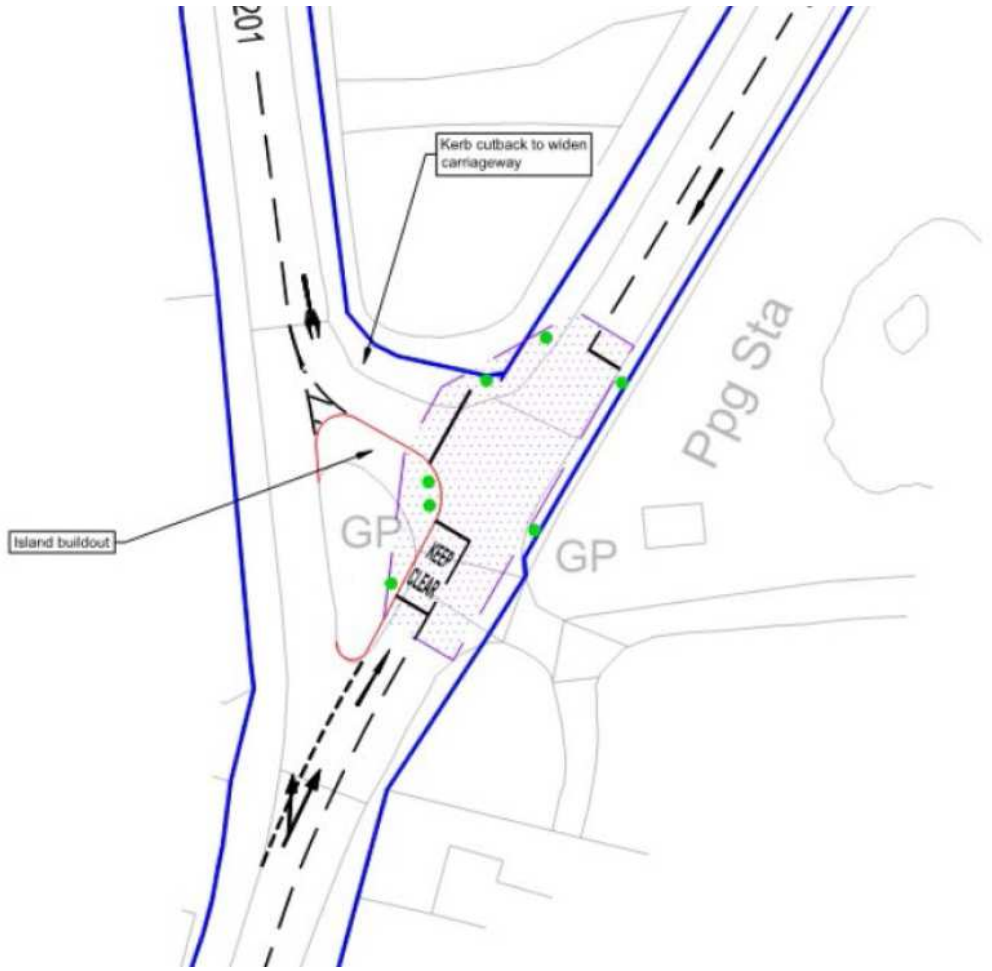
7.3.6 The mitigation scheme includes:

- Converting existing roundabout into traffic signals crossroad with dual carriageway for A27 and banned right turns from A27 onto Stockbridge Road;
- Signalise all conflicting approach arms to junction. Provision of 4-way traffic signals; and
- New left turn slip lanes on A27 approaches and exits.

7.3.7 Key constraints of this mitigation scheme:

- Land ownership;
- Existing road signs and street lighting;
- Statutory utility apparatus;
- Existing trees and hedgerows;
- Existing street furniture; and
- Potential flood impacts – both surface water and flood zone 3.

Figure 7.17: B2145 / B2201 Proposed Mitigation



7.5.6 The mitigation scheme includes:

- Introduction of traffic signals; and
- Banning of right turn from B2145 northern arm.

7.5.7 Key constraints of this mitigation scheme:

- Statutory utility apparatus;
- Existing street furniture; and
- Existing trees and vegetation.

Stockbridge Link Road

7.5.8 The Stockbridge Link is a scheme that has been previously considered in part by Highways England within proposals for highway improvements for the wider strategic highway network. The link raises two possible benefits with respect to the local plan as set out below:

a. The link provides an alternate route to the south of Chichester serving the coast. This allows turning restrictions at other junctions along the A27 such as at Stockbridge and Whyke

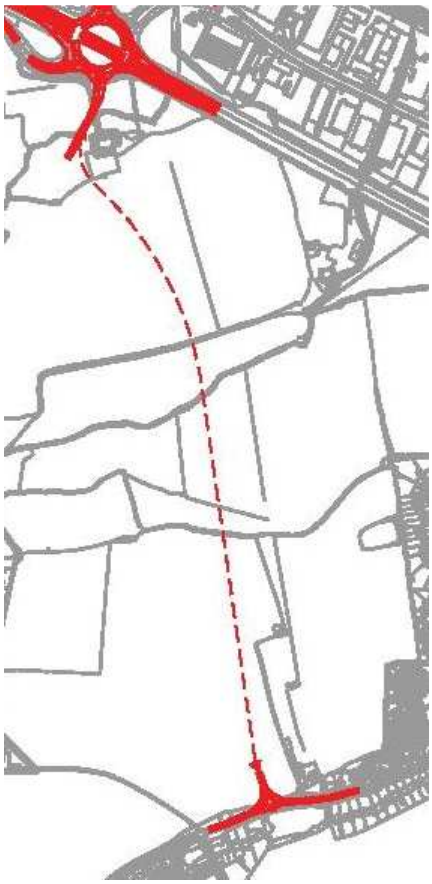
junctions to be considered, which minimise the turning traffic conflicting with the A27 through traffic; and

b. The Local Plan Review has the potential to accommodate a significant proportion of its employment requirement in the area south of the A27 between Fishbourne and Stockbridge Roundabouts. Therefore, this link could also become the primary access for this land use to and from the A27.

7.5.9 The link not only provides the opportunity above, it also has the potential to offer an alternate route to Appledram Lane. The modelling suggests that if the link was not provided, then the Appledram Lane and Fishbourne Road junction would require significant improvement, however Appledram Lane itself is a narrow road of sub-standard width and alignment, with a significant number of residential properties on either side of the road. It also forms the eastern boundary of the Chichester Harbour Area of Outstanding Natural Beauty. It is therefore considered to be unsuitable for further improvement and has not been taken forward as a preferred mitigation measure.

7.5.10 The mitigation proposed for the Stockbridge Link Road is outlined in **Figure 7.18**.

Figure 7.18: Stockbridge Link Road Proposed Mitigation



7.5.11 The mitigation scheme includes:

- Introduction of new arm on Fishbourne Roundabout;
- Construction of new roundabout on Birdham Road; and

- Construction of new single carriageway over farmland between Fishbourne Roundabout and Birdham Road.

7.5.12 Key constraints of this mitigation scheme:

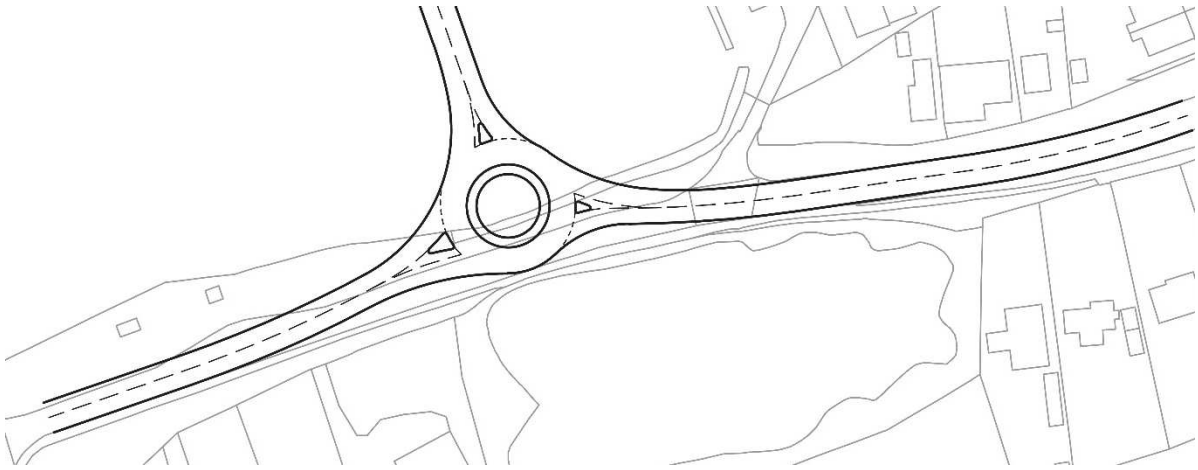
- Statutory utility apparatus;
- Existing street furniture;
- Existing trees and vegetation (includes possible SSSI Impact Risk Zone) – Ecological issues;
- Existing land/ field drainage (parts of route within Flood Zone 3);
- Crossing of River Lavant; and
- Visual restriction requirements between Chichester Cathedral and Chichester Harbour Area of Outstanding Natural Beauty.

7.5.13 Given this link unlocks land for employment and potentially residential use, it has the potential to be funded for the majority of its length by the associated private development, as are the northern and southern access points, subject to the scale of development. Alternatively, as the link also offers strategic opportunities and therefore, should also be considered for funding through the Local Plan Review.

Jct 12 Stockbridge Link Road / A286 Birdham Road

7.5.14 The mitigation proposed for the Stockbridge Link Road/Birdham Road Junction is in essence the southern end of the Stockbridge Link Road, and is outlined in **Figure 7.19**.

Figure 7.19: Stockbridge Link Road / A286 Birdham Road Proposed Mitigation



7.5.15 The mitigation scheme includes:

- Construction of new 3 arm roundabout on Birdham Road to accommodate southern arm of Stockbridge Link Road.

7.5.16 Key constraints of this mitigation scheme:

- Highway boundary and land ownership;

- Statutory utility apparatus;
- Existing trees and vegetation; and
- Existing land/ field drainage.

7.6 Neighbouring Authorities

7.6.1 The neighbouring councils of Havant and Arun have been consulted and their local plan and proposed mitigation elements have been included in this assessment. This section will seek to summarise the mitigation measures being proposed outside the plan area. This report does not at this time define cross boundary contributions associated with impact, this would be the subject of a further review. The study has also considered the other neighbouring local authorities comprising the South Downs National Park Authority (SDNPA), East Hampshire District Council (EHDC), Waverley Borough Council (WBC), and Horsham District Council (HDC) as noted in **paragraph 5.3.1**.

Havant BC

7.6.2 The modelling has shown limited requirement for improvements along the A27 corridor until the A3(M) junction. The majority of junctions along this corridor are already grade separated and as such have a lesser impact on the A27 through movement, compared to those at grade junctions that support Chichester.

7.6.3 The A3(M) junction is considered a key decision point, with respect to trips traveling east west or north/south. As such there is a concentration of trips at this junction, hence it is the key junction to experience issues in the future to the west for Scenario 1.

7.6.4 The impact of the emerging Local Plan development results in a negligible impact on the operation of the A27 Havant Bypass roundabout and its slip roads and the A3(M)/A27 junction, while witnessing a slight improvement in operation during the mitigated Scenario 1. The majority of traffic within the area is identified to run east west and north south along the A3(M) and the A27 thus not effecting the local road network within Havant itself.

7.6.5 HBC are in the process of preparing a transport assessment to inform the preparation of their emerging Local Plan. At the time of preparing this report, the findings of the assessment, including any mitigation measures necessary were not available for review.

7.6.6 **Figure 7.19, 7.20** and **7.21** illustrate the junctions exhibiting high volume to capacity ratios in the 2035 Reference Case, 2035 Scenario 1 and 2035 Mitigated Scenario 1 respectively.